



STAFF REPORT

DATE: March 14, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Laura Ham, VP, Planning and Engineering

SUBJ: APPROVING AMENDMENT NO. 1 TO WORK ORDER NO. 23 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2016 FOR FINAL DESIGN -- LOW FLOOR VEHICLE PLATFORM CONVERSION WITH PSOMAS AND APPROVING WORK ORDER NO. 7 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 FOR FINAL DESIGN OF GOLD LINE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PSOMAS

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approving Amendment No. 1 to Work Order No. 23 to the Contract for General Engineering Support Services – 2016 (“GESS Contract – 2016”) for Final Design -- Low Floor Vehicle Platform Conversion Project with Psomas will reduce the scope of the Work Order to align to the work actually performed by Psomas under SacRT direction to design a two-car train platform conversion. Approving Work Order No. 7 to the Contract for General Engineering Support Services – 2020 (“GESS Contract – 2020”) for the Final Design of Gold Line Low Floor Vehicle Platform Conversion Phase 2 Project with Psomas will allow for development of design plans for the full conversion for three-car trains.

FISCAL IMPACT

Amendment No. 1 to Work Order No. 23 will reduce the original scope of work to provide final design of the two-car platform conversions for the Gold Line Low Floor Vehicle Platform Conversion Project. Work Order No. 23 was executed with an estimated not to exceed amount of \$570,388.93. The total cost of work completed to date is \$377,643. The estimated remaining bidding assistance work after the reduction of scope is \$13,747.50, which will decrease SacRT’s maximum financial liability under Work Order No. 23 by \$178,998.43.

Work Order No. 7 will provide for Psomas to complete final design of the 3-car platform for the Gold Line Low Floor Vehicle Platform Conversion Phase 2 Project. The total cost of these services is estimated not to exceed \$363,314.04 and has been fully funded.

DISCUSSION

The Gold Line Rail Modernization Project includes the procurement of low floor light rail vehicles, 15-minute service to Historic Folsom, and the low floor station conversion for the Gold Line Stations. SacRT expects to complete the initial phase of the Modernization Project by the end of 2023. The conversion of the light rail stations has been identified as the critical path for the overall project schedule. The project is broken into three phases as follows:

- Phase 1: Gold Line 2-car platform conversion
- Phase 2: Gold Line 3-car platform conversion
- Phase 3: Blue Line platform conversion

The Low Floor Vehicle Platform Conversion Project includes adjusting all platforms to an 8-inch elevation above top of rail; replacing detectable warning tiles/directional guidance tiles; adjusting all facilities and furniture on the platforms to the new height; removing/replacing all in-ground artwork in direct conflict; modifying tree grates/planters; modifying drainage facilities; modifying adjacent improvements to meet ADA requirements; and adding crosswalk areas, fencing, and signage. Upon full integration of low floor vehicles, SacRT will be operating 3-car consists instead of the current 4-car consists because of the limited lengths of downtown City blocks.

On March 25, 2019, the Board approved Work Order No. 21 and conditionally approved Work Order No. 23 for the Gold Line Low Floor Vehicle Platform Conversion design by Psomas under the GESS Contract – 2016, which expired in March 2020.

Work Order No. 21 for \$628,973.32 included preparing the preliminary engineering and the required environmental clearance for the conversion of 29 light rail stations on the Gold Line. Work Order No. 23, dated February 4, 2020, for \$570,388.93 included the Final Design Plans, Specifications & Estimate (PS&E), bidding assistance and construction support for the low floor vehicle platform conversions on the Gold Line.

The 30% preliminary design was completed on June 5, 2020, under Work Order No. 21. After receiving the 30% cost estimate, Staff determined there was insufficient construction funding to complete the full station conversion. Due to the funding shortfall, staff instructed Psomas to complete the PS&E for a limited 2-car vehicle platform conversion, which became "Phase 1"; however, the Work Order was not amended to reflect that direction and limited scope. The construction documents for Phase 1 have been completed and released for bid.

While SacRT pursues the funding to complete the full buildout of the platform conversions on the Gold Line, the design for the Phase 2 full station conversion can be completed.

Because the GESS Contract – 2016 expired, it is not possible to amend Work Order No. 23 to provide additional funds and modify the scope to provide for the final design, bidding assistance, and construction support work for Phase 2. Instead, the scope of work will be

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reduced in Amendment No. 1 to Work Order No. 23 to reflect the limited final design and bidding assistance work for Phase 1. Due to the reduced scope, the estimated not-to-exceed amount for Work Order No. 23 will be reduced from \$570,388.93 to \$391,390.50. Construction support will also be eliminated from the scope of Work Order No. 23 and instead a new Work Order No. 10 will be issued by the General Manager to Psomas under the GESS Contract – 2020 for an estimated not to exceed amount of \$22,936.08 for Phase 1 construction support.

Work Order No. 7 under the GESS Contract – 2020 would include the work to complete the construction documents, bidding assistance, and construction support for Phase 2 of the Project (the full 3-car station conversions). The estimated not-to-exceed amount for Work Order No. 7 is \$363,314.04.

As a result of splitting the project into two phases, the total not-to-exceed cost for all three Work Orders will be \$777,640.62, roughly a \$200,000 increase over the initial estimate (\$570,388.93) for final design, bidding assistance, and construction support for the complete project. However, there was no alternative viable path forward for the timely completion of the platform conversions because the the light rail vehicles are already in production.

In addition, this increase reflects the fact that Psomas has to prepare two full sets of design plans, perform additional work to integrate the as-built condition of Phase 1 into the Phase 2 Plans, and extend the duration of work over a much longer period.

RESOLUTION NO. 2022-03-022

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 14, 2022

APPROVING AMENDMENT NO. 1 TO WORK ORDER NO. 23 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2016 FOR FINAL DESIGN - LOW FLOOR VEHICLE PLATFORM CONVERSION PROJECT WITH PSOMAS

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, Amendment No. 1 to Work Order No. 23 to the Contract for General Engineering Support Services – 2016 between Sacramento Regional Transit District, therein referred to as “SacRT,” and Psomas, therein referred to as “Consultant,” whereby the scope of the Work Order is reduced to include only final design and bidding assistance for a newly-designated “Phase 1” of the Low Floor Vehicle Platform Conversion project and the not to exceed amount is correspondingly reduced by \$178,998.43, from \$570,388.93 to \$391,390.50, is hereby approved.

THAT, General Manager/CEO is hereby authorized and directed to execute Amendment No. 1 to Work Order No. 23.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2022-03-023

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 14, 2022

APPROVING WORK ORDER NO. 7 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 FOR THE FINAL DESIGN OF GOLD LINE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PSOMAS.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, Work Order No. 7 to the Contract for General Engineering Support Services – 2020 between Sacramento Regional Transit District, therein referred to as “SacRT,” and Psomas, therein referred to as “Consultant,” whereby Consultant agrees to provide final design, bidding assistance, and construction support for the Gold Line Low Floor Vehicle Platform Conversion Phase 2 Project, for a total amount not to exceed \$363,314.04, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Work Order No. 7.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary