



Legislation Details (With Text)

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Title: Department of Transportation recommending the Board:
1) Approve an increase of \$399,000 to the 2018 Capital Improvement Program direct construction budget for the South Tahoe Greenway Shared Use Trail Phase 1B and 2 Project;
2) Approve and adopt the South Tahoe Greenway Shared Use Trail Phase 1B and 2 Project (CIP 95200/36107022, Contract 3785) Plans and Contract Documents and authorize the Chair to sign the Plans; and
3) Authorize advertisement for construction bids (the total estimated cost for the construction phase of the Project is \$5,499,528).

FUNDING: Active Transportation Program (36% - Federal), Congestion Mitigation and Air Quality Program (7% - Federal), California Tahoe Conservancy (57% - State).

Sponsors:

Indexes:

Code sections:

Attachments: 1. A - Approved CRS, 2. B - Contract Docs, 3. C - Plans, 4. D - Vicinity Map, 5. Executed Construction Plan - South Tahoe Greenway

Date	Ver.	Action By	Action	Result
11/5/2019	1	Board of Supervisors	Approved	Pass

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DISCUSSION / BACKGROUND

Per the terms of the Cooperative Agreement between El Dorado County and the California Tahoe Conservancy that was approved by the Board on March 13, 2018 (Legistar 18-0392, Item 14), the Department of Transportation (Transportation) has completed the design of Phases 1B and 2 of the South Tahoe Greenway Shared Use Trail (Greenway). The Greenway is a long term California Tahoe Conservancy project that will eventually comprise a multi-use trail from Meyers to Van Sickle Bi-State Park near Stateline, Nevada. Phase 1B of the Greenway is located in Bijou Meadow between Al Tahoe Boulevard and Glenwood Way. Phase 2 of the Greenway will start at the southeasterly end of Sierra Boulevard and run parallel to Barbara Avenue, across Trout Creek meadow (including a bridge over Trout Creek), and then continue towards the Lake Tahoe Community College before joining an

existing pathway near the end of Meadow Crest Drive.

The work consists of construction of a Class 1 shared use pathway, a 10-foot wide paved path with two-foot aggregate base shoulders, precast concrete boardwalk system, tubular steel railing, and a prefabricated steel truss bridge. Construction also includes clearing and grubbing, tree removal, excavation and grading, drainage improvements, bridge abutments, signing and striping, pavement markings, revegetation, dewatering, traffic control, and temporary erosion control.

Due to federal funding, both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance are required. A CEQA Notice of Categorical Exemption was filed on September 16, 2011, with a supplemental filed on March 23, 2016. A Caltrans NEPA Categorical Exclusion Determination was issued on February 21, 2018, and re-validated on April 24, 2019.

Right of way permits are secured. There is no utility involvement and said work is compliant with all terms and conditions under MAP-21 including Buy America requirements.

Transportation has received federal funding authorization (E-76) for the construction phase activities.

As a federally funded Project, the Contract Documents have been federalized and incorporate the current Caltrans Disadvantaged Business Enterprise (DBE) requirements. The DBE goal is 11%.

Construction Phase Budget Increase

Recently, Transportation successfully obtained additional grant funding for Phases 1B and 2 of the Greenway from the Congestion Mitigation and Air Quality Program in the amount of \$399,000. The additional grant funding will be allocated to the Greenway Project's construction phase.

ALTERNATIVES

- 1) The Board could choose to not approve the Contract Documents and Plans or authorize advertisement for construction bids. Transportation will make any changes requested by the Board and return at a later date.
- 2) The Board could also choose to cancel the Project. Canceling the Project may include the consequence of reimbursing all federal funding received to date.

PRIOR BOARD ACTION

See Discussion / Background Section above.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

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

CAO RECOMMENDATION / COMMENTS

It is recommended that the Board approve this item.

FINANCIAL IMPACT

The total estimated cost for Project's construction phase is \$5,499,528, which includes construction items of work, construction management, environmental monitoring, inspection, materials testing, and contingencies. The Conservancy was awarded Active Transportation Program (ATP) funding and Congestion Mitigation and Air Quality (CMAQ) funding for use on the Project. Maintenance of the trail

will be performed by the City of South Lake Tahoe under a previous agreement between the Conservancy, the City, and Lake Tahoe Community College. The costs associated with the proposed Board actions will be funded entirely by external sources, and there is no change to Net County Cost associated with this item. The Board will not obligate the County with the current requested action. The obligation will result from the subsequent action of awarding the bid. Funding is included in the FY 2019-20 budget and additional funding will be included in the FY 2020-21 budget.

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) The Clerk of the Board will obtain the Chair's signature on the construction Plan Title Sheet for the Project.
- 2) The Clerk of the Board will forward the original signed Plan Title sheet to Transportation, Headington Engineering, attention John Kahling.

TRANSPORTATION FOLLOW UP ACTIONS

Transportation will advertise the Project for bid proposals and return to the Board with recommendations for award at a later date.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

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Department of Transportation