

STAFF REPORT

DATE: January 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE CONTRACT CHANGE ORDER NO. 12 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 Contract Change Order (CCO) No. 12 to the Low Floor Vehicle Platform Conversion Phase 1 (Phase 1) construction contract will allow Sacramento Regional Transit District (SacRT) to execute a contract change order after the California Transportation Commission (CTC) approves the transfer of funds to the project in order to proceed with full conversion for light rail stations including Cordova Town Center, Zinfandel, Mather Field/Mills, and Tiber to accommodate a 3-car, rather than a 2-car, low floor train.

FISCAL IMPACT

The independent cost estimate for this CCO is \$2,600,000. The requested Board delegation includes factoring in a 15% contingency for a maximum not to exceed amount of \$3,000,000. This CCO No. 12 will be funded with federal 5337 funds, federal Transportation, Housing, and Urban Development funds, state Proposition 1A funds, State of Good Repair funds, and State Transit Assistance funds.

DISCUSSION

The Light Rail Modernization Project includes the procurement of low floor light rail vehicles, 15-minute service to Historic Folsom, and the conversion of light rail station platforms to accommodate 3-car low-floor light rail trains (Project).

As explained in prior Staff Reports, the low floor vehicle platform conversion project has been split into four phases to allow for the most expeditious path forward to beginning operations of the new Siemens S700 light rail vehicles on the Gold Line using 2-car trains.

Due to funding, timing, and design constraints, it was infeasible to complete the construction of full light rail station platforms under one contract.

Phase 1 of the Project includes adjusting all Gold Line light rail platforms to an 8-inch elevation above top-of-rail to accommodate at least 2-car trains; 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 and signage.

Phase 2 includes platform conversions at light rail stations on the Gold Line to accommodate 3-car low floor trains (essentially extending the raised platform area at all the 2-car Phase 1 stations) and signaling improvements. Phase 2 is still in the final design stage through Work Order No. 7 to the Contract for General Engineering Support Services – 2020 with Psomas.

On September 12, 2022, the Board conditionally awarded the Contract for the Base Bid of \$9,713,000 to PNP Construction, Inc. (PNP), with a delegation of authority to the General Manager/CEO to award the additive alternates based on available additional funding. Through a series of Contract Change Orders, numbered 1 through 11, Staff and the Board have effected changes to the original Base Bid contract amount as shown in Table 1:

Table 1:

Change Order #	Date	Scope Change	Fiscal Impact	Total Contract Amount
Base Bid Contract	12-Sep-22	Base Bid	\$9,713,000.00	\$9,713,000.00
1	23-Jan-23	Remove the 8th & O Station (Inbound) from the scope of work	-\$378,639.00	\$9,334,361.00
2	23-Feb-23	Repair sink hole at the 39th Street Station	\$30,000.00	\$9,364,361.00
3	13-Mar-23	Additive Alternates in Contract Change Order No. 3	\$9,061,000.00	\$18,425,361.00
4	10-Apr-23	Modify work parameters and DWT installation	-\$302,846.41	\$18,122,514.59
5	5-May-23	Added Schwager to the Indemnification and Additional Insured Obligations for Right of Entry	\$0.00	\$18,122,514.59
6	8-May-23	Extend work parameters and DWT installation changes to the Additive Alternate stations	-\$733,452.11	\$17,389,062.48
7	8-Jun-23	Revise Plans at 8 th & K	\$16,526.00	\$17,405,588.48
8	7-Jul-23	Electrical Work at Iron Point and 7 th & I	\$0.00	\$17,405,588.48
9	13-Oct-23	Revise Plans for Iron Point Station	\$68,934.00	\$17,474,522.48

10	11-Nov-23	End Treatment Modifications	\$339,563.00	\$17,814,085.48
11	11 Dec 23	Sunrise Full Conversion	\$535,090.00	\$18,349,175.48

SacRT is awaiting CTC approval for transfer of funding for additional full station conversions to accommodate 3-car low-floor light rail trains during Phase 1. Staff has identified Cordova Town Center, Zinfandel, Mather Field/Mills, and Tiber Light Rail Stations for full conversion in Phase 1. CCO No. 12 would complete the full concrete placement portion for these stations, which Staff had originally contemplated for completion during Phase 2.

The revised plans for Cordova Town Center, Zinfandel, Mather Field/Mills, and Tiber Light Rail Stations were presented to the Contractor, PNP, with a Request for Change Quote. The Contractor is awaiting the final quotes from their subcontractors. Once the final change quote is received, Staff will perform a cost analysis comparison to the approved schedule of values from the Phase 1 Contract. Staff will also evaluate whether the contract change quote is fair and reasonable. The nature of the work is the same; there are no new elements of Technical Specifications being added, only changes to quantities. The signaling scope associated with the Cordova Town Center, Zinfandel, Mather Field/Mills, and Tiber stations will be executed as part of Phase 2, as previously planned.

The alternative to issuing this CCO would be:

- (1) Have PNP proceed to perform only the Phase 1 work and defer the remaining work to Phase 2, as originally intended. However, Staff has not yet identified funding for the Phase 2 work at all stations; there is a risk that the existing grant funding for the Cordova Town Center, Zinfandel, Mather Field/Mills, and Tiber full conversion could expire prior to SacRT being able to secure additional funding to bid the Phase 2 work as originally planned. In addition, it will be more efficient and less expensive for the current contractor to complete this portion of the work.
- (2) Eliminate the Phase 1 work at the Cordova Town Center, Zinfandel, Mather Field/Mills, and Tiber stations through a deductive Contract Change Order and bid out the Phase 1 and Phase 2 work for those stations separately. This option is infeasible because the platform conversion (whether partial or full) must be completed by Summer 2024 for SacRT to begin running 2-car S700 trains on the Gold Line. PNP is already mobilized and can perform the full conversion with only a four-month schedule adjustment for each station. Between the bidding process and mobilization, prosecuting the work under a separate contract would delay the deployment of the new low-floor vehicles.

RESOLUTION NO. 2024-01-004

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

January 8, 2024

CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE CONTRACT CHANGE ORDER NO. 12 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, authority is hereby conditionally delegated to the General Manager/CEO to approve and execute Contract Change Order No. 12 to the Construction Contract for Low Floor Vehicle Platform Conversion Phase 1 between Sacramento Regional Transit District, therein referred to as "SacRT," and PNP Construction, Inc., therein referred to as "Contractor," whereby the scope of work for full conversion at Cordova Town Center, Zinfandel, Mather Field/Mills, and Tiber Light Rail Stations to accommodate 3-car low floor trains is anticipated to increase the Total Consideration by not more than \$3,000,000.00, from \$18,349,175.48 to not more than \$21,349,175.48, upon approval of CTC transfer of funds.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary