

SOUND TRANSIT

MOTION NO. M2000-26

Contract for professional geotechnical engineering services BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	3/2/2000	Discussion/Possible Action	Paul Bay, Director Bill Houppermans, Chief Engineer Isam Awad, Structures Engineer	206-398-5134 206-398-5125 206-689-3399

ACTION:

Authorizing the Executive Director to execute a contract with Golder Associates for professional geotechnical engineering services for all of the Central Link light rail at-grade and aerial alignment south of the Downtown Seattle Transit Tunnel and north of S. 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.

BACKGROUND:

Geotechnical engineering services for the Central Link Light Rail Project have been broken up into five work packages. Golder Associates was selected for Package No. 3, the at-grade and aerial alignment running between the southern edge of the Downtown Seattle Transit Tunnel to S. Norfolk Street in the Rainier Valley (excluding the Beacon Hill tunnel). This package also includes geotechnical engineering services for the vehicle maintenance base and its access leads located to the south of S. Forest Street.

The scope of work under this contract is to complete all geotechnical investigations and engineering analyses and reports needed to support the design and engineering of the civil facilities contained in the design units identified above.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- ◆ Adoption of *Sound Move*, The Ten-Year Regional Transit System Plan (May 31, 1996)
Sound Move calls for light rail service to be implemented ten years after voter approval.
- ◆ Resolution No. R99-33, adoption of the proposed 2000 Budget with Amendments.
- ◆ Resolution No. R99-34, selected the alignment and profiles, station locations, and vehicle maintenance base site to be built for the Central Link Light Rail Project on November 18, 1999.

FUNDING:

Funding for this Scope of Work is included in *Sound Move* and in the FY 2000 Capital Budget. The budget for completion of these tasks is identified in Sound Transit’s 2000 Budget under Final Design. With the budget developed for the Central Link configuration as adopted by the Board on November 18, 1999, there is sufficient funding to complete the remaining work.

**LINK LIGHT RAIL
Expenditures and Budget**

	2000 Approved Ten-year Budget ²	Life to Date Expenditures and Outstanding Commitments ³	Pending Board and Finance Committee Decisions ⁴	Budget Available	Proposed Board Action
	A	B	C	A-(B+C)	E
Final Design ¹	\$200,620,000	\$ 16,884,965	\$ 40,420,081	\$143,314,955	\$1,549,796

1. All figures for Central Link only
2. Budget figures for Central Link, as developed for configuration adopted by Board action on Nov. 18, 1999.
3. Commitments as of January 18, 2000 and expenditures as of November 31, 1999. These figures also include the full commitments for Architectural packages 1-7, Link portion of Signage Plan and Design Build Honorarium (Board Motion 99-70), and Shannon & Wilson Amendment (as acted upon by Finance Committee on Feb 17, 2000)
4. Includes LTK and PSTC Amendments. DKS Associates, and Huitt-Zollars contracts

EXECUTIVE SUMMARY:

Scope

The scope of services to be provided by the consultant includes the following tasks:

- Geotechnical exploration program, including 93 borings, field testing, laboratory and environmental testing of soil samples.
- Preparation of engineering studies and reports based on the findings of these new geotechnical explorations. These studies will include the following, which will be used as input to the final design of all civil facilities within the design units covered:
 - Seismic evaluations for the elevated trackway and station structures and the vehicle maintenance base structures.
 - Liquefaction analysis for the design of the at-grade trackway, stations, embankment fill transition structures and deep piles.
 - Pile and pier recommendations, embankment fill recommendations, settlement analysis and construction considerations for the elevated trackway and station structures, as well as the retained fill transition structures.
 - Potential soil modification.

Procurement and Selection Process

In December 1998, Sound Transit advertised a Request for Qualifications and Proposals (RFQ/P) for geotechnical engineering services for the Central Link Light Rail Project (RFQ/P No. RTA/LR 106-98). The scope of work for this RFQ/P was broken down into five packages. Golder Associates was selected from this process for one of the three packages.

M/W/DBE Participation:

All consulting teams proposing on the geotechnical contract packages were advised that Sound Transit promotes and encourages Minority, Women, and Disadvantage Business Enterprise participation on its contracts and has a federal Disadvantaged Business Enterprises goal of 18%. Based on the availability of firms for engineering professional consulting services, 15.5% and 9% goals were established for Minority Business Enterprises and Women Business Enterprises, respectively. Golder Associates commits to goals of 29% DBE, 21% MBE, and 8% WBE.

ALTERNATIVES:

- 1) Procurement of a different consultant team.
- 2) Hire additional Sound Transit staff.

CONSEQUENCES OF DELAY:

The geotechnical engineering services are needed for final design and preparation for the Full Funding Grant Agreement negotiations. This contract includes the section within the Minimum Operating Segment. Thus, delaying this procurement process could affect the timing of the FFGA.

LEGAL REVIEW:

MBL 2/18/00.

SOUND TRANSIT

MOTION NO. M2000-26

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing 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.

Background:

Geotechnical engineering services for the Central Link Light Rail Project have been broken up into five work packages. Golder Associates was selected for Package No. 3, the at-grade and aerial alignment running between the southern edge of the Downtown Seattle Transit Tunnel to South Norfolk Street in the Rainier Valley (excluding the Beacon Hill tunnel). This package also includes geotechnical engineering services for the vehicle maintenance base and its access leads located to the south of South Forest Street.


The scope of work under this contract is to complete all geotechnical investigations and engineering analyses and reports needed to support the design and engineering of the civil facilities contained in the design units identified above.

Motion:

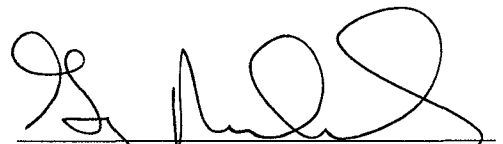
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract with Golder Associates for geotechnical engineering services for all of the light rail at-grade and aerial alignment south of the Downtown 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 and 10% contingency of \$140,891 for a total authorization not to exceed \$1,549,796.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 2nd day of March 2000.

ATTEST:



Marcia Walker
Board Administrator



Greg Nickels
Finance Committee Chair