



Legislation Text

File #: 17-0336, **Version:** 1

Chief Administrative Office, Parks Division recommending the Board:

- 1) Adopt and authorize the Chair to sign Resolution **067-2017** in support of a Federal Lands Access Program (FLAP) grant application for the Brockliss Bridge, making a commitment for the County to maintain the bridge; and
- 2) Authorize a grant match in the amount of \$406,000 from Sacramento Municipal Utility District (SMUD) funds. (Est. Time: 20 Min.)

DEPARTMENT RECOMMENDATION

Chief Administrative Office, Parks Division recommending the Board:

- 1) Adopt and authorize the Chair to sign Resolution **067-2017** in support of a Federal Lands Access Program (FLAP) grant application for the Brockliss Bridge making a commitment for the County to maintain the bridge; and
- 2) Authorize a grant match in the amount of \$406,000 from SMUD funds.

DISCUSSION / BACKGROUND

The Brockliss Bridge was located at the site of the Brockliss crossing over the South Fork of the American River near Pacific House, California. The bridge was originally constructed sometime in 1927. Historically, this river crossing was part of a major transportation route for the early pioneers and the historic Pony Express Trail (PET). The PET has been selected as a National Historic Trail and is listed on the National Register of Historic Places demonstrating its importance on a national scale.

The bridge construction at the historic Brockliss site links the PET on the opposite sides of the River providing continuous trail access for 25 miles from Pollock Pines to Echo Summit. In addition, the bridge will provide access and a gateway to the Brockliss Recreational Area. Currently, users of the Recreation Area and the PET must travel approximately 8 miles further east on Highway 50 and come back on the north side of the American River Canyon via a secondary county road.

This project provides an opportunity to enhance the public awareness of and appreciation for an important piece of California history. Within 2.5 hours of the Eldorado National Forest, there are over 5.5 million people, many of whom recreate on National Forests or pass through the Forests en route to points east such as Lake Tahoe and Reno. The bridge will provide pedestrian and bicycle access to this area promoting tourism and recreation.

A brief history on the bridge and recreation area:

- In 1978, it was determined that the bridge was structurally unsound for vehicular traffic and the cost to repair was the same as replacement.
- The bridge was removed in 1988.
- In 1992, the Pony Express Trail was designated by Congress as a National Historic Trail.
- On March 7, 1998, the Board of Supervisors passed and adopted Resolution No. 44-98, supporting the California Sesquicentennial Legacy Historical Preservation Projects. The bridge was one of the projects.

- In 1999, the Eldorado National Forest submitted an application for funding to replace the bridge. The grant was unsuccessful.
- In 2004, the County put this as a priority to lobby for in Washington.

El Dorado County Transportation Commission is currently working with the Parks Division on the Federal Lands Access Program (FLAP) grant for this project. The total project cost is estimated at \$3,539,250. The grant requires a County match of \$406,000 (11.5%). In addition, the application requires a commitment for maintenance of the bridge once constructed, which is estimated at \$5,000 annually. This resolution satisfies the requirement for grant submittal.

ALTERNATIVES

The alternative is to not support the project and the Transportation Commission would not submit the grant. SMUD funds would continue to accumulate to be used for capital improvements to Ice House Road and other miscellaneous capital projects related to the Upper American River Project (UARP).

OTHER DEPARTMENT / AGENCY INVOLVEMENT

El Dorado County Transportation Commission

CAO RECOMMENDATION

It is recommended that the Board approve this item.

FINANCIAL IMPACT

The grant requires a County match of \$406,000 (11.5%), as well as a commitment for maintenance which is estimated at \$5,000 annually.

The match requirement could be met with SMUD funds. Currently the SMUD account is projected to end the year with approximately \$2.4M in fund balance. Annually the County receives approximately \$710,000 in SMUD funds. Of this amount approximately \$110,000 is passed through to the Georgetown Public Utility District. The remaining \$600,000 is discretionary and is allocated based on Board direction.

In FY 2017-18 the following requests have been received for SMUD funding:

- \$123,045 Parks - Grant match for Rubicon activities
- \$95,467 Sheriff - Rubicon
- \$124,034 DOT - Grant match for Icehouse road improvements
- \$257,454 Unallocated

Fund Balance available as of FY 2017-18 (\$2.4M) - Total grant match requests of \$3M as follows:

- 1) Department of Transportation has received a FLAP grant for Phase 2 of Icehouse Road. This grant includes a match requirement of \$1.4M in SMUD funds. The majority of the match requirement (\$1.3M) will be expended in FY 2020-21.
- 2) Parks - Brockliss Bridge FLAP match \$406,000.
- 3) Department of Transportation - Phase 3 on Icehouse Road. The Department of Transportation will be applying for a FLAP grant for Phase 3 repairs to Icehouse Road. This grant will have a match

requirement of \$1.2M and the department will be requesting SMUD funds for the grant match. The majority of the match requirement (\$1.1M) will be expended in FY 2021-22.

If the Board approves the item and the County is successful in receiving the FLAP grants related to projects #2 and #3 above, the SMUD fund balance available at this time will be short by approximately \$600,000. However, assuming the annual requests continue at the same level as FY 2017-18, the shortfall will be made up with unallocated funds within 2 years, which will meet the needs of the Department of Transportation grants and the Parks grant.

SMUD funds can be used for capital improvements to Ice House Road and other miscellaneous capital projects related to the Upper American River Project (UARP). The only County maintained road within the UARP is Ice House Road. The Board has also agreed to use SMUD funds to maintain the original Mosquito Bridge as necessary once the new bridge is built. Maintenance costs are estimated around \$5-\$10K annually for Mosquito Bridge maintenance.

Brockliss Bridge is a capital project within the UARP, therefore using SMUD funds for the grant match as well as any potential maintenance costs is an appropriate use of SMUD funding. The Brockliss bridge will be a concrete bridge for pedestrian and bicycle access only, and annual maintenance costs are estimated at less than \$5K per year.

CLERK OF THE BOARD FOLLOW UP ACTIONS

Obtain the Chair's signature on the Resolution and return one copy to the CAO - Parks Division.

STRATEGIC PLAN COMPONENT

Infrastructure Component

CONTACT

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Vickie Sanders - Parks Manager