



Legislation Text

File #: 17-0378, **Version:** 1

Community Development Services, Transportation Department, recommending the Board approve and authorize the Chair to sign Agreement for Services 082-S1811 with EN2 Resources, Inc., dba Sierra Ecosystem Associates, Inc., for a not-to-exceed amount of \$86,257, to provide revegetation mitigation and monitoring services for the Green Valley Road at Weber Creek - Bridge Replacement Project, Capital Improvement Program Project 77114, for a term commencing upon execution by both parties and expiring six years thereafter.

FUNDING: Traffic Impact Mitigation Fee Program. (100% - Local)

DEPARTMENT RECOMMENDATION

Community Development Services (CDS), Transportation Department (Transportation), recommending the Board approve and authorize the Chair to sign Agreement for Services 082-S1811 (Agreement) with EN2 Resources, Inc., dba Sierra Ecosystem Associates, Inc. (SEA), for a not-to-exceed amount of \$86,257, to provide revegetation mitigation and monitoring services for the Green Valley Road at Weber Creek - Bridge Replacement Project (Project), Capital Improvement Program (CIP) Project 77114, for a term commencing upon execution by both parties and expiring six years thereafter.

On November 15, 2011 (Item 32), the Board adopted the Project's Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Plan (MMRP). The IS/MND describes a number of measures to minimize adverse effects on the environment following a construction project. The MMRP is the program for ensuring that these mitigation measures are implemented. After Project completion, native riparian trees that were impacted or removed during construction must be replanted at a 2:1 ratio within the riparian zone of the Project area. The success criterion for the replacement trees is a 60 percent or greater establishment rate. The Agreement with SEA will help ensure the success rate of the replacement trees by providing mitigation and monitoring services that are required by the MMRP.

Transportation recommends the Board make findings in accordance with Section 3.13.030 of the County Ordinance Code that it is more economical and feasible to engage an independent contractor for revegetation mitigation and monitoring services for this Project, as there are specialty skills and qualifications required for the work to be performed under this Agreement that are not expressly identified in County classifications, and the work to be performed is not sufficient to warrant the addition of permanent staff. Most of the services provided by this Agreement, such as complete tree and shrub monitoring work, require specialized certification and educational degrees in disciplines such as arboriculture.

Some of the work to be performed under this Agreement is bargaining unit work; however, there are specialty skills required for much of the work, including arboriculture, which are not expressly identified in County classifications. The need for expertise in specialty services is sporadic and temporary and not applicable for all CIP projects.

DISCUSSION / BACKGROUND

The CDS Administration and Finance Division, Contracts and Procurement Unit, completed a Request for Qualifications (RFQ) process in February 2017 for a variety of project support services. A multi-jurisdictional panel evaluated and ranked each Statement of Qualifications and established, based on category of service, a short list of acceptable service vendors. In March 2017, Transportation initiated a Request for Proposals (RFP) process for the above mentioned work and sent requests to all four of the listed consulting firms from the RFQ's Category 2D, Certified Arborist Consulting. Two proposals were received and following evaluation by Transportation staff, SEA was determined to have the qualified staff and experience to assist Transportation with revegetation mitigation and monitoring services for this Project. The RFQ and subsequent RFP processes were conducted in accordance with County Procurement Policy C-17.

The El Dorado County Employees Association, Local 1, was informed of this proposed Agreement.

ALTERNATIVES

- 1) Do not approve the Agreement. Note: The Board approved this Project previously and the County may have to refund monies already spent to the various funding sources.
- 2) Transportation could attempt to hire an arborist for a short period of time (part time, limited term). It is not likely that someone with this expertise would be willing to work part time in a limited term capacity, and would require County staff to monitor and water the plants for a period of five years.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

County Counsel and Risk Management have approved the proposed Agreement.

CAO RECOMMENDATION

It is recommended that the Board approve this item.

FINANCIAL IMPACT

There is no change to Net County Cost associated with this item. Funding for this Agreement will be provided by the Traffic Impact Mitigation (TIM) Fee Program.

The Project is included in Transportation's 2016 CIP, which was approved by the Board on December 6, 2016 (Item 46). While the adopted Project budget will accommodate the initial work by SEA, revisions for ongoing Project work will be submitted for Board consideration as part of the Proposed 2017 CIP, to fully fund with local TIM Fees the required Project mitigation. These funds will later be redeemed as Bridge Investment Credits in lieu of a local match for a future Highway Bridge Program project. There is no change to Net County Cost.

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) The Clerk of the Board will obtain the Chair's signature on two (2) original copies of the Agreement.
- 2) The Clerk of the Board will forward one (1) fully executed original Agreement copy to the Community Development Services, Contracts and Procurement Unit, for further processing.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

Bard Lower, Interim Director
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