



## Legislation Text

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**File #:** 13-0503, **Version:** 1

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Community Development Agency, Transportation Division, recommending the Board adopt Resolution **076-2013** regarding site improvement grant funding from the California Tahoe Conservancy related to the Tahoe Basin Environmental Improvement Program stating that the County supports the assurances of the Programs; the County agrees to implement the Project in a manner consistent with the Programs' objectives; the County agrees to manage and maintain the project over its twenty year life; and, the County supports the request to the Conservancy for funding the proposed work in the Tahoe Basin.

**FUNDING:** California Tahoe Conservancy.

**Fiscal Impact/Change to Net County Cost**

There is no change to Net County Cost. The California Tahoe Conservancy (CTC) grant funding request up to the maximum amount of \$350,000 will be programmed within the 2013 Capital Improvement Program and FY 13/14 FY Operational Budget. The Transportation Division will be seeking additional grant funds from the State's Congestion Mitigation Air Quality Program in the fall of 2013 which will fully fund this project.

**Background**

The Sawmill 2 Bike Path and Erosion Control Project (Project) was initiated in 2005 and is intended to improve the regional bicycle path network by providing a critical link in the piecemealed system. The Project supports the Tahoe Regional Planning Agency's (TRPA) and Tahoe Metropolitan Planning Organization's (TMPO) 2010 Lake Tahoe Region Bicycle and Pedestrian Plan (BPP) by proposing to install a Class 1 bicycle facility along the south side of Sawmill Road between U.S. Highway 50 and Lake Tahoe Boulevard. The purpose of the projects listed in the BPP is to provide access to local businesses, schools, and offices for bicyclists and pedestrians, to reduce vehicular transportation, and to enhance recreational opportunities within the Basin. Currently there is no continuous bicycle path from the existing Pat Lowe Memorial Bike Path in Meyers to the City of South Lake Tahoe limits. Construction of this path and a future bicycle path on Lake Tahoe Blvd. will provide contiguous facilities that will link the town of Meyers and the City of South Lake Tahoe. These facilities will provide users with a much safer and more enjoyable recreation and transportation experience. The Project will also improve water quality by controlling erosion and treating storm water runoff along Sawmill Road by implementing Best Management Practices (BMPs).

In 2009 the Project was split into two phases, 2A and 2B, in order to facilitate Project construction. Phase 2A was constructed in 2012 and spans from Lake Tahoe Blvd. to Echo View Estates, approximately 3,600 linear feet or 0.68 miles. Phase 2B spans from Echo View Estates to US Highway 50, approximately 6,300 linear feet or 1.19 miles.

The Project lies within portions of TRPA's Plan Area Statements Twin Peaks (PAS-118), Country Club Meadow (PAS-119) and Echo View (PAS-134). In addition, the Project is identified in TRPA's Environmental Improvement Program (EIP) as Project #s 706, 736 and 10034.

Transportation Division (Transportation) has been working since early 2012 to secure easements

from two private landowners, which are required to construct the Phase 2B Project along the south side of Sawmill Road. Transportation recently received the signed Easement Acquisition Agreements from the two landowners in late April and early May of 2013. Therefore, Transportation is now able to move forward on completing the 100% Project plans and specifications in coordination with processing the Easement Acquisition Agreements for full execution. Transportation is also in the process of securing the necessary permits and additional funding in order to publicly advertise for construction bids. However, due to the right-of-way acquisition process delay and funding shortfall, the Project will not be bid and constructed this summer as originally programmed. Hence, Transportation's current schedule is to construct the Project during the 2014 construction season.

### **Reason for Recommendation**

Transportation is requesting site improvement grant funding from the CTC for the Project in the Tahoe Basin. In order for the CTC Governing Board to approve Transportation's final site improvement grant application, the Board must adopt a Resolution demonstrating its commitment to the project and the objectives and assurances of the CTC and the CTC's Program.

Upon approval by the Board, Transportation will incorporate the Resolution into the final CTC grant application for the CIP/EIP project. If the CTC Governing Board approves Transportation's site improvement grant request, the County will enter into a grant agreement with the CTC for the Project. Therefore, Transportation will be seeking County Counsel review and approval with a recommendation to the Board for approval and execution of the final grant agreement as part of a subsequent agenda item.

### **Action(s) to be taken following Board**

1. The Clerk of the Board will obtain the Chair's signature on the Resolution.
2. The Clerk of the Board will forward the signed Resolution to Transportation.

### **Action(s) to be taken by the Division following Board approval:**

1. Transportation will incorporate the Resolution into the final grant application to the CTC.
2. Upon notification of award from the CTC, Transportation will continue working with the CTC and County Counsel to finalize the grant agreement.
3. Transportation will bring the final CTC grant agreement to the Board for final approval and execution at a subsequent Board meeting.

### **Contact**

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### **Concurrence**

County Counsel