



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck – Senior Transportation Program Planner
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine Maintenance Facility

RECOMMENDATION

Information Only

EXECUTIVE SUMMARY

The existing Vine Maintenance Facility has reached the end of its useful life and is too small for the existing Vine operations. NVRTA leases the facility from the City of Napa and the property is slated for future redevelopment.

After a long search, NVRTA purchased 8 acres for \$2.8 million on Sheehy Court, adjacent to the airport, to build a modern bus transit maintenance facility. As discussed at the February and March NVRTA Board meetings, the Vine Transit Maintenance Facility is now at 100% design and a final funding package needs to be determined in order to put the project out to bid for construction. The project is currently scheduled to break ground in January/February 2020.

As part of the design process, NVRTA staff and Kimley Horn and Associates have completed two rounds of value engineering and WSP separately has completed a constructability review. The value engineering has resulted in a \$1.75 million dollars in savings.

FISCAL IMPACT

Is there a Fiscal Impact? Yes, the project is expected to cost \$32 million.

BACKGROUND AND DISCUSSION

NVTA's formal planning for a new Vine Transit Bus Maintenance Facility dates back to the completion of the Transit Yard Feasibility Study in December 2013. Staff level planning continued from there with discussions with other California transit agencies and visits to three existing maintenance facilities in Chico, Redding and Monterey to gather ideas and explore cost savings measures. In 2016, the Board approved acquiring an eight acre parcel on Sheehy Ct.

In July 2017, the NVTA Board authorized the award of Agreement No. 17-15 to Kimley Horn and Associates, Inc. for the Vine Transit Maintenance Facility Architecture & Engineering Design Services. Since then, NVTA staff and Kimley Horn have collaborated on the design of the new Maintenance Facility. The Board received an update on the design at 30% and 60% in 2018 and approved the Environmental Impact Report (EIR) in January 2018. The project is now at 100% design.

The 100% design refines the 60% design and provides additional detail on mechanical, electrical, plumbing, equipment, and materials for the project. The layout and footprint of the Maintenance Facility has not changed significantly from the 30% design, but NVTA and Kimley Horn completed two (2) rounds of value engineering to minimize the cost of the Project. Items that have been altered for cost savings are as follows:

- Change in facade material
- Elimination of solar canopies over parking
- Elimination of one maintenance bay
- Owner furnished/owner installed equipment
- Hydronic boiler for heating and domestic hot water in lieu of heat pump system and ductwork for maintenance building heating
- Downgrade from primary to secondary electric service for electric bus charging and application to the PG&E Fleet Ready Program to share the cost
- Reduction in the size of the bus wash building by 25%
- Waiver of impact fees

Additional items considered for costs savings, but rejected due to operational cost impacts:

- Reduction in site concrete for asphalt pavement sections
- Removal of high velocity, low speed (HVLS) fans in maintenance bays
- Removal of in-ground lift
- Delayed construction of the bus wash

Additional detail on these items along with the realized/potential costs savings is included in Attachment 1.

The 100% design has been submitted to the following agencies and organizations for their concurrence and/or approval:

- Napa County
- Napa Sanitation District
- City of Napa Water
- City of American Canyon Water
- Napa Airport Authority
- Napa Valley Gateway Business Park HOA

The 100% design has also been through a constructability review by the construction manager WSP Inc.

As discussed at the February and March Board meetings, a final funding package needs to be determined in order to put the project out to bid for construction. The pre-construction phases have been fully funded and NVTa has a remaining reserve of \$5.1 million to commit to construction. The remaining balance of roughly \$27 million must be financed or backfilled through grant programs. The NVTa board has tentatively committed \$4.1 million in State Transportation Improvement Program (STIP) funds currently committed to Soscol Junction and the City of Napa's Silverado Trail Five-Way intersection.

NVTa staff are committed to finding alternative funds to a) backfill the funds that may be needed to jumpstart financing the facility and b) identify other eligible funds to address the shortfall and reduce the amount that NVTa will have to borrow to construct the facility.

Three factors have influenced staff's recommended approach to use STIP funds for this project. First, the maintenance facility is ready to break ground and Soscol Junction and the Silverado 5-way are not. The STIP funds do not accrue interest and therefore their values decrease in nominal terms every year. Second, the construction cost escalation is roughly \$2.5 million per year if the agency decides to postpone constructing the Vine maintenance facility. Third, there are grant opportunities that could significantly reduce the figure that NVTa would need to borrow, the Federal Transit Administration Section 5339 Bus and Bus facility program funds, and Regional Measure 3 North Bay Transit Funds. The former grant program is anticipated to be awarded in the fall. NVTa has applied twice in previous cycles and staff are optimistic about an award as the grant ask is significantly smaller than in prior cycles. Regional Measure 3 is not yet flowing because of two pending lawsuits – one of which has already been dismissed.

Finally, NVTa staff is aggressively pursuing multiple grant opportunities to fund highway projects, including bundling south county "Revitalization" improvements to pursue Better Utilizing Investments to Leverage Development (BUILD), Senate Bill 1 funds for Soscol Junction, and rescuing excess land sales from Soscol Junction for the Napa County STIP program.

If grant funds do not come to fruition, NVTa can add Soscol Junction to the Vine Maintenance Facility Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan package to guarantee the backfill of any STIP funds committed to the funding package. This would allow NVTa to borrow at a very low interest rate to fund Soscol Junction but would only be spent down under a worst case scenario should other funds not be realized.

SUPPORTING DOCUMENTS

Attachment(s): Attachment 1: Value Engineering Matrix

History of Value Engineering Decisions made during design development to reduce project budget.

Item	Lowered the Project Cost Estimate by	Other Cost Saving Options discussed but were not recommended.	Notes	NVTA Comment
Owner Furnished / Owner Installed (OF/OI) Equipment: Shelving, Cabinets, Racks, Portable Lifts, Workbenches, Tables, Drill Press, Buffer/Grinder, Welders, Saws, etc.	\$400,000		Requires owner or owner's rep to facilitate equipment purchases and installation after construction is complete	NVTA is willing to take this on, but we need to work out the details during procurement
Reduction in Site Concrete for Asphalt Pavement Section		\$400,000	Would reduce the life expectancy of the pavement, requiring additional maintenance and/or replacement in 20 years +/-	NVTA decided not to move forward because of the annual maintenance cost and need for replacement
Medium Service Equipment and Secondary Service	\$500,000		Medium service is required for bus chargers. This is only possible if we are able to utilize PG&E's Fleet Ready Program that subsidizes medium service costs, dependent on PG&E program timing and their approval	Discussions with the PG&E Fleet Ready Program are on-going discussion. It looks like PG&E will fund a portion of the needed electric infrastructure
Material type and quantity adjustments to building façades	\$250,000		Determined during 90% design	Change implemented on standing seam metal panels
Remove High Volume, Low Speed (HVLS) fans in Maintenance Bays		\$45,000	Fans are nice to have, but not required by code	Keeping HVLS fans for maintenance staff comfort
Reduction in Bus Wash Building	\$220,000		Reduction in size by 25% to fit selected bus wash equipment	Completed during 90% design
Hydronic boiler for heating and domestic hot water in lieu of a heat pump system and ductwork for Maintenance building heating	\$50,000			Completed during 90% design
Solar Canopies	\$200,000			Eliminated because of the high cost of the canopies cannot be recouped by lower electric costs
Delay Building Bus Wash		\$1,000,000	Do site work, but do not purchase a bus wash	NVTA determined that it was not feasible to keep the vehicles clean by either hand wash the vehicles or driving them to another facility for washing
Inground Lift vs. Portable/Mobile Lift		\$783,000	Costs of an inground lift, minus the cost to acquire a mobile lift	NVTA staff determined one inground lift was worthwhile because inground lifts are easier to maintain and accommodate all vehicles large and small (we have lots of different size buses), safer as there are no cables stretched under the bus like the column lifts, and flush to the ground which eliminates tripping hazards
Impact Fees	\$83,022 (approved)+\$55,287 (pursuing)		Napa Sanitation, Traffic, Impact Fees	NVTA received a Traffic Impact Fee Waiver from the Napa County Board of Supervisors and is pursuing a waiver of Napa Sanitation Fees
	\$1,758,310	\$2,228,000		