



Legislation Text

File #: 22-2248, **Version:** 1

Department of Transportation recommending the Board approve and authorize the Chair to sign the Second Amendment to Agreement for Services 3480 with Crawford & Associates, Incorporated to provide on-call geological, geotechnical, hydraulic, and hydrologic engineering support services, increasing the not-to-exceed by \$200,000 for a total not-to-exceed of \$600,000, updating contract language per California Department of Transportation federal funding requirements with no changes to the billable rates or term of the contract.

FUNDING: Funding will be provided by associated Federal, State, and Local funding sources. Local funding sources may include any combination of the following: Traffic Impact Fee Program, Missouri Flat Area Master Circulation and Financing Plan, Road Fund, Tribe Fund, Accumulative Capital Outlay, Developer Advanced Funds, Sacramento Municipal Utility District, and/or General Fund.

DISCUSSION / BACKGROUND

The Board approved the Agreement for Services 3480 (Agreement) with Crawford & Associates, Incorporated (Crawford), on February 12, 2019, Item 14, Legistar 18-1945. The Agreement provides on-call geological, geotechnical, hydraulic, and hydrologic engineering support services for various Capital Improvement Program (CIP) Projects. On January 4, 2022, Item 21, Legistar 21-1925, the Board approved the First Amendment to the Agreement which extended the performance period by two (2) years and increased the not-to-exceed amount to \$400,000.

The Second Amendment (Amendment) increases the not-to-exceed by \$200,000 for a total not-to-exceed of \$600,000. There are no changes to the billing rates in the contract. The additional budget for this Amendment allows Transportation continued services for projects that recently received grant funding. Additionally, the Amendment modifies the Agreement to update contract language per California Department of Transportation (Caltrans) federal funding requirements. Caltrans Exhibit 10-R, A&E Boilerplate Agreement Language, was updated in September 2022, and Caltrans recommends that agreements be updated to the most current boilerplate when possible. This is due to current Code of Federal Regulations (CFR) financial reporting requirements, and these minor modifications do not significantly change the intent of the Agreement or County administrative processes. The following articles have been updated or added to match boilerplate language for the Amendment:

ARTICLE XII, State Prevailing Wage Rates;
ARTICLE XIII, Conflict of Interest;
ARTICLE XV, Prohibition of expending Local Agency, State, or Federal Funds for Lobbying;
ARTICLE XVI, Non-Discrimination Clause and Statement of Compliance;
ARTICLE XLV, Disadvantaged Business Enterprise (DBE) Participation;
ARTICLE LXIII, Funding Requirements;
ARTICLE LXIV, Electronic Signatures; and
ARTICLE LXV, Appendices A - E of the TITLE VI Assurances.

The disciplines required for the services to be performed include geotechnical, geological, hydraulic, and hydrologic engineering skills, as well as complete geotechnical engineering and consultation, including field investigation; geological reconnaissance and field mapping; soil testing, sampling, soil drilling and borings; slope stability analysis, scour analysis, and preparation of draft and final reports; roadway structural section design recommendations, including core sampling and resistance "R" value analysis; foundation analysis; geophysical investigation methods such as ground penetrating radar, refraction seismic and resistivity geophysical exploration; fugitive and asbestos dust monitoring/mitigation; groundwater investigations; specialized inspections for welding, concrete, asphalt and soils, soil sampling, stormwater sampling and testing; quality assurance testing of materials, along with complete reports and summaries of testing.

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 which are not expressly identified in County classifications. The need for such skills is sporadic and temporary and not applicable for all CIP projects and the on-going level of work is not sufficient to warrant hiring new employees. Maximum utilization of County personnel is held as a first priority.

The El Dorado County Employees Association, Local #1, was informed of the proposed Amendment.

ALTERNATIVES

The Board could choose not to approve the Amendment. Transportation would be required to terminate the Agreement and issue a Request for Proposals to issue a new agreement. This would add significant time and effort for staff to complete the Request for Proposal process.

PRIOR BOARD ACTION

See Discussion / Background Section above.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

County Counsel and Risk Management have reviewed and approved the Amendment.

CAO RECOMMENDATION / COMMENTS

Approve staff recommendation.

FINANCIAL IMPACT

There is no net County cost for this Amendment. Funding for the Agreement will be provided by various CIP, Land Development, and Right of Way project funding sources, including federal, state, and local funds. Local funding sources may include any combination of the following: Traffic Impact Fee Program, Missouri Flat Area Master Circulation and Financing Plan, Road Fund, Tribe Fund, Accumulative Capital Outlay, Developer Advanced Funds, Sacramento Municipal Utility District, and/or General Fund.

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) The Clerk of the Board will obtain the Chair's signature on one (1) original of the Amendment.
- 2) The Clerk of the Board will forward one (1) copy of the Amendment to the County's Chief Administrative Office, Procurement and Contracts, Attention to Annika Andersson, for further processing.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

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Department of Transportation