



**RESOURCE
MANAGEMENT AGENCY
COUNTY OF TULARE
AGENDA ITEM**

BOARD OF SUPERVISORS

ALLEN ISHIDA
District One

PETE VANDER POEL
District Two

PHILLIP A. COX
District Three

J. STEVEN WORTHLEY
District Four

MIKE ENNIS
District Five

AGENDA DATE: October 28, 2014

Public Hearing Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Scheduled Public Hearing w/Clerk	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Published Notice Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Advertised Published Notice	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Meet & Confer Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Electronic file(s) has been sent	Yes	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Budget Transfer (Aud 308) attached	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Personnel Resolution attached	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Agreements are attached and signature line for Chairman is marked with tab(s)/flag(s)	Yes	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
CONTACT PERSON: Celeste Perez PHONE: (559) 624-7010				

SUBJECT: Agreement with Biggs Cardosa Associates for the Rancheria Creek Bridge Project

REQUEST(S):
That the Board of Supervisors:

1. Approve an Agreement with Biggs Cardosa Associates in the amount of \$328,000 to provide Professional Engineering Consulting Services for the Rancheria Creek Bridge Project; and
2. Authorize the Chairman to sign the Agreement after review and approval as to form by County Counsel.

SUMMARY:
On November 5, 2013, Tulare County received federal authorization to proceed with the engineering and environmental document phase for the Rancheria Creek Bridge Project.

The Rancheria Creek Bridge is located on Bear Creek Road (M220) and spans Rancheria Creek, approximately 3.5 miles east of Balch Park Road northeast of the community of Springville (see Attachment A – Vicinity Map). The existing structure was constructed in 1954, and qualifies to receive federal funding for rehabilitation or replacement because the existing single lane bridge is too narrow, and doesn't meet current standards for bridge width.

In December of 2013, the Resource Management Agency (RMA) issued a Request for Proposal (RFP) for qualified firms to provide engineering consulting services for three small bridge projects, including the Rancheria Creek Bridge. The engineering

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consultant will evaluate several engineering solutions for this project, including alternatives to rehabilitate and widen the existing bridge and an alternative to replace the existing bridge.

On January 30, 2014, the RMA received seven proposals from interested engineering firms. The seven firms that submitted were Dokken Engineering, Quincy Engineering, TRC, NCM Engineering, Biggs Cardosa Associates, Moffat & Nichol, and Cornerstone Structural Engineering Group. Since the project is federally funded by the Federal Highway Administration (FHWA), the proposals were reviewed based on criteria provided in the Local Assistance Procedures Manual (LAPM), to meet federal requirements. Based on the LAPM, the selection criteria consisted of the following: 1) understanding of the work, 2) experience with similar kinds of work, 3) quality of staff and demonstrated technical ability and 4) familiarity with state and federal procedures. To meet federal requirements and state law, the selection of the consultant was based solely on qualifications of the consultants and the criteria described above; cost and office location of the consultants could not be considered per federal requirements.

The proposals were independently reviewed by a 6 member panel of staff from the RMA, Caltrans and Kings County. After review of the proposals, the top three firms, consisting of Cornerstone Structural Engineering Group, Quincy Engineering, and Biggs Cardosa Associates were shortlisted and interviewed by the same panel (minus one Caltrans staff member who could not attend the interviews). The interviews were scored based on the same criteria noted above and Biggs Cardosa Associates was the top ranked consultant (see Attachment B – Interview Scoring Sheet).

Negotiations with Biggs Cardosa Associates included review by RMA and Caltrans staff of a detailed scope of work and cost proposal submitted by the consultant, with staff-hour breakdowns for each task, and hourly rates that have been certified by the consultant to be in accordance with the cost principles of the Federal Acquisition Regulations of Title 48, Code of Federal Regulations, Part 31. After negotiations with Biggs Cardosa Associates, it was determined that a fee of \$328,000 was fair compensation for the scope of services that are to be provided (see Attachment C – Consultant Contract). The scope of services and fee were confirmed by Caltrans, and are in line with projects of similar complexity.

FISCAL IMPACT/FINANCING:

There is no net cost to the County General Fund.

County Road Funds will be used to fund this agreement, but will be fully reimbursed by Federal Highway Bridge Program funds in the amount of \$328,000.

The Highway Bridge Program will fund this project at a 100% reimbursement ratio (no local match required).

