

**SOUTH TAHOE GREENWAY SHARED USE TRAIL PROJECT
PHASE 1A ADDITIONAL DRAINAGE CONSTRUCTION**

Recommended Action: Adopt Resolution 17-06-05 (Attachment 1) authorizing up to \$60,277 for South Tahoe Greenway Shared Use Trail Project Phase 1a additional drainage improvements.

Location: In the vicinity of the Glenwood Way and Becka Avenue intersection in the City of South Lake Tahoe (City) (Attachment 2), generally on California Tahoe Conservancy parcels (El Dorado County Assessor's Parcel Numbers 025-401-01, 025-401-03, 025-402-12, 025-402-13, and 025-402-14) and City right-of-way.

Fiscal Summary: Up to \$230,000 in total expenditures to complete the drainage improvements, including \$169,723 in previously authorized expenditures. Staff proposes to use Proposition 40 funding for the recommended \$60,277 augmentation.

Overview

Description of Recommended Action

Staff recommends the Board authorize \$60,277 for additional work on the South Tahoe Greenway Shared Use Trail Project Phase 1a (Project). The recommended funding will augment the remaining Project authorization of \$169,723, resulting in a total authorization of \$230,000 for construction of drainage improvements. The California Tahoe Conservancy (Conservancy) will construct these improvements to complement the Project work accomplished in 2015 and to address drainage concerns.

Staff intends to advertise for construction bids in the summer of 2017 with construction scheduled for completion in the fall of 2017.

History

The South Tahoe Greenway Shared Use Trail (Greenway) will be a 3.86 mile trail connection between the Tahoe Sierra (formerly “Sierra Tract”) neighborhood and Van Sickle Bi-State Park. The trail alignment generally follows the right-of-way originally obtained by the California Department of Transportation to build a bypass freeway.

The Greenway is currently broken into construction segments, given limited funding and other issues associated with acquiring easements along certain segments of the trail. The Conservancy constructed the Project in 2015, providing a 0.42-mile neighborhood connection between Glenwood Way and Herbert Avenue.

The 2016-2017 Water Year (October 1st – September 30th) is one of the wettest years on record for the northern Sierra. Heavy precipitation events during the 2016-2017 Water Year emphasized the need for additional Project drainage improvements in the vicinity of the Glenwood Way and Becka Avenue intersection.

The Department of General Services (DGS) is managing an engineering contract to design the necessary improvements and support construction activities. The City will provide inspection services during construction to insure that City infrastructure and encroachment permit standards are met. The Conservancy will directly bid and manage the construction contract, and DGS will provide construction inspection services to protect the interests of the State. DGS determined that Public Contract Code section 10105 does not require DGS construction oversight because the cost to design and construct the improvements is less than \$291,000.

Financing

In June 2013, the Board authorized expenditure of up to \$893,100 to implement the Project. After construction of the Project in 2015, \$169,723 of this authorization remains unspent. Staff expects the cost to design and implement the additional improvements will exceed the remaining authority, and is therefore recommending the Board authorize additional funding as detailed in the budget below:

<u>Item:</u>	<u>Amount</u>
Design and construction support	\$ 42,970
DGS Project Management	\$ 12,640
DGS Inspection	\$ 8,850
Construction	\$150,540
<u>Construction Contingency (10%)</u>	\$ 15,000
Total	\$230,000

Previously authorized	\$169,723
Requested authorization	\$ 60,277

Funding is available from an existing Proposition 40 appropriation.

Authority

Consistency with the Conservancy's Enabling Legislation

The recommended action is consistent with the Conservancy's enabling legislation. Specifically, Government Code section 66907.10 authorizes the Conservancy to improve and develop acquired lands for the purpose of protecting the natural environment or otherwise achieving its objectives.

Consistency with the Conservancy's Strategic Plan

The recommended action is consistent with the Strategic Plan because the Greenway contributes to a more walkable and bike-friendly community (Strategy I.A.). It also provides a quality recreation and public access facility that reduces traffic congestion (Strategy II.D.)

Consistency with the Conservancy's Program Guidelines

The recommended action is consistent with the Conservancy's Public Recreation and Access Program Guidelines:

- 1) To “increase and enhance significant regional public access and public recreational opportunities” by establishing a shared use trail in the core portion of the South Lake Tahoe bikeway network;
- 2) To “provide a range of public access opportunities to locations with regionally significant lakefront, riverfront, cultural/historical and natural characteristics,” by directly linking neighborhoods and tourist accommodations to services, schools, and parks, and, through network connections, to beach facilities;
- 3) To “increase regional ... non-motorized transportation and recreation opportunities” by implementing the highest priority California project in the TRPA Bicycle and Pedestrian Master Plan, a priority project in the Regional Transportation Plan (RTP # 22), and Environmental Improvement Program (EIP) project # 03.01.02.0087; and
- 4) To “support environmental education, interpretation ... that promotes stewardship” through interpretive signage along the route.

Consistency with External Authorities

The recommended action is consistent with the EIP because it facilitates the implementation of EIP project # 03.01.02.0087. It also facilitates implementation of the Lake Tahoe Sustainable Communities Strategy and the Regional Transportation Plan.

Compliance with the California Environmental Quality Act

On September 15, 2011, the Board adopted the South Tahoe Greenway Shared Use Trail Mitigated Negative Declaration (MND). On March 17, 2016, the Board adopted an MND Supplement that evaluated trail modifications and a proposed land exchange. All potential environmental effects of the current recommended action have been previously analyzed in the MND and MND Supplement.

List of Attachments:

Attachment 1 – Resolution 17-06-05
Attachment 2 – Project Map

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