

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
14	04/09/12	Open	Information	03/26/12

Subject: Green Line to the River District Update

ISSUE

Green Line to the River District Update

RECOMMENDED ACTION

Information

FISCAL IMPACT

None

DISCUSSION

The Green Line to the River District (Project) will extend RT's Light Rail System 1.1 miles from the existing system at 7th/8th and H Streets to the Township 9 development at 7th Street and Richards Boulevard. The Project will also add two light rail stations: 8th and H Street/ County Center Station and 7th and Richards/Township 9 Station. The Project will bring light rail from downtown Sacramento through the future Railyards Development and the Richards Boulevard Redevelopment Area. The Project is the first phase of a 12.8-mile project planned to ultimately bring light rail from downtown Sacramento through the Natomas area to the Sacramento International Airport.

On February 2, 2009, RT began the procurement process for the Project, which resulted in a contract award to Stacy and Witbeck, Inc. (SWI) on September 14, 2009. The Notice to Proceed was not issued until November 30, 2009 due to a delay in securing project funding. The original contract required completion of the Project within 16 months of the issuance of the Notice to Proceed. The new terminal station (7th and Richards/Township 9) is being constructed by Capitol Station 65.

The contract awarded to SWI is valued at \$36,324,888, with an overall project budget that includes design, construction and allowances to mitigate encounters with unknown conditions or subsurface materials (hazardous materials, cultural resources, unidentified utilities, fare vending equipment, and tree mitigation). The total project budget, including project development, project management/staff costs, procurement of owner-furnished equipment and contingency is \$43,880,882. The overall contingency for the project is \$1,000,000, representing only 2% of the overall cost of the project. Normally, projects of this scope and magnitude would have at least a 10% contingency.

One of the expected benefits of the Design-Build methodology of procurement was the ability to incrementally complete the design and begin construction while the remaining design was

Approved:

Presented:

Final 4/2/12

General Manager/CEO

AGM, Engineering and Construction

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finalized. The designers were tasked with coordinating efforts with the affected utility companies and City of Sacramento Department of Transportation staff and other stakeholders. Unfortunately, the advancement of the Project design did not occur as expected.

The last update to the Board was presented in August 2011. At that time, it was believed that the remaining construction work, primarily systems infrastructure and station platform construction, would be complete in September. Unfortunately, the signaling and traction power systems experienced implementation problems that have taken months to resolve, including the Track 150 permitting required by the Federal Railroad Administration along with Union Pacific Railroad approvals. An additional complication was the discovery of an underground storage tank. It took some time to determine the party or parties responsible for its remediation and the apportionment of costs associated with the remediation.

The 8th & H/County Center Station was opened for service on January 9, 2012. Capitol Station 65 anticipates completing the 7th & Richards/Township 9 Station work by mid-April 2012. Following the Capitol Station 65 station work, some additional items of work will be completed by RT staff (installation of fare vending machines and passenger information signs). SWI has committed to have all signaling issues complete, all Project work to be substantially complete, and be ready for Operations testing by mid-April. Operations testing and start-up exercises will likely take several weeks to complete, with revenue service scheduled to begin in May.

SWI and RT staff are continuing discussions for the apportionment of responsibilities related to disputed work activities, delays, and the associated costs in an agreement between SWI and RT. Costs associated with the agreement, additional staff time due to the extended Project schedule, and agreement with T-9 for station construction issues are currently estimated to be between \$3 and \$4 million. A separate issue paper will be presented to the RT Board for consideration at a later date.