



Legislation Details (With Text)

File #: 19-1003 **Version:** 1

Type: Agenda Item **Status:** Approved

File created: 6/19/2019 **In control:** Board of Supervisors

On agenda: 7/23/2019 **Final action:** 7/23/2019

Title: Department of Transportation recommending the Board consider the following pertaining to the Tree Mortality Project, Phase IV, Contract 3688:
 1) Approve and adopt the Contract Documents;
 2) Authorize advertisement for bids; and
 3) Provide direction regarding funding options. (Est. Time 10 Min.)

FUNDING: California Disaster Assistance Act Funds (75% - State), CAL FIRE Grant (25%), and General Fund (Local - if needed).

Sponsors:

Indexes:

Code sections:

Attachments: 1. A - Location Map, 2. B - Contract Docs, 3. C - Approved CRS

Date	Ver.	Action By	Action	Result
7/23/2019	1	Board of Supervisors	Approved	Pass

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DISCUSSION / BACKGROUND

Data collected by state and federal agencies demonstrates that drought conditions and bark beetle infestation have killed over 102 million trees in the State of California (State). On October 30, 2015, Governor Brown proclaimed a State of Emergency due to unprecedented tree mortality caused by conditions of extreme drought and drought-related bark beetle infestations. The Governor's Emergency Proclamation contains 18 distinct actions that direct State agencies, utilities, and local governments to remove dead or dying trees in high hazard areas across the entire State.

On March 28, 2016 (Item 1), the Board adopted Resolution 053-2016 declaring a State of Emergency in El Dorado County due to pervasive tree mortality, and on May 17, 2016 (Item 46), the Board approved the County's Tree Mortality Hazard Tree Removal Plan. On August 2, 2016 (Item 33), the Board authorized the Chair to sign the California Disaster Assistance Act (CDAA) application and authorized the submittal of the application for funding related to the State's declared Tree Mortality Emergency. The El Dorado County Sheriff's Department received confirmation on September 2, 2016, that the County had been approved for CDAA funding.

Trees marked for removal under CDAA funding must be verified by Registered Professional Foresters (RPFs) or Certified Arborists (CA). On November 15, 2016 (Item 39), the Board approved an Agreement for Services with Black Fox Timber Management Group, Inc. (Black Fox) to meet the RPF/CA requirement and to provide project coordination services.

On May 9, 2017 (Item 27) the Board approved an agreement RJJ Resource Management Corp for the purchase of the felled timber. The County has received approximately \$40,000 from this agreement. The proceeds have been applied to costs that are unallowable per the terms of the CDAA funding.

The Tree Mortality Project Phase I - Grizzly Flats and Camino removed 408 trees and cost \$525,570. The work was performed by Mountain F. Enterprises between May 17, 2017 and August 11, 2017.

Phase II - Camino and Grizzly Flats removed 146 trees and cost \$111,400. The work was performed by Arborworks, Inc. between November 14, 2017 and November 30, 2017.

Phase III removed 42 trees in Camino and cost of \$303,617.43. The trees in this phase required the use of a crane for removal which increased the cost per tree. The work was performed by Joe Benigno Tree Service between April 9, 2018 and April 13, 2018.

Phase IV will remove 391 trees throughout the county from Volcanoville to Omo Ranch, with the majority of removals to occur near Georgetown, Camino, and Pollock Pines (please see attached map). The work is expected to take 40 working days. The removal of some trees will require full road closures and the use of a crane. The Department of Transportation (Transportation) will coordinate with emergency services, schools, and transit to ensure they have opportunities to plan and modify their respective operations prior to Transportation implementing the closures. Transportation will also notify the public of the road closures at least one week in advance via the County website, press release, and portable changeable message signs.

ALTERNATIVES

- 1) The Board could choose to direct Transportation to revise the scope of Phase IV in order to expend CDAA funds and the remainder of the CALFIRE grant without the use of General Fund dollars. Although this would preserve General Fund Contingency for potential other uses throughout the year, it would also result in the removal of fewer dead trees that could become hazardous.
- 2) The Board could also choose to delay project advertisement until the FY 2018-19 budget is closed and remaining fund balance is determined. If numbers come in higher than expected, at that time funding could be identified for use as a match. According to CALFIRE, it is unlikely that any additional grant funding will become available within the fiscal year, however, CDAA funds will continue to be available as the Emergency is ongoing. Staff would return to the Board following the close of the FY 2018-19 budget.
- 2) The Board could choose to not approve the Contract Documents or authorize advertisement for bids. Transportation will make any changes requested by the Board and return at a later date.
- 3) The Board could cancel the Project.

PRIOR BOARD ACTION

See Discussion/Background section above.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

County Counsel and Risk Management have reviewed and approved the Contract Documents.

CAO RECOMMENDATION

It is recommended that the Board approve this item.

FINANCIAL IMPACT

The estimated cost for Phase IV is \$850,000, which includes the tree removal work and administration/inspection of the work by Transportation and Black Fox. California Disaster Assistance Act Funds are available due to the ongoing Tree Mortality Emergency, however, a 25% grant match is required. A grant from CAL FIRE has provided the match for Phase II and Phase III. There is currently \$125,000 remaining in the CAL FIRE grant.

A cost of \$850,000 would require a match of \$212,500. A funding source has not yet been identified for the additional \$87,500 in match funds that would be required ($\$212,500 - \$125,000 = \$87,500$). This number is an estimate that could be higher or lower, depending on Project cost after bids are opened.

Transportation is requesting direction from the Board to identify the preferred funding source in the likely event that bids come in such that additional match funds are required. Transportation and the Chief Administrative Office believe that General Fund contingency is the most appropriate source for the additional match funds. If the Board does not wish to use General Fund contingency for match funding, the Board could direct Transportation to reduce the Project scope to align with funding that is currently available. Alternatively, the Board could choose to delay project advertisement until the FY 18/19 budget is closed and any remaining fund balance is identified that could be used for the match.

The Board will not obligate the County with the current requested action. The obligation will result from the subsequent action of awarding the bid.

CLERK OF THE BOARD FOLLOW UP ACTIONS

N/A

STRATEGIC PLAN COMPONENT

Public Safety and Infrastructure

CONTACT

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