



REVISED
CONSTRUCTION COMMITTEE
APRIL 17, 2008

PROJECT: TUNNEL ADVISORY PANEL CONTRACTS: PS-2020-1051, DR. ZDENEK D. EISENSTEIN AND PS-2020-1055, DR. GEOFFREY MARTIN

ACTION: NEGOTIATE AND EXECUTE MODIFICATION NO. 4 FOR CONTINUATION OF TUNNEL ADVISORY PANEL SERVICES

RECOMMENDATION

- A. Authorize the Chief Executive Officer to negotiate and execute Modification No. 4 to Contract No. PS-2020-1051 with Dr. Zdenek D. Eisenstein for the continuation of Tunnel Advisory Panel services in the amount of \$220,000, increasing the Total Contract Value from \$969,825 to \$1,189,825; and
- B. Authorize the Chief Executive Officer to negotiate and execute Modification No. 4 to Contract No. PS-2020-1055 with Dr. Geoffrey Martin for the continuation of Tunnel Advisory Panel services in the amount of \$110,000, increasing the Total Contract Value from \$198,000 to \$308,000; and
- C. Authorize the Chief Executive Officer to negotiate and execute contract modifications to Contract No. PS-2020-1051 and to Contract No. PS-2020-1055 in the amount not-to-exceed \$33,000.

Within Construction Committee authority: Yes No N/A

RATIONALE

The Tunnel Advisory Panel convened in August 1995 in response to questions posed by the Board regarding feasibility of tunneling in Los Angeles ground conditions. We contracted with Drs. Dan Eisenstein, Geoffrey Martin and Harvey Parker to determine the feasibility of

tunneling in Los Angeles, to assess the effectiveness our construction program to date, and to recommend any modifications to the current construction program deemed appropriate. In June 2001 the Board approved two five-year contracts to the members of the Tunnel Advisory Panel in the amount not-to-exceed \$1,167,826, and directed staff to return each year for funding approval. Since that time, the Board has approved funding and extensions to the Tunnel Advisory Panel contracts to support the Metro Gold Line Eastside Extension Project, the I-710 Tunnel feasibility studies and other studies involving potential tunneling work. The period of performance for each contract has been extended to April 30, 2008, within the current Board-approved funding limits.

This request is for additional funding and provides continuation of services through June 30, 2009. The Tunnel Advisory Panel services will **include review and advise on design issues related to alignment and planning of underground structures**, ~~support the I-710 Tunnel North feasibility studies~~, the planning, environmental and conceptual design phases for both the Downtown Regional Connector and Red Line Westside Extension Projects, and provide analysis of subsurface ground conditions and geotechnical reports.

The recommended Board authorization in the amount of \$330,000 is based upon an estimate of the technical support that will be required as anticipated by Project Management staff.

IMPACTS TO OTHER CONTRACTS

The Tunnel Advisory Panel contract is to provide direct consultation to Project Management staff for future Construction Projects.

FINANCIAL IMPACT

	<u>Dr. Dan Eisenstein</u>	<u>Dr. Geoffrey Martin</u>
Original Contract Award	\$969,825	\$198,000
Current Cumulative Contract Value	\$969,825	\$198,000
This Action	\$220,000	\$110,000
New Cumulative Contract Value	\$1,189,825	\$308,000

The funding for this action is included in the proposed FY09 budget in Cost Center 8510 (Construction Contracts/Procurement) under Projects 204016 (Vermont/Santa Monica Station Water Leak Mitigation), 400020 (I-710 Tunnel North), 400228 (Downtown Regional Connector) and 405518 (Red Line Westside Extension), and Line Item No. 50316 (Professional & Technical Services). Since this is a multi-year contract, the cost center

manager and Chief Capital Management Officer will be accountable for budgeting the cost in future years, including any option exercised.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation. Rejection will require procuring another Tunnel Advisory Panel contract. The time required for the procurement of a new contract will not support the immediate needs of the Agency. This would cause a void in receiving required tunneling expertise for a period of time, thereby creating the potential for delays and additional costs to our ongoing projects.

ATTACHMENTS

- A. Procurement Summary
- A-1. Procurement History

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