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SACRAMENTO REGIONAL TRANSIT

STAFF REPORT

DATE:	November 9, 2026
TO:	Sacramento Regional Transit Board of Directors
FROM:	Laura Ham, Senior VP, Planning, Grants and Procurement
SUBJ:	APPROVING CONTRACT CHANGE ORDER NO. 14 AND NO. 15 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PNP CONSTRUCTION, INC.

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approving Contract Change Order (CCO) No. 14 and No. 15 to the Contract for Low Floor Vehicle Platform Conversion Phase 2 (Low Floor 2 Contract) will: (1) through CCO No. 14, replace the existing Vital Harmon Logic Controller (VHLC) microprocessors with ElectroLogIXS (ELXS) microprocessors, which is necessary to complete the signal work included in the Contract, allow for testing of a unified signaling system, and ensure safe and reliable light rail signal control; and (2) through CCO No. 15, revise the method of raising the shelter roof at the Watt/I-80 Light Rail Station to suit the shelter's as-built construction.

FISCAL IMPACT

CCO No. 14 and No. 15 will increase the Contract Total Consideration by $13,690,227.14, from $57,161,471.55 to $70,851,698.69. Both CCOs will be funded by project funds, including federal Sections 5307/5337, federal congressional, Transit & Intercity Rail Capital Program (TIRCP), Affordable Housing & Sustainable Communities (AHSC), Low Carbon Transit Operations Program (LCTOP), SB125, Local Partnership Program (LPPC), State Transit Assistance (STA), Surface Transportation Program, State Transportation Improvement Program, Folsom Annexation, and State of Good Repair (SGR) funds.

DISCUSSION

On February 9, 2026, the Board conditionally approved the Low Floor 2 Contract with PNP Construction, Inc. (PNP) for the base bid and five additive alternates. On February 17, 2026, the Contract was executed between SacRT and PNP. Through a series of 13 prior CCOs, Staff and the Board have made changes to the Contract as shown in Table 1 below:

Table 1:

Change Order #	Date	Scope Change	Fiscal Impact	Contract Total Consideration
Contract	17-Feb-26	Base Bid and 5 Additive Alternates	$56,292,774.00	$56,292,774.00
1	26-Mar-26	Addition of Subcontractor – Engineered Plastics	$0.00	$56,292,774.00
2	30-Apr-26	Asphalt Removal	$148,833.00	$56,441,607.00
3	23-Jul-26	Arden/Del Paso Redesign	$9,780.00	$56,451,387.00
4	17-Aug-26	Marconi/Arcade Redesign	$33,941.00	$56,485,328.00
5	9-Sep-26	Watt/I-80 DMS Relocation and Signal Trench	$78,727.00	$56,564,055.00
6	10-Sep-26	Florin Signal Trench	$15,566.00	$56,579,621.00
7	10-Sep-26	Meadowview Redesign	$105,746.00	$56,685,367.00
8	14-Sep-26	Fruitridge Shelter Adjustment Redesign and Addition of Subcontractor – Montgomery Structural Lifters, Inc.	$144,258.00	$56,829,625.00
9	22-Sep-26	47th Ave Redesign	$127,636.00	$56,957,261.00
10	28-Sep-26	4th Ave Redesign	$136,043.00	$57,093,304.00
11	5-Oct-26	Addition of Step Up Property Right of Entry	$0.00	$57,093,304.00
12	20-Oct-26	Fruitridge Station DMS Pole Addition	$42,482.54	$57,135,786.54
13	3-Nov-26	Broadway Station DMS Changes	$25,685.01	$57,161,471.55

CCO No. 14

The Low Floor 2 Contract includes significant changes to the signaling system as a result of the new stopping locations for the low floor light rail vehicles within the stations, including new train-to-wayside communication systems, new signaling conduits and cables, junction boxes, pull boxes and fittings, and route selection push-buttons. The intent was for the new equipment and systems to integrate with SacRT's existing VHLC microprocessors at instrument house/relay case locations along the Blue Line and Gold Line. In 2022 Alstom, the VHLC supplier, announced that it would discontinue manufacturing the VHLC microprocessor and would accept final orders only through 2024. Alstom has designated the ELXS microprocessor as the replacement for the VHLC product line.

In preparing the design for the Low Floor 2 Contract, SacRT's design contractor assumed that the new signal equipment could be integrated with the VHLC equipment; however, it has now been determined that replacement of the obsolete VHLC microprocessors is required to complete the signal system portion of Low Floor 2, since the new signal equipment furnished under the Contract will not function with the existing VHLC system at the locations currently included in the Contract. In addition, because SacRT has only two spare VHLC units, if any units at locations adjacent to those already included in the Contract fail before the current completion date of the Low Floor 2 Contract in

February 2029 (which would be extended by CCO No. 14 to August 2029), SacRT would be unable to test the upgraded system until new signaling equipment is obtained and installed.

To replace all of the obsolete VHLC equipment and thereby ensure the optimal reliability and safety of the light rail system, under CCO No. 14, PNP will replace all the existing VHLC microprocessors with new ELXS microprocessors, including procurement, installation, testing, and full system integration, along with the originally-contemplated signaling system work, for a total amount of $13,452,710.14. Because of the requirement under the Low Floor 2 Contract to provide a complete and operable signaling system by a specified deadline, it is not possible or feasible for SacRT to release a separate solicitation for replacement of the microprocessors.

Before requesting a quote from PNP, SacRT prepared an Independent Cost Estimate (ICE) to determine how much funding would be needed to replace the VHLC microprocessors. SacRT's ICE was $16,838,640.00. After receiving PNP's quote, SacRT performed a cost analysis of the quote, including labor, engineering, materials, equipment, subcontract costs, and markups. PNP's total price of $13,452,710.14 is $3,385,929.86, or 20.1 percent, below SacRT's ICE. SacRT has determined PNP's price to be fair and reasonable.

CCO No. 15

As part of the Low Floor 2 Contract, the shelter roof at the Watt/I-80 Light Rail Station must be raised to maintain the same clearance under the shelter at the new platform height. The bid documents for the Contract included a standard shelter-raising detail that was identified as being applicable to the shelter at the Watt/I-80 Light Rail Station. However, the Watt/I-80 shelter was built differently from what the standard detail prepared by the design contractor assumed, so the shelter-raising approach identified in the standard detail cannot be implemented.

SacRT prepared a new detail specific to the Watt/I-80 Light Rail Station shelter. Under the new detail, the entire shelter roof will be temporarily supported and lifted so that prefabricated steel extensions can be installed on top of the existing columns. This work requires PNP to procure the extensions and hire a specialty structural lifting subcontractor. PNP prepared a quote in the amount of $237,517.00 to implement the new design, which SacRT has determined is fair and reasonable. CCO No. 15 will implement the new design for the quoted price.

RESOLUTION NO. 2026-11-132

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

November 9, 2026

APPROVING CONTRACT CHANGE ORDER NO. 14 TO THE CONTRACT FOR CONSTRUCTION OF THE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT 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. 14 to the Contract for Low Floor Vehicle Platform Conversion Phase 2 between Sacramento Regional Transit District, therein referred to as "SacRT," and PNP Construction, Inc., therein referred to as "Contractor," whereby SacRT agrees to compensate Contractor for all work to replace 39 Vital Harmon Logic Controller (VHLC) microprocessors with ElectroLogIXS (ELXS) microprocessors to provide a complete and functioning signal system in accordance with Contract requirements, including the updated Technical Specifications included in the Contract Change Order, and the maximum Contract Total Consideration is increased by $13,452,710.14, from $57,161,471.55 to $70,614,181.69, is hereby approved.

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute Contract Change Order No. 14 to the Contract.

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BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2026-11-133

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

November 9, 2026

APPROVING CONTRACT CHANGE ORDER NO. 15 TO THE CONTRACT FOR CONSTRUCTION OF THE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT 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. 15 to the Contract for Low Floor Vehicle Platform Conversion Phase 2 between Sacramento Regional Transit District, therein referred to as "SacRT," and PNP Construction, Inc., therein referred to as "Contractor," whereby SacRT agrees to compensate Contractor for raising the shelter roof to the new platform height at the Watt/I-80 Light Rail Station, and the maximum Contract Total Consideration is increased by $237,517.00, from $70,614,181.69 to $ $70,851,698.69, is hereby approved.

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute Contract Change Order No. 15 to the Contract.

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BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary