

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2004-76

**Contract Amendment for Geotechnical Engineering Services for South Boeing Access
Road to South 154th Street**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance	8/5/04	Discussion/Possible Action	Ahmad Fazel, Link Director Joe Gildner, Link Deputy Director	(206) 398-5389 (206) 689-3350

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement	✓	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Interagency Agreement		Contingency Funds (Budget) Required	
Purchase/Sale Agreement		Budget Amendment Required	

✓ *Applicable to proposed transaction.*

ACTION

Authorize the Chief Executive Officer to execute a contract amendment with AMEC Earth & Environmental, Inc., to provide geotechnical engineering services during construction for the South Boeing Access Road to South 154th Street line section of the Central Link Light Rail Initial Segment in the amount of \$397,810 plus a contingency of \$4,781 for a total of \$402,591 and a new total authorized contract amount not to exceed \$2,821,170.

KEY FEATURES

- This amendment provides geotechnical engineering services for the South Boeing Access Road to South 154th Street line section (Contracts C755 and C757) which includes construction of approximately 4.7 miles of light rail aerial guideway, 0.2 miles of at-grade guideway, the South 154th Street aerial station, utility undergrounding, and related facilities.
- The geotechnical engineering contract scope includes geotechnical services during construction. The geotechnical engineering team will play a key role during the installation of the deep foundations supporting the aerial guideway on the C755 construction contract. The challenging soil conditions on this segment require the participation of geotechnical engineers. AMEC Earth & Environmental, Inc. (AMEC) performed the geotechnical final design on this segment.
- This amendment authorizes AMEC to conduct a pump test to determine the artesian groundwater flows at foundation locations.
- This amendment extends the existing contract by three years from September 2004 to September 2007.

BUDGET IMPACT SUMMARY

Project Description: Central Link Initial Segment

Current Status: Final Design/Construction

Projected Construction Completion Date: 2009

Action Outside of Adopted Budget:	Y/N	Y Requires Comment
This Project	N	
This Phase	N	
This Task	Y	Requires transfer of unallocated contingency within the Final Design phase; and includes funds that were transferred from other surplus funds within the Construction Services phase.
Budget amendment required	N	
Key Financial Indicators:	Y/N	Y Requires Comment
Contingency funds required	N	
Subarea impacts	N	
Funding required from 3 rd 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

This action would authorize execution of a contract amendment with AMEC in the amount of \$402,591, which includes \$52,591 in the final design phase, plus \$350,000 in the construction services phase, to provide geotechnical engineering services for the South Boeing Access Road to South 154th Street line section (Tukwila C755) in the Initial Segment, for a revised total authorized expenditure not to exceed \$2,821,170. The total remaining contingency balance for this contract (Proposed Contract Value) will be \$16,798.

The 2004 adopted capital budget for the Initial Segment is \$2.07 billion. Within that budget, \$100,000 is set aside in the construction services phase for geotechnical services for Tukwila section (C755). In late June 2004, surplus funds were redistributed within the construction phase, including \$250,000 to this budget line item, for a revised total amount of \$350,000. Should the proposed action be approved, this entire amount would be committed.

The 2004 adopted capital budget for the Initial Segment also includes \$2,418,570 set aside within the final design phase for geotechnical engineering services during design of the Tukwila section. The proposed action would create a line item budget variance of \$52,591 that will require a transfer from final design unallocated contingency.

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 subarea financial capacity. The action will have no new revenue impact on Sound Transit.

BUDGET TABLE

Action Item: Amec, Inc. (Conduct geotechnical pump test as part of final design; provide geotechnical support during construction for the Boeing Access Road to South 154th Street line section (C755 Tukwila) in the Initial Segment)

(Year of Expenditure \$000)

Initial Segment	Amended FY2004 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	218,780	110,415		110,415	108,365
2 Preliminary Engineering	35,000	33,644		33,644	1,356
3 Final Design	143,523	137,786	53	137,839	5,684
4 Right of Way	233,016	155,314		155,314	77,702
5 Construction	1,159,837	578,513		578,513	581,324
6 Construction Services	82,737	69,125	350	69,475	13,262
7 Third Party Agreements	58,800	52,474		52,474	6,326
8 Vehicles	138,307	131,799		131,799	6,508
9 Total Current Budget	2,070,000	1,269,071	403	1,269,474	800,526
Final Design Phase Budget Detail					
10 FD Geotech Pkg #4 (C755 Tukwila)	2,419	2,419	53	2,471	(53)
11 Other Final Design Services	140,263	135,368		135,368	4,895
12 FD Unallocated Contingency	842	-		-	842
13 Total Phase	143,523	137,786	53	137,839	5,684
Const Svcs Phase Budget Detail					
14 CS Geotech Pkg #4 (C755 Tukwila)	100	-	350	350	(250)
15 Other Construction Services	81,986	69,125		69,125	12,860
16 CS Unallocated Contingency	651	-		-	651
17 Total Phase	82,737	69,125	350	69,475	13,262
(A) AMENDED 2004 BUDGET reflects Board Resolution R2004-05 for Initial Segment phase budget transfer, adopted by the ST Board on 4/22/04.					
(B) Committed to Date amounts are from the Link Program Cost Summary Report (HQ Reports) for June 2004 + Board motions not yet included in the report as follows:					
	Final Design	Construction	Construct Svcs	Third Parties	Vehicles
Commitments through June 2004	116,724	278,764	34,537	52,474	131,799
Other Board motions	21,062	299,749	34,588	-	-
Total phase commitments	137,786	578,513	69,125	52,474	131,799
Contract Budget					
	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
18 Contract Amount	2,199	2,407	398	2,597	2,804
19 Contingency	220	12	5	225	17
20 Total	2,419	2,419	403	2,821	2,821
21 Percent Contingency	10%	0%	1%	9%	1%
Final Design Task Level					
	\$ (K)	Potential Resources (L)	Source (M)		
22 FD Geotech Pkg #4 (C755 Tukwila)	53	842	Unallocated contingency within the final design phase		
Construction Services Task Level					
	\$ (N)	Potential Resources (O)	Source (P)		
23 FD Geotech Pkg #4 (C755 Tukwila)	250	12,860	Surplus budget within the construction services phase		

M/W/DBE – SMALL BUSINESS PARTICIPATION

AMEC is the prime contractor and has committed to a 30.7% M/W/DBE and small business goal. As of June 2004, participation was at 30.82%. With this amendment, overall M/W/DBE and Small Business participation will be 28%. The reason for the drop in this participation is due to the nature of the required assistance during construction. This assistance will mostly be performed by the project manager who is familiar with all design and construction issues.

Utilization Breakdown Table

Assistance during Construction:

Subconsultant	Business Type	% of Work	Dollar Value
Civil Tech	MWBE	3.5%	\$12,141
GeoGroup NW	Small Business	6.4%	\$22,449
PanGeo	Small Business	24.0%	\$84,127
Total		33.9%	\$118,717

Artesian Pumping Test:

Subconsultant	Business Type	% of Work	Dollar Value
Cherokee General Corp.	MWBE/DBE	42%	\$20,089
National Barricade	Small Business	6.1%	\$2,918
Total		48.1%	\$23,007

EEO Commitment

AMEC's workforce demographics are 42.7% women and 14.6% minorities.

Apprentice Utilization Commitment

There are no apprentice utilization requirements since this is a professional-services contract.

HISTORY OF PROJECT

In 1998, Sound Transit sought statements of qualification for geotechnical engineering services for the South Boeing Access Road to South 154th Street line section. A selection panel evaluated the written proposals and after interviews, selected AMEC. Following cost/price analyses and negotiations, Sound Transit staff and AMEC. reached an agreement, subject to Board approval. A contract agreement was signed on September 23, 2002.

Construction for the South Boeing Access Road to South 154th Street line section, C755, is anticipated to start in the spring of 2005. The project includes the construction of at-grade and aerial light rail facilities from the south end of MLK Jr. Way South and Boeing Access Road to an interim terminus station at South 154th Street and International Boulevard in Tukwila. Three large span structures will span I-5, the Burlington Northern Santa Fe/Union Pacific railroad tracks and the Duwamish River. C757, Advance Utility Relocation, consists of relocating overhead utilities to underground duct banks to remove conflicts with the future aerial light rail structures.

Assistance provided under this proposed contract amendment will augment Link's construction management team, and assist in providing responses to bidder's questions and requests for information. Sound Transit pre-qualified construction contractors for the C755 contract and proposals from potential bidders were received on July 29, 2004.

The original geotechnical engineering contract scope includes geotechnical services during construction.

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2002-06	Contract with AMEC Earth & Environmental, Inc. to provide geotechnical investigation and reports for Central Link from South Boeing Access Road to South 154 th Street for a contract amount of \$2,198,708 plus a 10% contingency of \$219,871 for a total authorized contract amount not to exceed \$2,418,579.	2/7/02

CONSEQUENCES OF DELAY

It is important to conduct the pump test prior to receiving bids on the C755 contract so that bidders have complete information concerning groundwater conditions. Bids on the C755 contract are expected to be received in November 2004.

PUBLIC INVOLVEMENT

Sound Transit has worked cooperatively with the City of Seattle, King County, King County Metro, Washington State Department of Transportation, the Department of Ecology, the City of Tukwila, local businesses, and interest groups on the Central Link Light Rail Project. Sound Transit staff continues to keep local and area residents informed about the status of the project and the strategies for minimizing the impact of construction on the affected neighborhoods.

LEGAL REVIEW

JDW 7/29/04

SOUND TRANSIT

MOTION NO. M2004-76

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract amendment with AMEC Earth & Environmental, Inc., to provide geotechnical engineering services during construction for the South Boeing Access Road to South 154th Street line section of the Central Link Light Rail Initial Segment in the amount of \$397,810 with a contingency of \$4,781 for a new total authorized contract amount not to exceed \$2,821,170.

Background:

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Motion:

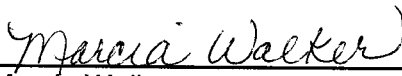
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract amendment with AMEC Earth & Environmental, Inc., to provide geotechnical engineering services during construction for the South Boeing Access Road to South 154th Street line section of the Central Link Light Rail Initial Segment in the amount of \$397,810 with a contingency of \$4,781 for a new total authorized contract amount not to exceed \$2,821,170.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority
at a regular meeting thereof held on August 5, 2004.



Kevin R. Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator