LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Capital Projects Update

FROM: David Massa, Capital Projects Manager

DATE: March 24, 2025

Action Requested
This is an informational update.

Background
LAVTA staff are working on a variety of capital projects and would like to provide a quarterly status update to the Board of Directors.

Discussion
Rutan Facility Maintenance Bay Hydrogen Retrofit**:** This project focuses on upgrading the maintenance shop to safely accommodate hydrogen fuel-cell buses (FCEB). Enhancements include the installation of hydrogen detection systems, alarms, and improved ventilation. Currently, the system control panel and sensors are installed, the electrical system has been upgraded to handle the additional load of the high-flow ventilation system, ductwork has been placed, and the bay door openers have been replaced with fast models capable of opening the doors in 60 seconds should a leak be detected.

Atlantis: Hydrogen Fueling Station**:** Staff and agency consultant CTE are working on the station design; specifically, the size and storage capacity of the tanks. To determine that, the agency collected data from potential bus manufacturers and electronically surveyed our routes to develop load patterns. CTE is processing the collected data to precisely determine our hydrogen requirements and demand. Once the design is complete, LAVTA will issue a Request for Qualifications (RFQ) that outlines the expectations, qualifications, standards, and evaluation criteria for potential bidders.

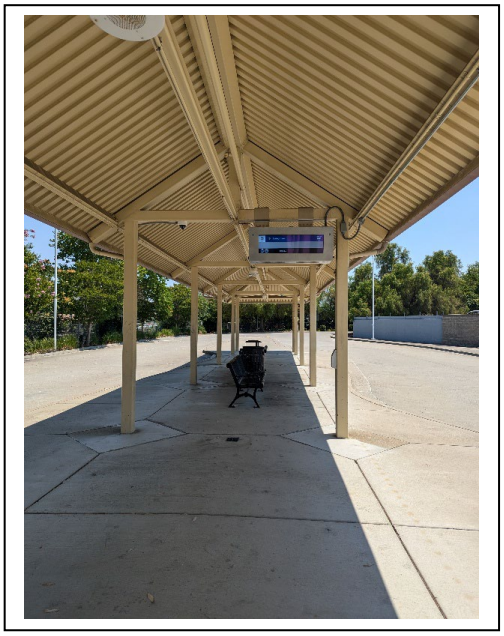
Tri-Valley Passenger Facilities Enhancement Project: At the July Board meeting, staff were authorized to execute Task Order #2 with Kimley-Horn for project design and engineering services for the Tri-Valley Passenger Facilities Enhancement Project. This project improves the passenger amenities (shelters, benches, real time signs) at three high-ridership stops:

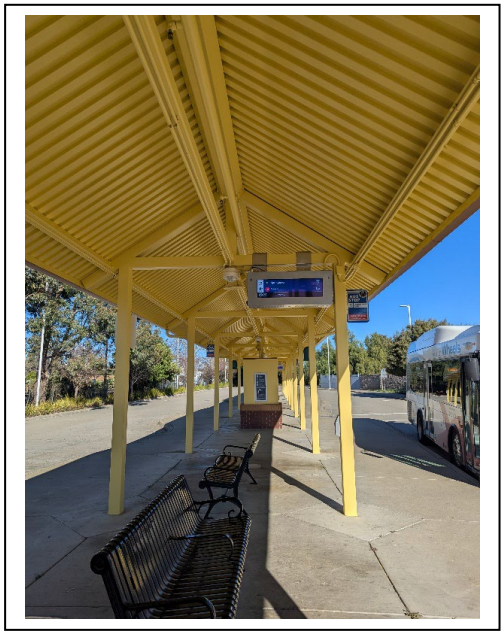
Dublin/Pleasanton BART, Las Positas College, and the Lawrence Livermore National Lab. Kimley-Horn has completed 35% designs and is seeking feedback from all parties.

Livermore Transit Center Improvements: The scope of the improvements at the Livermore Transit Center project are subdivided into three smaller projects.

- Repainting: The first project includes fully repainting the passenger canopies at the Transit Center and the 30R signature bus stop on Railroad Ave. This project recently concluded. Please see before and after pictures below.

  Transit Center Canopy



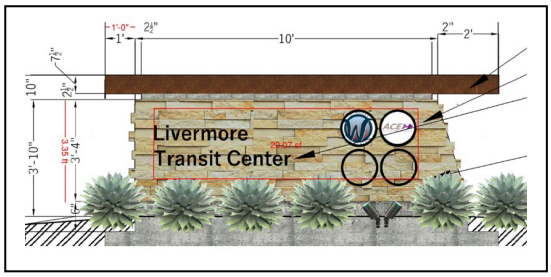


  Signature Stop:

- Lighting: The second project improves the lighting in Railroad Court between the Livermore Transit Center and the 30R signature stop on Railroad Ave. LAVTA staff are

collaborated with city staff and were presented a lighting plan for the area that was acceptable to the city. The city's on-call contractor produced 30% designs and developed an engineer's cost estimate. LAVTA will be working with an on-call contractor to bring design to 100% and issue an IFB.

- Signage: The third project involves upgrading two monument signs at the Transit Center. Staff have reviewed several preliminary designs and have agreed on one to submit to the city for feedback. Kimley-Horn has provided 95% drawings to the city and is currently collaborating with them to ensure the designs align with the downtown master plan.



Cloud Based Transit Signal Priority (TSP) Upgrade: In December and February, representatives from all three cities and LAVTA held a series of separate kickoff and input meetings to gather feedback on the new system's features, the cities requirements and IT concerns. Kimley-Horn is now compiling this input into a comprehensive needs and requirements assessment. The next step involves reviewing the data and developing specifications for the new system. Once complete, Kimley-Horn will present a unified set of standards based on the meetings for final approval from the cities. Upon approval, LAVTA will move to procure the new system.

Rutan Bus Yard Gate Replacement: Recently, the gate at the Rutan bus yard has been experiencing frequent derailments from its track. This gate, a 34-year-old sliding unit measuring 42 feet in length and 10 feet in height, is original to the facility. Upon consultation with the repair contractor, it was recommended that the gate be replaced with a completely different style. A task order was issued to the Agency's on-call contractor Kimley-Horn for design and engineering services. The design has been completed, and an engineer's estimate is being developed. The agency has applied for CIP funding through an ACTC grant to cover the replacement cost.

Fiscal Impact
There is no fiscal impact associated with this item.

Recommendation
None – Information Only