

**Alexander, Steve (ECY)**

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**From:** Nye, Roger  
**Sent:** Wednesday, May 26, 1999 10:49 AM  
**To:** Alexander, Steve (ECY)  
**Subject:** RE: Request for Contract Services

I actually have raised this issue with the Port of Seattle from time to time beginning awhile back. They are luke-warm to the idea of paying for SAIC and have, at this point, not committed to doing it but neither have they said no. They have asked me to provide them with a written request with a detailed account of what SAIC would do, which is what I'm working on now.

FYI: A state senator (Julia Patterson- from a district surrounding Sea-Tac airport) managed to get a bill through that provided \$250,000 to Ecology to study the impacts of gravel mining at Maury Island. The bill also provided \$250,000 to study how construction of the 3<sup>rd</sup> Runway at Sea-Tac Airport would impact aquifers beneath the airport. The NWWQ Section (John Glynn and Kevin Fitzpatrick) put together a recommendation to the governor to veto the bill, but the governor just recently signed it-anyway. The Port views this as an attempt to stop the 3<sup>rd</sup> Runway. Furthermore, the Port is not happy with the situation that they are paying for a comprehensive study of groundwater at the airport through a MTCA Agreed Order, while the state is now funding a study which could largely be duplicative. (Duplicative in terms of developing a comprehensive groundwater flow model for the area of the airport). Anyway there is now the somewhat interesting scenario of TCP and WQ here doing similar separate studies at the airport as far as groundwater modeling. After modeling however, the TCP will use its model to look at contaminant fate and transport, while WQ will use its model to look at hydrological effects of the 3<sup>rd</sup> Runway.

-----Original Message-----

**From:** Alexander, Steve (ECY)  
**Sent:** Tuesday, May 25, 1999 5:40 PM  
**To:** Nye, Roger  
**Subject:** RE: Request for Contract Services

Roger: Sorry this has taken so long. This looks good, with one exception: talk to the Port and determine their support, or lack of, for paying to have Ecology consultants critique the Port's consultant's. Don't wait to find out about this. contact them now and discuss the situation and what would work or not work. Thanks.

-----Original Message-----

**From:** Nye, Roger  
**Sent:** Monday, May 17, 1999 10:19 PM  
**To:** Alexander, Steve  
**Cc:** Hickey, Joe; Wang, Ching Pi  
**Subject:** Request for Contract Services

Hello Steve:

Thank you for considering my request. Here is how the process works for the work I need, and what has been done so far:

Ecology has a consulting company named Science Applications International Corporation (SAIC) currently under contract. This company was selected among several companies that competed for a 5-year contract with Ecology.

I talked with Jan Swanberg, who subsequently met with Chuck Hollander (person at SAIC that

coordinates its work with Ecology) and described the work I want SAIC to do. As per Jan, SAIC can do what I want, and there is a person locally (Mark Dagels) at SAIC's Bothell office that can do it. Sometime this week, I will talk with Chuck Hollander to more extensively describe the work I need, and also to arrange a meeting with SAIC to formulate a more detailed scope of work and establish a cost estimate. Ching-Pi (if he's willing and able) and I will meet with SAIC.

The meter starts running at this meeting. To handle just this meeting, Jan will write up a "Work Assignment Form" to cover SAIC's charges for this meeting (\$200 - 300). We would pay for this meeting and charge it to one of our codes. I will need your signature of approval on the Work Assignment Form covering the cost of the meeting with SAIC.

After the meeting with SAIC, we will have a definitive idea of the scope of work and approximate cost. I will then try to get the Port of Seattle's agreement to pay for the rest of SAIC's work as part of the Agreed Order. ( We have authority under MTCA and the Agreed Order to charge PLP's for contract work). The idea of the Port paying for a consultant to critique its own consultants may not be too palatable however.

If the Port agrees to cover SAIC's charges, then their work would just be charged to the established charge code for Sea-Tac Airport. Jan, in consultation with me, would write up another Work Assignment Form describing the rest of SAIC's work to project's end. This Work Assignment for the rest of the project would also be subject to your approval.

If the Port is not agreeable to cover SAIC's charges, then I'll get back to you what the options are. Let me know if you want a meeting to discuss this further. Thanks.