

STAFF REPORT

DATE: May 8, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVE CONTRACT CHANGE ORDER NO. 6 TO THE
CONTRACT FOR LOW FLOOR VEHICLE PLATFORM
CONVERSION PHASE 1 WITH PNP CONSTRUCTION, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Contract Change Order (CCO) No. 6 to the construction contract will adjust the schedule for performance of Additive Alternate work to limit station shutdowns to weekend/overtime work and defer a portion of the work of the Low Floor Vehicle Platform Conversion Phase 1 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, reducing 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. On April 10, 2023, the Board delegated authority to the GM/CEO to approve Contract Change Order No. 4 for overtime compensation and the removal of permanent detectable warning tile installation from the Base Bid. Contract Change Order No. 4 was executed on April 19, 2023, and the Contract Total Consideration was reduced by \$302,846.41, from \$18,425,361.00 to \$18,122,514.59. Contract Change Order No. 5 was a no-cost Contract Change Order to modify insurance and indemnification obligations.

Contract Change Order No. 6 will address the additional cost of overtime work on the Additive Alternates for \$230,829.89 and the deletion of the requirement to install permanent detectable warning tile (DWT) on the Additive Alternates, which will result in

a credit of \$964,282.00. This will result in a net reduction to the Contract Total Consideration by \$733,452.11, from \$18,122,514.59 to \$17,389,062.48.

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 up to 3-car trains with Siemens S700 vehicles.

At the April 10, 2023 Board meeting, the Board approved a delegation of authority to the General Manager/CEO to make specified changes to the Contract for Low Floor Vehicle Platform Conversion Phase 1 between SacRT and PNP Construction, Inc. for the Base Bid items through CCO No. 4. Approval of CCO No. 6 will extend those changes to the Additive Alternate stations as further detailed below.

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 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. 6 will compensate Contractor for overtime costs that will be incurred to perform weekend work at the Additive Alternate light rail stations.

In addition, Contract Change Order No. 6 will delete the installation of permanent DWTs from the scope of work for the light rail stations included in the Additive Alternates. Temporary DWT will be installed in lieu of the permanent DWT on Phase 1. The permanent DWT will be installed during Phase 2, which will occur within approximately 2 years. Temporary DWT complies with all state and federal requirements and has a life span of 10 years. 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 DWT to Phase 2.

RESOLUTION NO. 2023-05-042

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

May 8, 2023

APPROVE CONTRACT CHANGE ORDER NO. 6 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, Contract Change Order No. 6 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 new work conditions are imposed on the performance of the Additive Alternate work that will require Contractor to pay overtime compensation, the requirement to install permanent detectable warning tile is replaced with a requirement to install temporary detectable warning tile, and the Total Consideration is reduced by \$733,452.11, from \$18,122,514.59 to \$17,389,062.48, is hereby approved.

THAT, General Manager/CEO is hereby authorized and directed to execute Contract Change Order No. 6 to the Contract.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary