STATE OF CALIFORNIA
Capital Outlay Budget Change Proposal (COBCP) - Cover Sheet
DF-151 (REV 07/21)

Fiscal Year	Business Unit	Department	Priority No.
2026/2027	3125	California Tahoe Conservancy	3

Budget Request Name	Capital Outlay Program ID	Capital Outlay Project ID
3125-013-COBCP-2026-GB	2345	0015172

Project Title
Dennis T. Machida Memorial Greenway Shared Use Trail – Phase III

Project Status and Type
Status: ☒ New ☐ Continuing Type: ☒Major ☐ Minor

Project Category *(Select one)*

☐CRI *(Critical Infrastructure)*	☐WSD *(Workload Space Deficiencies)*	☐ECP *(Enrollment Caseload Population)*	☐SM *(Seismic)*
☐FLS *(Fire Life Safety)*	☐FM *(Facility Modernization)*	☒PAR *(Public Access Recreation)*	☐RC *(Resource Conservation)*

Total Request (in thousands)	Phase(s) to be Funded	Total Project Cost (in thousands)
$ 600	PRELIMINARY PLANS	$ 9,600

Budget Request Summary

The California Tahoe Conservancy (Conservancy) requests $600,000 Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Fund (Proposition 4) for the preliminary plans phase for Phase III of the Dennis T. Machida Memorial Greenway Shared Use Trail (Project). The Conservancy will complete plans to construct up to two miles of paved, class 1 shared-use trail, primarily on Conservancy-owned land, extending from Ski Run Boulevard to Van Sickle Bi-State Park in the City of South Lake Tahoe (City). This segment will add nearly two miles to the Dennis T. Machida Memorial Greenway Shared-Use Trail (Greenway), completing a significant portion of the trail that serves as the backbone of South Lake Tahoe's alternative transportation network.

Requires Legislation	Code Section(s) to be Added/Amended/Repealed	CCCI
☐ Yes ☒ No		

Requires Provisional Language	Budget Package Status
☐ Yes ☐ No	☐ Needed ☒ Not Needed ☐ Existing

Impact on Support Budget

One-Time Costs	☐ Yes	☐ No	Swing Space Needed	☐ Yes	☐ No
Future Savings	☐ Yes	☐ No	Generate Surplus Property	☐ Yes	☐ No
Future Costs	☒ Yes	☐ No			

If proposal affects another department, does other department concur with proposal? ☐ Yes ☐ No
Attach comments of affected department, signed and dated by the department director or designee.

Prepared By	Date	Reviewed By	Date
Department Director	**Date**	**Agency Secretary**	**Date**

Department of Finance Use Only

Principal Program Budget Analyst	Date submitted to the Legislature
Michael McGinness	**1/9/2026**

A. COBCP Abstract:

The Conservancy requests $600,000 in Proposition 4 funding to complete the Preliminary Planning phase of the Project and to obtain State PWB approval to advance the Project to the Working Drawings phase. The Conservancy will complete planning to construct up to two miles of paved Class 1 shared-use trail, primarily on Conservancy-owned land, extending from Ski Run Boulevard to Van Sickle Bi-State Park in the City. This segment will add nearly two miles to the Greenway, completing a significant portion of the trail that serves as the backbone of South Lake Tahoe's alternative transportation network. Once completed, the Greenway will offer a safe, non-motorized route connecting beaches, state parks, community services, schools, disadvantaged neighborhoods, and other destinations throughout South Lake Tahoe, reducing carbon emissions, and enhancing regional connectivity for both residents and visitors alike.

The Conservancy will refine Project cost estimates during this phase but expects the total Project cost to be approximately $9.6 million. This includes $600,000 for preliminary plans, $1 million for working drawings, and $8 million for Construction. The Conservancy will complete preliminary plans in 2026, working drawings in 2028, and expects to initiate construction in 2030.

B. Purpose of the Project:

Almost half of the planned nearly four-mile Greenway trail is complete and is currently maintained by the City. Located within a former Caltrans highway right-of-way, now owned by the Conservancy, it presents a unique opportunity to establish a dedicated active transportation corridor through the center of South Lake Tahoe. The Greenway will connect users to key destinations such as Lake Tahoe Community College, Van Sickle Bi-State Park, Bijou Community Park, economically disadvantaged neighborhoods, and an extensive network of trails linking to schools, businesses, trailheads, and beaches.

This Project is the northernmost section of the Greenway, extending from Ski Run Boulevard to Van Sickle Bi-State Park. It traverses several economically disadvantaged neighborhoods and links some of the most densely populated areas in South Lake Tahoe. By providing direct non-motorized access to Van Sickle Bi-State Park, it expands recreational opportunities and open space access to residents and visitors alike. In addition, it will connect directly to the planned Van Sickle Bi-State Park Safety and Equitable Access Project, a joint effort between California and Nevada to construct a multi-use trail within the Van Sickle Bi-State Park that improves public safety and accessibility across state lines.

In 2011, the Conservancy and the Department of General Services (DGS) developed preliminary plans and environmental analysis for the Greenway and phased its implementation into smaller sections. This table shows the status and cost of all Greenway phases:

Phase	Lead Implementor	Length (miles)	Cost	Status
Preliminary design and environmental for entire Greenway	Conservancy	3.86	$1,412,000	Complete
Phase 1a	Conservancy	0.42	$893,100	Complete
Phases 1b and 2 (combined into one project)	El Dorado County	1	$5,500,000	Complete

Phase 1c	City of South Lake Tahoe	~0.6	$1,050,000 (planning). Construction costs TBD.	In progress
Phase 3	Conservancy	~1.84	$9,600,000	In progress

With several earlier phases now complete, the Conservancy is focused on advancing the Project to close a critical gap in the City's Class 1 trail network. The requested funding will support the necessary activities to update the 2011 preliminary plans and environmental analysis, ensuring the Project is positioned for Public Works Board approval. These updates are necessary due to changes in site conditions and regulatory requirements since 2011. Planning activities will include: 1) topographic and planimetric survey updates; 2) preliminary plan refinements; 3) due diligence preparation such as researching, acquiring, and preparing documents and maps; 4) due diligence analysis and approval by DGS; 5) environmental compliance document updates as needed; 6) updating studies as needed; 7) engineers estimates and three-page estimates; and 8) consultation with the Washoe Tribe of Nevada and California.

C. Relationship to the Strategic Plan:

The Conservancy was established in 1984 for the purposes of protecting and restoring Lake Tahoe's natural environment, including water quality, air quality, and wildlife habitat; acquiring, restoring, and managing lands; preserving the scenic beauty and recreational opportunities of the region; and providing public access.

Implementing the Project is a key component of the Conservancy's Strategic Plan goal to provide recreational opportunities and access for all. Specifically, the Project advances two strategic plan strategies: 1) expand recreational networks and partnerships, including specifically, the Greenway, and 2) enhance equitable and sustainable access by providing opportunities on Conservancy lands for communities facing the greatest inequities to access and connect with the natural environment. The Project aligns with these goals because it will provide an Americans with Disabilities (ADA) compliant paved shared use trail connecting all people to key destinations. The entire Project area is within an economically disadvantaged community, home to many people who make up South Lake Tahoe's workforce.

The Project supports the California Natural Resources Agency (CNRA) Outdoors for All strategic initiative. Outdoors for All is focused on equitably expanding outdoor access by investing in trails, parks, open space, and natural areas. The Project will construct a Class 1 trail that will be accessible to all and connect people to outdoor spaces. In addition to supporting CNRA Outdoors for All, the Project advances Governor Gavin Newsom's California for All vision for a prosperous and equitable State.

D. Alternatives:

Alternative 1. Planning and Installation of Major Capital Outlay Projects
This alternative will approve funding for the Project's preliminary plans phase.

Alternative 2. No Project/No Action
This alternative would not provide funding to complete the preliminary plans phase of the Project. This alternative would not result in increased connectivity to Van Sickle Bi-State Park

and other destinations and leave a gap in South Lake Tahoe's alternative transportation network.

E. Recommended Solution:

1. Which alternative and why?

   Alternative 1 is the recommended alternative. Approving funding for the preliminary plans phase for the Project will fill a critical gap in South Lake Tahoe's alternative transportation infrastructure by connecting a significant portion of the City with a safe and efficient shared use trail.

2. Detailed scope description

   The scope of the Project is:
   1. Constructing approximately 1.84 miles of paved shared-use trail between Ski Run Boulevard and Van Sickle Bi-State Park within the City of South Lake Tahoe;
   2. Constructing safety improvements associated with the shared-use trail including road crossings and safety signage;
   3. Constructing rest areas along the shared-use trail which may include benches and bicycle racks;
   4. Constructing wayfinding and interpretive signage along the shared-use trail.

3. Basis for cost information

   Cost estimates are based on DGS three-page estimates for comparable recent projects, such as Van Sickle Bi-State Park Safety and Equitable Access Improvements. That project, also a shared-use trail currently in the Preliminary Plans phase, provides a strong basis for estimating costs for this Project.

4. Factors/benefits for recommended solution other than least expensive alternative.

   Currently, people walking, biking, or rolling between Ski Run Boulevard and Van Sickle Bi-State Park must travel on uneven and unmaintained dirt paths or along a busy street. This Project will create a safe and direct route through the southern end of the City for all people without having to drive a vehicle.

5. Complete description of impact on support budget.

   The Conservancy anticipates expanding its existing shared-use path maintenance memorandum of understanding with the City to maintain the Project. Therefore, the Conservancy does not anticipate any impacts on its support budget as a result of the Project.

6. Identify and explain any project risks.

   The Conservancy will be seeking grant funding to support Project construction. While staff believe the Project will compete well for funding, securing grants is never certain. Also, uncertainty about the cost of construction materials could lead to cost increases beyond what is currently anticipated.

7. List requested interdepartmental coordination and/or special project approval (including mandatory reviews and approvals, e.g. technology proposals).

   None.

F. Consistency with Government Code Section 65041.1:

Does the recommended solution (project) promote infill development by rehabilitating existing infrastructure and how? Explain.

The Project will expand an existing Class 1 trail network in the most densely populated area of the City. The Project will promote alternative transportation and recreation in an area where infill development is occurring.

Does the project improve the protection of environmental and agricultural resources by protecting and preserving the state's most valuable natural resources? Explain.

The Project will contribute to the protection of the environment by reducing vehicle trips and associated greenhouse gas emissions. Reducing vehicle trips also protects Lake Tahoe's clarity by reducing fine sediment generated on roadways from entering the Lake.

Does the project encourage efficient development patterns by ensuring that infrastructure associated with development, other than infill, supports efficient use of land and is appropriately planned for growth? Explain.

Conservancy staff plan all capital outlay projects to address critical natural resource protection and accommodate a growing population of users.