

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE CONTRACT CHANGE ORDER NO.4 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 WITH PNP CONSTRUCTION, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to approve the Contract Change Order (CCO) No. 4 to the construction contract will adjust the schedule for performance of work to limit station shutdowns to weekend/overtime work and defer a portion of the work until Phase 2 of the platform conversion project.

FISCAL IMPACT

The Contract is being funded with federal and state funds. The Contract for the Base Bid of \$9,713,000 was conditionally awarded at the September 12, 2022, Board Meeting, with a delegation of authority to the General Manager/CEO to award the additive alternates based on available additional funding.

On January 23, 2023, the Board approved Contract Change Order No. 1 to remove the 8th & O Station (Inbound) from the scope of work and reduced the total consideration for the Base Bid by \$378,639. On February 23, 2023, Contract Change Order No. 2 was executed to repair the sink hole at the 39th Street Station for an amount not to exceed \$30,000. On March 13, 2023, the General Manager executed the Additive Alternates in Contract Change Order No. 3 for \$9,061,000, and the Total Consideration for the Contract increased to \$18,425,361.

The Engineer's Estimate for the additional cost of overtime work is approximately \$675,000. The Engineer's Estimate is that deletion of the requirement to install permanent detectable warning tile (DWT) installation will result in a credit of approximately \$570,000. This will result in a net addition to the Contract Total Consideration of approximately \$105,000.

DISCUSSION

The Light Rail Modernization Project includes the procurement of low floor light rail vehicles, 15-minute service to Historic Folsom, and the station platform conversions to accommodate low-floor light rail vehicles. The Low Floor Vehicle Platform Conversion Project includes adjusting all Gold Line 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 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 trains with Siemens S700 vehicles.

The Technical Specifications in the Contract allow the Contractor to shut down each light rail station to passenger service for up to 1 month and to shut down up to 3 consecutive light rail stations at a time, with the station still open for trains to pass through but closed to passengers.

These prolonged shutdowns require a great deal of SacRT staff time and cost to provide flagging for the contractor during revenue service and bus bridges to provide passenger access to the closed stations.

As the work has progressed, SacRT Staff learned that it will be less disruptive and overall less expensive to shut down service for only a single weekend for each station to allow the contractor to perform all major construction within that period of time. Concentrating the major work over a single weekend requires the Contractor to incur overtime costs. While SacRT is generally not obligated to pay overtime costs, it is appropriate to do so in this instance because SacRT is dictating the sequence of work in a way that wasn't specified at the time of bidding.

Contract Change Order No. 4 will compensate Contractor for overtime costs that will be incurred to perform weekend work at the remaining 8 light rail stations on the Base Bid.

In addition, Contract Change Order No. 4 will delete the installation of permanent detectable warning tiles (DWTs) from the scope of work for the 12 light rail stations included in the Base Bid. Because of the planned construction schedule for the Phase 2 full platform conversion, it is most efficient and cost effective to defer the installation of the permanent DWTs at the 12 light rail stations to Phase 2 of the overall platform conversion project.

Staff is still waiting for the official Change Quote from PNP to include the additional cost for overtime work and provide a credit for the deletion of the requirement to install the permanent DWT. In anticipation of the Change Quote from the contractor, an Engineer's Estimate was calculated. The Engineer's Estimate for the additional cost of overtime work is approximately \$675,000. The Engineer's Estimate for the removal of permanent DWT installation will result in a credit of approximately \$570,000. This will result in a net addition of approximately \$105,000. This will add the total consideration for Base Bid and Additive Alternates from \$18,425,361 to approximately \$18,530,361.

As we move forward with the work on the Additive Alternates, a similar Change Order will be forthcoming if this current method proves to be effective.

RESOLUTION NO. 2023-04-035

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

April 10, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE CONTRACT CHANGE ORDER NO.4 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 WITH PNP CONSTRUCTION, INC.

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

THAT, the Board hereby delegates authority to the General Manager/CEO to approve and execute Contract Change Order No. 4 to the Construction Contract for Low Floor Vehicle Platform Conversion Phase 1 between the Sacramento Regional Transit District, therein referred to as "SacRT" and PNP Construction, Inc., therein referred to as "Contractor," whereby the scope of the work for overtime compensation and the removal of permanent detectable warning tile installation from the scope of work on the Base Bid is anticipated to increase the Total Consideration by not more than \$105,000, from \$18,425,361 to not more than \$18,530,361.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary