

TOWN COUNCIL STAFF REPORT

Title: Authorize the Public Works Director to finalize scope and fee negotiations and execute an agreement with Kimley-Horn and Associates, Inc. for the engineering design of the Minaret Multi-Use Path Project.

Meeting Date: December 15, 2021

Prepared by: Haislip Hayes, PE Public Works Director

RECOMMENDATION:

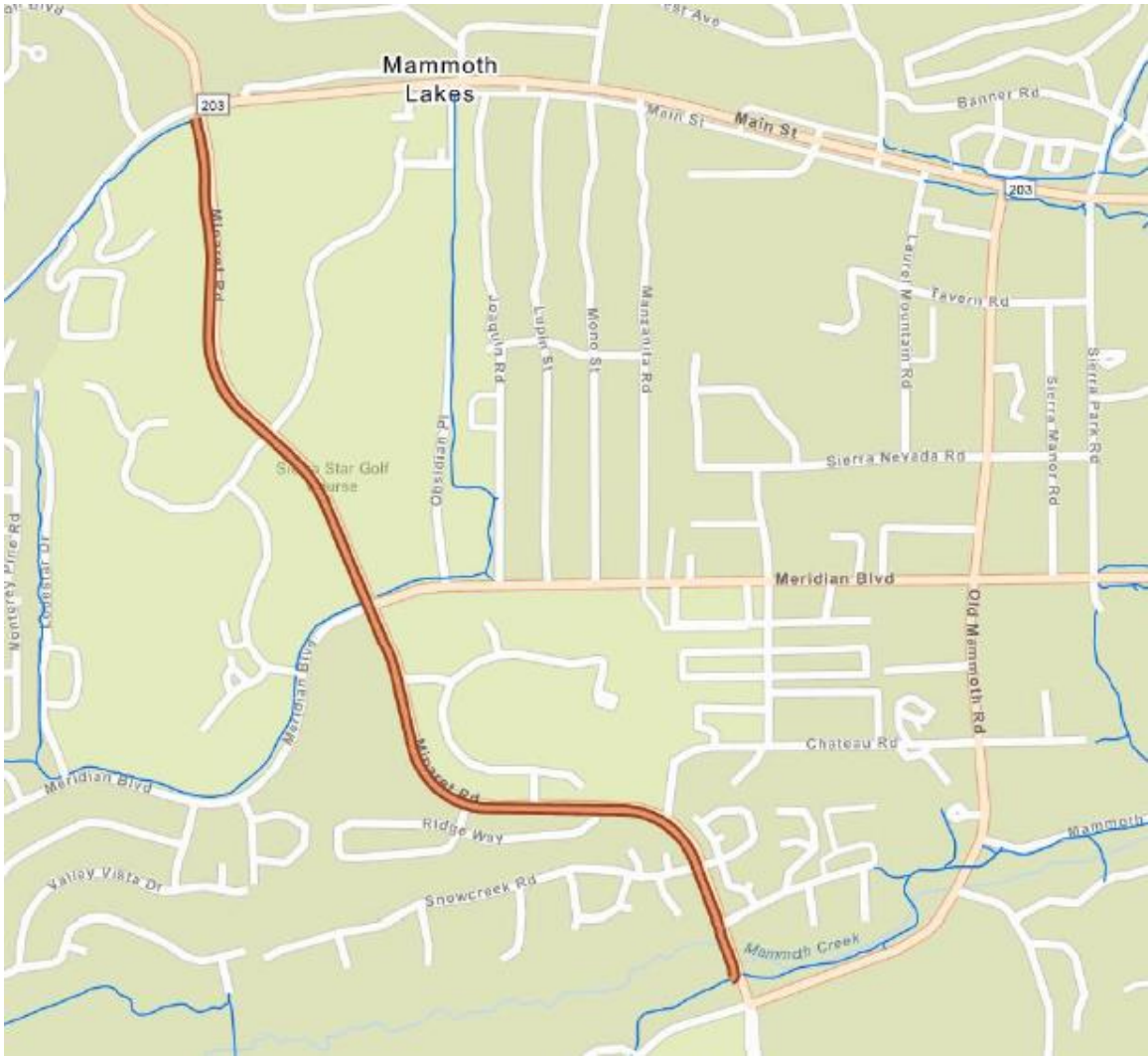
Authorize the Public Works Director to finalize scope and fee negotiations and execute an agreement with Kimley-Horn and Associates, Inc. for the engineering design of the Minaret MUP Project.

BACKGROUND:

In December of 2019 the Town of Mammoth Lakes completed a Project Study Report (PSR) for the Minaret Multi-Use Path (MUP) Project. The PSR outlined the potential costs, scope, and feasibility of constructing this section of path. The Town submitted the project for consideration by the Local Transportation Commission (LTC) for inclusion in the 2021 mid-cycle State Transportation Improvement Program (STIP) allocation. The project was selected, and Staff worked to advance the project through the requisite processes in order to receive funding. The California Transportation Commission (CTC) authorized the Town to proceed with the Plans, Specifications, and Estimates (PS&E) phase at the October 2021 meeting. The Town has executed a Program Supplement Agreement with the State of California for funding. The Town is authorized to expend funds now.

ANALYSIS:

The Minaret Road Multi-Use Path Project provides approximately 7,200 linear feet of Class I multiuse path along the west side of Minaret Road between Main Street (SR 203) and Meadow Lane (see map below). The proposed MUP will connect the Town Loop MUP at Old Mammoth Road to the Lakes Basin Trail MUP at Lake Mary Road. The proposed MUP will generally be located between the western edge of pavement and the western right of way boundary of Minaret Road, though minor roadway alignment revisions may be required along Minaret Road to incorporate the MUP. Existing Class II bike lanes along Minaret Road will be retained with the project. The project is described in the current Mobility Element and was identified in many previous pedestrian and bicycle plans. Completion of this segment of MUP closes a gap between northerly and southerly path segments. The new path will provide a direct route to many amenities and improve the MUP experience for both commuters and recreational users and improves pedestrian safety along the roadway.



Kimley-Horn will deliver as part of their contract a complete Plan, Specifications, and Estimate package (PS&E) for the project. The Town issued a contract to Kimley-Horn for survey services in order to have the necessary base maps prepared before snowfall made survey work impossible. This work has been completed and will allow for the PS&E package to be completed over the winter. The Town has not secured funding for the construction phase of the project. Completion of the PS&E package makes the project “shovel-ready” and eligible for several future funding sources. This process has been effectively used for a number of similar Town projects.

FINANCIAL CONSIDERATIONS:

The design phase of the project is fully funded by the State Transportation Improvement Program (STIP). The Town has received \$250,000 in State-Only STIP funds. All of which have been allocated to the project. Kimley-Horn’s proposal of \$177,000 to prepare the PS&E package is well within the provided budget and leaves \$73,000 in STIP funding for staff time and contingency.