

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2003-10

Contract amendment with Golder Associates, Inc. for geo-technical assistance during construction of Link Light Rail

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	1/30/03	Discussion/Possible Action	Ahmad Fazel, Link Director Richard Sage, Link Deputy Construction Manager	(206) 398-5389 (206) 398-5226

Contract/Agreement Type:	3	Requested Action:	3
Competitive Procurement	3	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	3
Memorandum of Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

4 Applicable to proposed transaction.

OBJECTIVE OF ACTION

- To obtain the assistance of the same geo-technical consultant who was involved in design during construction of the same portion of the light rail.

ACTION

- Authorize the Executive Director to execute a contract amendment with Golder Associates, Inc. for as needed on-call geo-technical assistance during construction of Link along the E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operation and Maintenance Facility in the amount of \$322,898 plus a 10% contingency of \$32,290 for a total of \$355,188 and for a new total authorized contract amount not to exceed \$2,107,171.

KEY FEATURES

- Authorize the Executive Director to execute a contract amendment with Golder Associates, Inc. for as needed on-call geo-technical assistance during construction of Link along the E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operation and Maintenance Facility in the amount of \$322,898 plus a 10% contingency of \$32,290 for a total of \$355,188 and for a new total authorized contract amount not to exceed \$2,107,171.
- Covers as-needed assistance in segments previously covered in geotechnical reports prepared by Golder Associates.
- Extends the term of the contract to cover construction of these segments through June 2006.
- This amendment is within the scope of the original contract.

BUDGET IMPACT SUMMARY

Project Description: Central Link Initial Segment

Current Status: Final Design

Projected Completion Date: 2009

Action Outside of Adopted Budget:	Y/N	Y	Requires Comment
This Line of Business	N		
This Project	N		
This Phase	N		
This Task	N		
Budget amendment required	N		
Key Financial Indicators:	Y/N	Y	Requires Comment
Contingency funds required	N		
Subarea impacts	N		
Funding required from other parties other than what is already assumed in financial plan	N		

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

The total 2003 adopted budget for the Initial Segment is \$2,070 million. Within that budget the activities considered by this motion are identified within the Construction Services Phase, under construction services (assistance).

Current planning allows for \$1.5 million for geotechnical assistance during construction, and the proposed action is well within the portion anticipated to support construction of C700, C720, C730, C740 and C810.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action is consistent with the current board adopted budget, and is affordable within the agency's current long-term financial plan and sub-area financial capacity. The action will have no new revenue impact on Sound Transit.

SUMMARY FOR BOARD ACTION

Action Item: Golder (Geotechnical assistance during construction of Link Light Rail)

(Year of Expenditure \$000)

Initial Segment	Adopted FY2003 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	226,780	108,354		108,354	118,426
2 Preliminary Engineering	35,000	33,920		33,920	1,080
3 Final Design	123,000	101,069		101,069	21,931
4 Right of Way	233,016	181,671		181,671	51,345
5 Construction	1,172,633	6,540		6,540	1,166,093
6 Construction Services	82,464	3,142	355	3,497	78,967
7 Third Party Agreements	58,800	14,330		14,330	44,470
8 Vehicles	138,307	-		-	138,307
9 Contingency				-	-
10 Total Current Budget	2,070,000	449,026	355	449,381	1,620,619

Phase Budget Detail

11 Construction Services (Geotech)	5,403	1,642	355	1,997	3,406
12 Construction Management	73,392	1,500		1,500	71,892
13 Miscellaneous CM	1,250	-	-	-	1,250
14 Unallocated Contingency	2,419	-	-	-	2,419
15 Total Phase	82,464	3,142	355	3,497	78,967

Contract Budget	Current Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
16 Contract Amount	1,738	1725	323	2,060
17 Contingency	14	0	32	47
18 Total	1,752	1725	355	2,107
19 Percent Contingency	1%	0%	10%	2%

M/W/DBE – SMALL BUSINESS PARTICIPATION

Golder Associates as the prime consultant agreed at the time of signing the contract to a 30% M/W/DBE and Small Business participation. Golder met this goal until June 2001 at the time when they completed the geo-technical reports. The work beyond these reports mostly required consultations and meetings with the project manager, therefore the percentage dropped to 28% at the end of 2002.

With this amendment Golder Associates will have 74% of the contract for a dollar amount of \$1,548,645. Terra Associates (M/DBE) will have 9% of the amended contract with a dollar amount of \$179,736. Total MBE/DBE will have 26% of the amended contract with a dollar amount of \$548,361.

HISTORY OF PROJECT

A procurement procedure was carried out in 1999 for the geotechnical investigation work for four Link design packages. Four leading geotechnical consultants were selected for the work, but only two were contracted. Golder Associates, Inc. was contracted on April 3, 2000 to

complete the geo-technical work and reports for the segments of light rail along the E-3 Busway/Forest, McClellan, MLK and the Operation and Maintenance Facility.

Golder Associates Inc. has completed all geotechnical investigation and reports. Since the final civil design of some segments is still being completed, Golder's input and recommendations are still required. Their contract is being extended through 2006.

The geo-technical investigation that was carried out by Golder indicated difficult geologic conditions in much of the area between International District and Beacon Hill. Soil liquefaction was considered and deep foundations were specified. Due to the complexity of the condition, however, changes / optimization during construction are to be expected. This would require the interaction of the designer, the geo-technical engineer and the contractor. The objectives are to make changes that may result in a more cost-effective design based on actual ground conditions.

**Prior Board or Committee Actions
and Relevant Board Policies**

Motion or Resolution Number	Summary of Action	Date of Action
M2000-25	Authorized the Executive Director to execute a contract with Golder Associates for geotechnical engineering services for all of the light rail at-grade and aerial alignment south of the Downtown Seattle Transit Tunnel and north of South Norfolk Street, the vehicle maintenance base and its access leads for the Central Link Light Rail Project, in an amount of \$1,408,905, with a 10% contingency of \$140,891 for a total amount not to exceed \$1,549,796	3/2/00
M2000-99	Authorizing the Executive Director to execute a contract amendment with Golder Associates, Inc., for additional professional geotechnical engineering, borings, lab work, and reports for the Central Link Light Rail line in an amount of \$183,806 plus a 10% contingency of \$18,381, for a total amendment not to exceed \$202,187, and for a total contract amount not to exceed \$1,751,983	10/5/00
R2001-16	Selected the initial segment of the central Link Light Rail Project to be constructed and operated by 2009.	11/29/01

CONSEQUENCES OF DELAY

- Construction has already begun on C705, E-3 Busway Widening, as NTP was issued with an effective date of January 6, 2002.
- Advertisement for the construction of the light rail segment along the E3 Busway / Forest Street is planned for February 25, 2003. Construction is expected to start in mid 2003.
- Advertisement for the construction of the operation and maintenance facilities is planned for February 25, 2003, with construction starting in January 2004.

- The input from the geo-technical engineer during the bid evaluation is very valuable. Further evaluations of the contractor's means and construction methods are equally valuable, and could result in substantial saving in costs and time of construction.

REGIONAL PARTNERSHIP AND COOPERATION

N/A

PUBLIC INVOLVEMENT

N/A

LEGAL REVIEW

MB 1/16/03

SOUND TRANSIT

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A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract amendment with Golder Associates, Inc. for as needed on-call geo-technical assistance during construction of Link along the E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operation and Maintenance Facility in the amount of \$322,898 with a 10% contingency of \$32,290 for a total of \$355,188 and for a new total authorized contract amount not to exceed \$2,107,171.

Background:

A procurement procedure was carried out in 1999 for the geotechnical investigation work for four Link design packages. Four leading geotechnical consultants were selected for the work, but only two were contracted. Golder Associates, Inc. was contracted on April 3, 2000 to complete the geotechnical work and reports for the segments of light rail along the E-3 Busway/Forest, McClellan, MLK and the Operation and Maintenance Facility.

Golder Associates Inc. has completed all geotechnical investigation and reports. Since the final civil design of some segments is still being completed, Golder's input and recommendations are still required. Extends the term of the contract to cover construction of these segments through June 2006.

The geo-technical investigation that was carried out by Golder indicated difficult geologic conditions in much of the area between International District and Beacon Hill. Soil liquefaction was considered and deep foundations were specified. Due to the complexity of the condition, however, changes / optimization during construction are to be expected. This would require the interaction of the designer, the geo-technical engineer and the contractor. The objectives are to make changes that may result in a more cost-effective design based on actual ground conditions.

Motion:

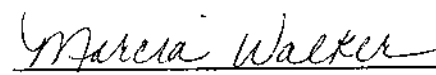
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract amendment with Golder Associates, Inc. for as needed on-call geo-technical assistance during construction of Link along the E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operation and Maintenance Facility in the amount of \$322,898 plus a 10% contingency of \$32,290 for a total of \$355,188 and for a new total authorized contract amount not to exceed \$2,107,171.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 30, 2003.



Jack V. Crawford
Finance Committee Vice Chair

ATTEST:



Marcia Walker
Board Administrator

