

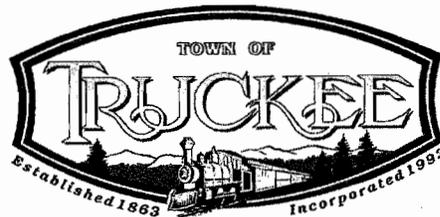
ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

May 16, 2014

TROUT CREEK TRAIL PHASE 2



SUBMITTED BY:

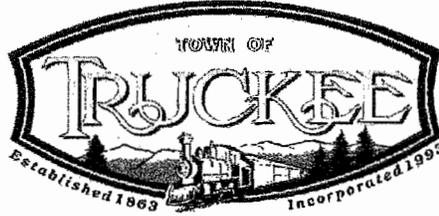
**TOWN OF TRUCKEE
10183 TRUCKEE AIRPORT ROAD
TRUCKEE, CA 96161**

Town Council

Patrick Flora, Mayor

Alicia Barr, Vice Mayor

Dr. Mark Brown D.C., Council Member
Joan deRyk Jones, Council Member
Carolyn Wallace Dee, Council Member



Department Heads

Tony Lashbrook, Town Manager

Andy Morris, Town Attorney

Adam McGill, Chief of Police

John McLaughlin, Community Development Director

Kim Szczurek, Administrative Services Director

Judy Price, Town Clerk

Alex Terrazas, Assistant Town Manager

Daniel Wilkins, Public Works Director/Town Engineer

May 15, 2014

CALTRANS

Division of Local Assistance

Attn: Office of Active Transportation and Special Programs

1120 N Street

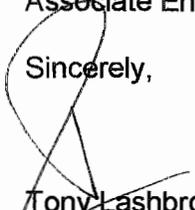
Sacramento, CA 95814

RE: Town of Truckee
ATP Cycle 1 Application
Trout Creek Trail Phase 2

The Town of Truckee is please to submit the attached application for Active Transportation Program (ATP) Cycle 1 funding. Per the program instructions attached are the original and four hard copies and one electronic copy. In addition a copy of the application has been delivered to the Nevada County Transportation Commission and requested information has been delivered to the California Department of Parks and Recreation.

Should you have any questions regarding this project please contact Becky Bucar, Associate Engineer at 530-582-2932 or bbucar@townoftruckee.com.

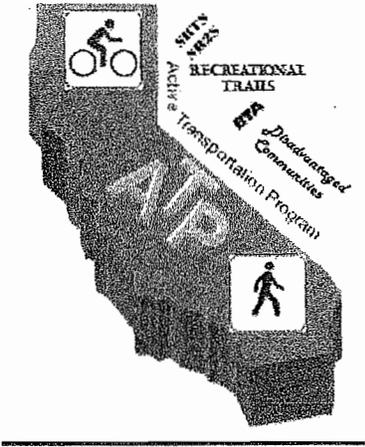
Sincerely,


Tony Lashbrook
Town Manager

Attachments

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ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1 (Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
 prior to filling out this application

Project name:	Trout Creek Trail, Phase 2
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State of California Department of Transportation SRTS 2025 Active Transportation Program Application Form	LAD BVA RTP SRTS SRTS-MI SHA SAC SAC Plan
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I. GENERAL INFORMATION

Project name: Trout Creek Trail, Phase 2

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) <small>Town of Truckee 10183 Truckee Airport Road Truckee, CA 96181</small>	2. PROJECT FUNDING ATP funds Requested \$ <u>1,520,000.00</u> Matching Funds \$ <u>380,000.00</u> (If Applicable) Other Project funds \$ <u>0.00</u> TOTAL PROJECT COST \$ <u>1,900,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Becky Bucar, P.E., Associate Engineer bbucar@townoftruckee.com 530-582-2932	5. PROJECT COUNTY(IES): <p style="text-align: center;">Nevada</p>
4. APPLICANT CONTACT (Address & zip code) <small>10183 Truckee Airport Road Truckee, CA 96181</small>	7. Application # <u>1</u> of <u>1</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 3	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	Other
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	Nevada CTC
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans. 03-5473
12. Yes, the applicant has a STATE MA with Caltrans. 64A0120A01
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
 The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*: None	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name: Trout Creek Trail, Phase 2

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
- Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
- Bicycle only: Class I Class II Class III
Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)
24. Recreational Trails*- Trail Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS: N/A		
27. SCHOOL DISTRICT NAME & ADDRESS:		
28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

1. **Project Location:** Trout Creek Trail Phase 2 (Project) will continue from the point where Phase 1 of the trail ends near Euer Valley Road and continues northwest near Euer Valley Road for approximately 2,203 linear feet. The trail will then turn west and cross Trout Creek before continuing west to the trailhead on Northwoods Boulevard. The project is located within the Town of Truckee.
2. **Project Coordinates:** Latitude: 39.341215 Longitude: -120.208926
3. **Project Description:** The Project will construct approximately 4,166 linear feet (0.79 mile) of new Class I Bicycle and Pedestrian Trail. When Phase 2 is complete, the total length of the Trout Creek Trail, including Phase 1 (to be built this summer) will measure approximately 8,370 linear feet (1.58 miles). Continuing from the point where Phase 1 of the trail ends on Euer Valley Road, the Phase 2 section of trail will continue northwest on Euer Valley Road for approximately 2,203 linear feet, entering into the existing 100-foot-wide offer of dedication to the Town. The trail will then turn west, parting from Euer Valley Road, and cross Trout Creek before continuing west to the northwestern trailhead on Northwoods Boulevard. The creek crossing will consist of a new 80-foot-long single span bridge so as to avoid impacts to the creek and the wetlands adjacent to the creek. The bridge will be 12 feet wide and will have a concrete deck surface. Railing will be constructed adjacent to the surface of the bridge.

The proposed vehicle parking area will be located just south of the trail, approximately 400 feet east of Northwoods Boulevard. An approximately 400-linear-foot section of 24-foot-wide roadway will be constructed between Northwoods Boulevard

and the parking area for access. The parking area and access road will be located on a parcel owned by the Coyote Moon Golf Course.

The Project will provide an ADA accessible trail for bicycles and pedestrians. The Project constructs the final connecting trail segment between Historic Downtown Truckee and the Truckee Donner subdivision, which contains over 6,000 residential properties. The Project's paved surface provides an alternative mode of transportation to residents and visitors. The trail alignment has been designed to follow the natural topography of the area. The Project includes a trailhead in the Tahoe Donner subdivision with parking for users of the trail.

The Project is a Class I (paved) trail and will fully meet accessibility standards. In an effort to determine when ADA Accessibility Guidelines provisions apply to sidewalks and trails the Federal Highway Administration (FHWA) sponsored a project to research existing conditions on sidewalks and trails for people with disabilities. The project resulted in a two-part publication titled *Designing Sidewalks and Trails for Access*. Part I is a review of existing guidelines and practices, and Part II is a best practices design guide. Part II, together with Caltrans Highway Design Manual, Chapter 1000: Bikeway Planning and Design, which serves as the official design standard for all bicycle facilities in California, and the American Association of State Highway Officials (AASHTO) Guide for the Development of Bicycle Facilities have been used to develop the design standards for the Project.

Wherever possible, the Trout Creek Trail has been designed for maximum accessibility and in accordance with the recommended design criteria for bike paths in the Caltrans Highway Design Manual.

The Project grading is designed to conserve natural topographic features and appearances by minimizing the count of cut and fill and by means of landform grading to blend graded slopes and benches within the natural topography, and retain natural topographic features. The trail will be paved to prevent erosion.

The Town of Truckee Public Works staff will provide maintenance of the trail.

4. **Project Status:** 30% Plans and Specifications are complete. The Town currently has a contract with Lumos and Associates to complete the final design. CEQA is complete; on April 22, 2014 the Town Council adopted the Mitigated Negative Declaration. Draft easement agreements are in process with the property owners. The Town is confident that the necessary rights of way will be acquired as the properties currently contain an offer of dedication to the Town for the purposes of constructing roads and/or trails. Essentially, the Town simply plans to amend the location of this offer to allow for the trail construction. The funding application requests construction engineering, permits fee, and construction funding. Pending notification of funding project will be ready to construct commencing spring/summer 2015.

III. SCREENING CRITERIA

1. **Demonstrated Needs of the Applicant:** The Tahoe Donner subdivision contains 6,000 homes and currently lacks a pedestrian and bicycle facility to connect to Downtown Truckee. The purpose of the Project is to provide a Class I (paved) bicycle

and pedestrian trail between the Tahoe Donner subdivision and Downtown Truckee, encouraging the use of non-motorized and alternative modes of transportation. The Project will be ADA accessible and includes a trailhead with parking area increasing access to the trail.

2. Consistency with Regional Transportation Plan: The Project is consistent with the 2010 Nevada County Transportation Plan adopted July 20, 2011. In addition the Project is consistent and is included in the 2012 Truckee Trails and Bikeways Master Plan.

IV. NARRATIVE QUESTIONS

Question 1

A. Describe how your project encourages increased walking and bicycling, especially among students.

Upon completion of the trail, students will be able to travel between Tahoe Donner and the Alder Creek Middle School (and the nearby Community Center) entirely on Class I paths (with the exception of connections on local roads within the Tahoe Donner Subdivision).

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Currently, the trail does not exist. Phase 1 is planned to be constructed this summer and this application is for funding for Phase 2. There is a dirt trail roughly parallel to portions of the proposed trail alignment but use is so infrequent that counts are not practical.

The Project will provide a new Class I trail and trailhead/parking area connecting the Tahoe Donner neighborhood's 6,000 homes to Historic Downtown Truckee. Tahoe Donner is the largest subdivision in Truckee. This Project will provide active transportation opportunities for both local and seasonal users for both recreational and commuter purposes.

The 2010 Census data indicates the population of Truckee is 16,180, although seasonal population is much higher. Of this 3,769 (23.3%) under the age of 18, 1,139 people (7%) aged 18 to 24, 5,030 people 31.1% aged 25 to 44, 4, 986 people (30.8%) aged 45 to 65 and 1,258 people (7.8%) who were 65 years of age or older. A conservative estimate is this population number doubles with visitors. Approximately 2% of Truckee residents walk or ride to work. In addition, it is reasonable to assume that 3% of the residents will use the trail for recreational purposes. The estimated number of trail users on a peak summer day it estimated below:

Estimated Trail Users on a Peak Summer Day

Residential Type	Number of Homes in Tahoe Donner	People per Household (1)	Potential Trail Users	Percentage of people that would use trail (3)	Estimated Trail Users
Seasonal/Vacation	2,760	2.5	6,900	3%	207
Full Time	3,240	2.5	8,100	5%	405
Total	6,000	--	15,000	--	612
Note 1: Split based upon Truckee General Plan (Adopted 2006).					
Note 2: Household Size estimated based on 2010 Census data.					
Note 3: It is assumed that 3% of residents will use trail for recreational purposes. In addition, 2% of the full-time residents will use trail to commute.					

As presented above, it is estimated that 612 people may use the trail on a peak summer day. The high expected use of the trail is supported by a review of similar trails in the area. The Truckee River Bike Trail in Placer County travels from Tahoe City along the Truckee River to Squaw Valley and the East Shore Bike Trail travels from Tahoe City in Placer County southward to Sugar Pie State Park in El Dorado County. Both trails are similar to the Trout Creek Trail as they travel near a body of water and are located in a resort area with a high level of recreational tourist activity. Counts indicate that on a peak summer weekday the Truckee River Bike Trail contains roughly 1,600 users and the West Shore Bike Trail contains roughly 800 users per day.

The Town of Truckee currently conducts counts on the Truckee River Legacy Trail. The counts keep track of walkers, runners, bikers, and others. The number of dogs on the trail are also counted. An example of such a count is attached as Attachment IX-1. Similar counts will be conducted on the Trout Creek Trail after completion.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The Project will provide facilities for both alternative modes of transportation including walking, bicycling, skating and jogging as well as recreational opportunities for both local and regional users. The Project will be ADA accessible and will connect users from the Tahoe Donner neighborhood directly to Historic Downtown Truckee. In addition the Project will connect users other activity centers that include employment such as the Pioneer Commerce Center, Truckee Community Center, Alder Creek

Middle School and public parks. Further the Project includes a parking area/trailhead at Northwoods Boulevard providing users the opportunity to leave their vehicle and commute via alternate transportation modes. The Truckee Trails and Bikeways Master Plan (see Attachment VIII-5) depicts how the Trout Creek Trail Segment will connect to future and existing trail networks.

The trail alignment is not near existing roadways, has no roadway crossings and is not located along any highways. The Project does, however, provide connections to other trails and destinations including downtown Truckee, the Pioneer Commerce Center, to the Commemorative Emigrant Trail, the Gateway commercial area of Truckee, and the Alder Drive bike paths that provide access to Alder Creek Middle School.

The trail will require easements from the Tahoe Donner Association and Truckee Donner Public Utility District. Both entities have indicated they are willing to provide the easements at no cost to the Town. The parking area and access road will be located on a parcel owned by the Coyote Moon Golf Course within an existing 100-foot-wide offer of dedication to the Town.

While trail easements are still in process, the Town is confident that the necessary rights of way will be acquired as the properties currently contain an offer of dedication to the Town for the purposes of constructing roads and/or trails. Essentially, the Town plans to amend the location of this offer to allow for the trail construction in the current proposed alignment. The funding application requests construction engineering

and construction funding. Pending notification of funding project will be ready to construct commencing spring/summer 2015.

Question 2

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Currently, pedestrians and bicyclists that desire to travel between Tahoe Donner and Downtown Truckee must travel along the steep grade on Northwoods Boulevard. While a Class II bike lane exists along Northwoods Boulevard, the steep grade makes it difficult for most inexperienced or younger riders to use. The proposed trail would construct a Class I trail that would be completely separate from the roadway. This would not only result in the improved safety of current riders, walkers, and rollers, but would encourage new riders to commute via bike or on foot. The trail is expected to generate a substantial amount of recreational trips as well.

B. Describe if/how your project will achieve any or all of the following:

- o Reduces speed or volume of motor vehicles N/A**
- o Improves sight distance and visibility N/A**
- o Improves compliance with local traffic laws N/A**
- o Eliminates behaviors that lead to collisions N/A**
- o Addresses inadequate traffic control devices N/A**
- o Addresses inadequate bicycle facilities, crosswalks or sidewalks**

Although difficult to quantify, the project will certainly increase pedestrian and bicycle safety. The current bike or pedestrian route between Tahoe Donner and Downtown is along Northwoods Boulevard and Donner Pass Road. Removing pedestrians and bicyclists from roadways will reduce pedestrian and/or bicycle injuries or fatalities.

See Attachment IX-2 for photos of Donner Pass Road and Northwoods (which represent the existing bike/walk route).

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

As seen in the collision maps (Attachment IX-3), several pedestrian and bicycle accidents have occurred along Northwoods Boulevard and Donner Pass Road between 2007 and 2011, including several bicycle injury accidents and one pedestrian fatality. Without a time consuming origin destination study, it would be hard to estimate how many of these injuries could have been avoided if the proposed trail was in place, but considering there were 6 injuries/fatalities in a 5-year period, it is reasonable to assume that at least one collision would have been avoided had the trail been in place. Qualitatively, several residents have indicated they will allow their children to bike to school once the trail is in place because it will provide a much safer alternative.

Question 3

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The Town of Truckee used a combination of venues to solicit public input during the planning stages of the Project. The Trout Creek Trail Phase 2 is one of the

components of the Truckee Trails & Bikeways Master Plan. The Plan, adopted by Truckee Town Council on April 4, 2002, was prepared with considerable public input, including but not limited to, five brainstorming sessions, Council appointed Advisory Committee and Advocacy Group, monthly meetings and weekend mapping sessions, more than 30 meetings representing more than a thousand hours of volunteer time committed to the planning effort and informal community workshops (attended by over 50 members of the public) designed to solicit initial and uncensored feedback from the community.

On May 17, 2007 Truckee Town Council approved the amendment of the Truckee Trails & Bikeways Master Plan. In preparation of the amendment the Town partnered with Streamline Consulting and Truckee Trails Foundation in a community based planning effort – Connecting Neighborhood Project. Over eight months these efforts included community input, eight core meetings, three advisory committee meetings and a public survey. Local agencies and non-profit organizations that participated in this process, in addition to the members of the community, included the Town of Truckee, Truckee Town Council, Truckee Trails Foundation, Truckee Donner PUD, Northstar CSD, Truckee Donner Land Trust, Tahoe-Pyramid Bikeway, Truckee Tahoe Bicycle Coalition, United States Forest Services, Truckee River Watershed Council, Noon Rotary Club of Truckee and Our Truckee River Legacy Foundation.

In November 2012, the Town of Truckee updated the Truckee Trails and Bikeways Master Plan for a second time. It was reviewed at publicly noticed meetings by the Truckee Planning Commission and reviewed and adopted by the Truckee Town Council.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

The Truckee Trails and Master Plan is currently undergoing amendment. The Project is listed in the master plan as trail segments 11 and 13. The plan includes public outreach and participation. To date the current plan amendment public outreach and participation process has included two publicly noticed Stakeholder Committee Meetings, a public workshop and an on-line survey. The survey found the two top user choices for trails and bikeways were walking and mountain biking. 40% of those responding indicate they use trails a few times a week and preferred off-street paved multi-use pathways.

Additional outreach specific to the Trout Creek Trail has also occurred. In May 2013, the Town formed the Trout Creek Trail Working Group, which included members from the following organizations:

- Tahoe Donner Association
- Truckee Donner Public Utility District
- Coyote Moon Golf Course
- Town Council
- Truckee Trails Foundation

In addition, there have been approximately six publicly noticed Town Council meetings that have discussed the project, including project funding discussions, design contract awards, and the adoption of the CEQA Mitigated Negative Declaration.

C. Is the project cost over \$1 Million? Y/N

Yes, the Project cost is over \$1 million and the Project is in the adopted Truckee Trails and Bikeways Master Plan.

In addition to the Truckee Trails and Bikeways Master Plan, the Truckee General Plan also contains the following relevant Goals and Policies:

- Goal CIR-10: Provide a safe, comprehensive, and integrated system of facilities for pedestrians and cyclists and other non-motorized modes of transportation.
- Policy 10.1: In planning the Town's transportation system, strive for a more balanced system that provides alternatives to the automobile while still meeting the Level of Service standards expressed in this Element.
- Policy 10.5: Link new trails and bikeways with other bikeways, parks and open space areas to provide safe and continuous routes.
- Policy 10.8: Pursue all available sources of funding for the development and improvement of trails for non-motorized transportation (bikeways, and pedestrian and equestrian trails).
- Policy 10.9 Promote non-motorized travel (bicycle, pedestrian, and equestrian) through appropriate facilities, programs, and information, including through the school system and local media.
- Policy 10.12: Provide facilities that separate bicycle and pedestrian traffic from vehicular traffic whenever it is feasible to do so.

The Project meets the following goals of the Active Transportation Program:

- Increases the proportion of trips accomplished by biking and walking.

- Increases the safety and mobility of non-motorized users.
- Provides alternative transportation modes reducing greenhouse gas.
- Enhances public health and encourages alternative transportation.

Question 4

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Two options for the Trout Creek Trail Phase 2 were considered. Option 1 was chosen that includes an 80-foot-long single span bridge so as to avoid impact to Trout Creek and the wetlands adjacent to the creek. In addition Option 1 will be constructed on property either owned by the Town of Truckee, the Tahoe Donner Association, Tahoe Donner Public Utilities District and the Coyote Moon Golf Course. The three private property owners have documented their willingness to contribute easements for this Project. This project does not require right of way from Caltrans. Option 2 presented impacts to wetlands as well as limiting easement opportunities.

While the benefits associated with each of these options are similar, the costs of Option 1 and 2 differ. The construction cost of Option 1 is slightly more than Option 2. However, the other costs associated with Option 2 were higher because of the cost associated with the wetland impact and impacts to the Coyote Moon Golf Course. Not only would the wetland impact require the project to mitigate the impact at a 2:1 ratio, but there are costs associated with wetland loss including erosion control, water quality, flood protection, fish and wildlife habitat, and recreation. Therefore, there is less overall cost associated with the Option 1.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\text{Benefit*}}{\text{Total Project Cost}}$ and $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$).

The benefit cost ratio was calculated using the present value of costs and benefits over a 30 year period. In addition, a 3% discount rate was assumed consistent with what the US Office of Management and Budget reported for a 10-year real discount rate in 2003. The value of each of the following benefits was developed as detailed in Attachment IX-4:

- Improved mobility and accessibility with the construction of an inter-regional bicycle and pedestrian facility.
- Improved health with the promotion of walking and biking.
- Reduced road maintenance costs, reduced pollution, and energy conservation resulting from vehicle trips becoming bicycle or pedestrian trips.
- Safety of pedestrians and bicyclists significantly improved with the provision of a separate bicycle and pedestrian facility.

Costs evaluated included the past project expenditures, design costs, construction costs, and ongoing maintenance costs.

The project has an estimated Benefit/Cost ratio of 1.76 and is calculated by dividing the estimated 30-year benefit (\$4,234,380) by the total project costs (\$2,408,090). The Benefit/Cost ratio calculated using the requested funding amount is 2.87.

Question 5

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

Obesity is a major risk factor for many of our most deadly diseases. The number one cause of death is heart disease, and five of its six risk factors are associated with obesity: excessive weight, inactivity, high blood pressure, high cholesterol and diabetes. Diabetes is the sixth leading cause of death in the United States. More than 21 million Americans (7 percent of the population) have Type II diabetes. Obesity is the number one risk factor for this dramatically expanding disease which had 1.5 million new diagnoses in 2005 (Centers for disease Control and Prevention, National Diabetes Fact Sheet: General Information, 2005). In 2007, less than half of all Americans met the CDC's recommendation for physical activity from work, transportation, or leisure time, and 13.5 percent did not get any physical activity at all (Centers for disease Control and Prevention, Behavioral Risk Factor Surveillance System: 2007 Codebook report. 2008).

In 1996 the Surgeon General published an alarming report on Physical Activity and Health. In it, medical professionals agreed that prevention of obesity requires not only healthier diets but, in addition, a substantial increase in physical activity (US Department of Health and Human Services A Report of the Surgeon General, 1996).

Trails and multi-use paths are the foundation of a comprehensive bicycling and walking system and provide opportunities for increased physical activity through commuting and recreational opportunities. Trail systems also offer an alternative mode of transportation to the automobile. With increased walking and bicycling as a means of transportation, measureable air quality benefits result.

Trails have proven to be safe places that encourage healthy lifestyles and improve the livability of a community. Trails attract the young and the old, the healthy

and the disabled. Regular physical activity, such as that afforded by trail systems has the following benefits:

- decreases the risks of cardiovascular disease, colon cancer, and diabetes mellitus;
- maintains muscle strength and joint structure and function;
- is necessary for normal skeletal development during childhood;
- may relieve depression, anxiety, and other mental illnesses;
- along with appropriate dietary patterns, may lower obesity levels.

Question 6

I. Is the project located in a disadvantaged community? Y/N

- A. The Project is not located in a disadvantaged community.
- B. The Project does not significantly benefit a disadvantaged community.

Question 7

A. Contact was made with the CCC regarding their participation in this Project.

Email contact was submitted, including required documentation, on April 22, 2014 to the CCC, Attention: Virginia Clark, email: Virginia.clark@ccc.ca.gov, phone: 916-341-3147.

Follow-up contact was made with Carie Monroe, CCC, 530-823-4900, email carie.monroe@ccc.ca.gov on May 6, 2014.

On May 14, 2014, Rod Thornhill, Center Director, Placer, Sacramento, CCC, 530-823-4900 provided by email that the CCC would not be participating on this ATP project.

B. Contact was made with the California Association of Local Conservation Corps (CALCC) regarding their participation in this Project. Email contact was submitted, including required documentation, on April 22, 2014 to CALCC, Attention: Cynthia Vitale, email calocalcorps@gmail.com, phone: 916-558-1516.

Cynthia Vitale left a phone message on April 25, 2014, that the Local Corps could not participate in this project as the project was outside of their service area.

Question 8

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The Town has extensive experience implementing grant funded projects, grant monitoring, reporting, expenditure milestones, required reporting and both fiscal and program audits. Town staff from both the Engineering Department and the Administrative Department will provide technical and fiscal support to the Project. The Town of Truckee has successfully implemented grant funds from Caltrans including Safe Routes to School, ARRA funded construction projects and HSIP projects. In addition the Town has successfully constructed projects funded with Proposition 50 funds through the State Water Resources Control Board, Proposition 84 funds through the Department of Water Resources and funding from the California Resources Agency.

The Town of Truckee has performed satisfactorily on all past grants; there have been neither monitoring findings nor unsatisfactory performance on past grants.

ATTACHMENT V
PROJECT PROGRAMMING REQUEST

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project						Date:	5/14/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.		
03							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
NEV				Town of Truckee			
				MPO	Element		
				Non-MPO	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Becky Bucar		530-582-2932		bbucar@townoftruckee.com			
Project Title							
Trout Creek Trail Phase 2							
Location, Project Limits, Description, Scope of Work							<input type="checkbox"/> See page 2
Project would construct a Class I pedestrian and bicycle path in the Town of Truckee between Euer Valley Road and Northwoods Boulevard.							
<input checked="" type="checkbox"/> Includes ADA Improvements				<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component		Implementing Agency					
PA&ED							
PS&E							
Right of Way							
Construction		Town of Truckee					
Purpose and Need							<input type="checkbox"/> See page 2
The project will provide bicylce and pedestrian facilities between Downtown Truckee and Tahoe Donner which do not currently exist. The trail is consistent with the Town of Truckee Trails and Bikeways Master Plan. The project was awarded Cycle 1 ATP funds.							
Project Benefits							<input type="checkbox"/> See page 2
Construct new Class I Bicycle and Pedestrian Trail. The project will provide bicylce and pedestrian facilities between Downtown Truckee and Tahoe Donner separate from the roadway. The trail will be used for both commuter and recreational pedestrian and bicycle travel.							
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals				<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone							Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document					Document Type		04/22/14
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							03/01/15
End Construction Phase (Construction Contract Acceptance Milestone)							10/31/15
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							12/31/15

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	NEV					
Project Title: Trout Creek Trail Phase 2						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	400,000							400,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,900,000						1,900,000	
TOTAL	400,000	1,900,000						2,300,000	

Fund No. 1:	ATP								Program Code	
Proposed Funding (\$1,000s)									20.30.720	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		1,520,000						1,520,000		
TOTAL		1,520,000						1,520,000		

Fund No. 2:	Town Funds								Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)									Town of Truckee	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		380,000						380,000		
TOTAL		380,000						380,000		

Fund No. 3:	In-house Planning Design (expended)								Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)	400,000							400,000	Town of Truckee	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	400,000							400,000		

Project name: Trout Creek Trail, Phase 2

VI. ADDITIONAL INFORMATION
 Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)	Amount
PE Phase (includes PA&ED and PS&E)	\$ 0
Right-of-Way Phase	\$ 0
Construction Phase-Infrastructure	\$ 1,520,000
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$ 1,520,000

All Non-ATP fund types on this project* (to the nearest \$1000)	Amount
Truckee Local Funds for Design and Planning (spent)	\$ 400,000
Truckee Local Funds for Construction	\$ 380,000
	\$
	\$
	\$
	\$

*Must indicate which funds are matching

Total Project Cost	\$ 2,300,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest \$1000)	Amount
Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
Request for Safe Routes to Schools Non-Infrastructure work	\$
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction	03/01/2015	04/01/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Trout Creek Trail, Phase 2

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Tony Lashbrook
Title: Town Manager

Date: May 14, 2014
Phone: 530-582-2901
e-mail: tlashbrook@townoftruckee.com

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Daniel Wilkins
Title: Public Works Director/Town Engineer

Date: May 14, 2014
Phone: 530-582-2902
e-mail: dwilkins@townoftruckee.com

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____
Name: N/A
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: N/A
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:
Trout Creek Trail, Phase 2

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

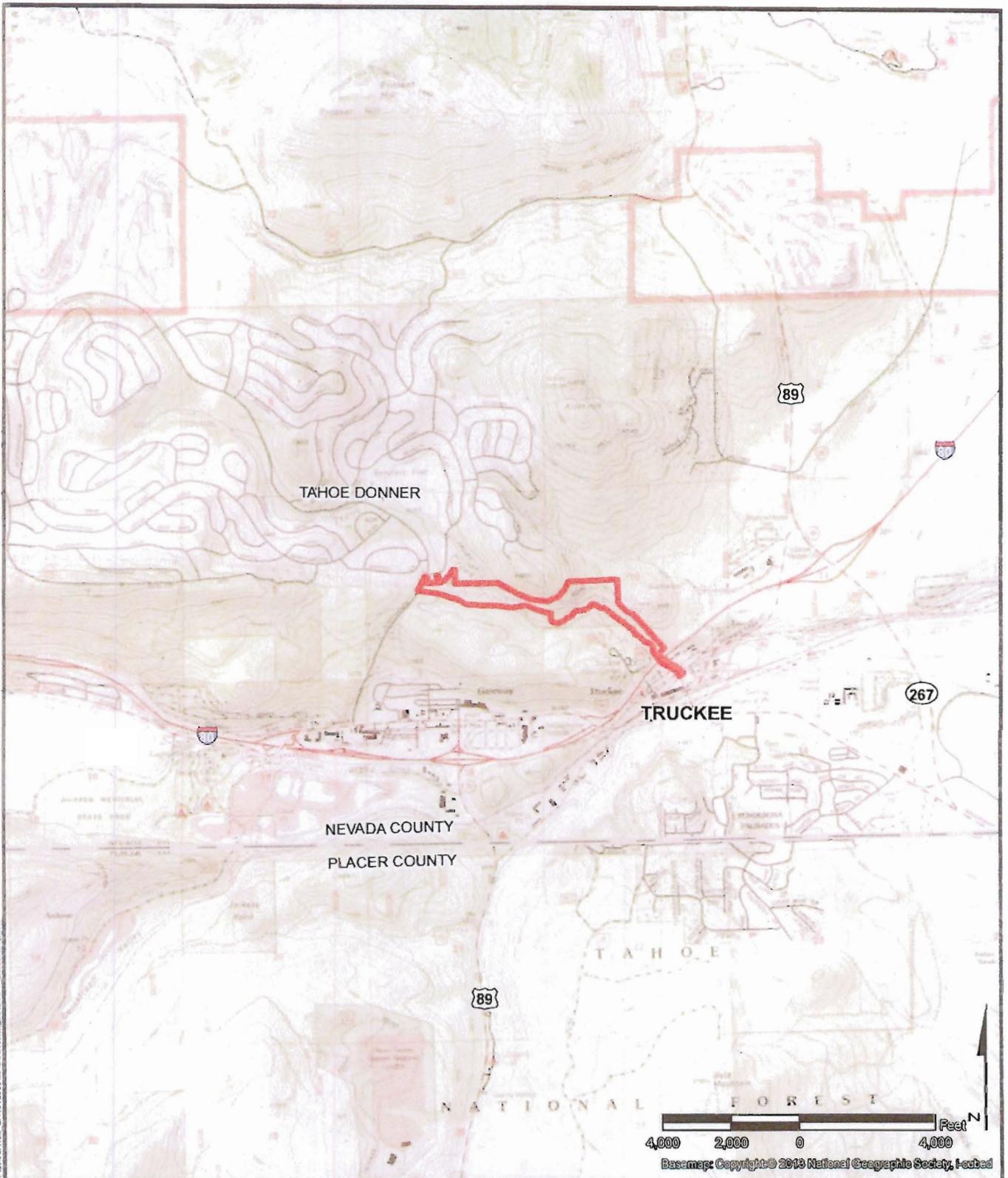
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

ATTACHMENT IX-1
PROJECT VICINITY AND LOCATION MAPS



Basemap: Copyright © 2013 National Geographic Society, Inc.

X:\ACI\mt\lunes_Engineering\Truckee\TahoeDonner\Planer\Trail_BA13128\00\Working\XD\F1_InitialStudy.mxd

LEGEND

 PROJECT AREA



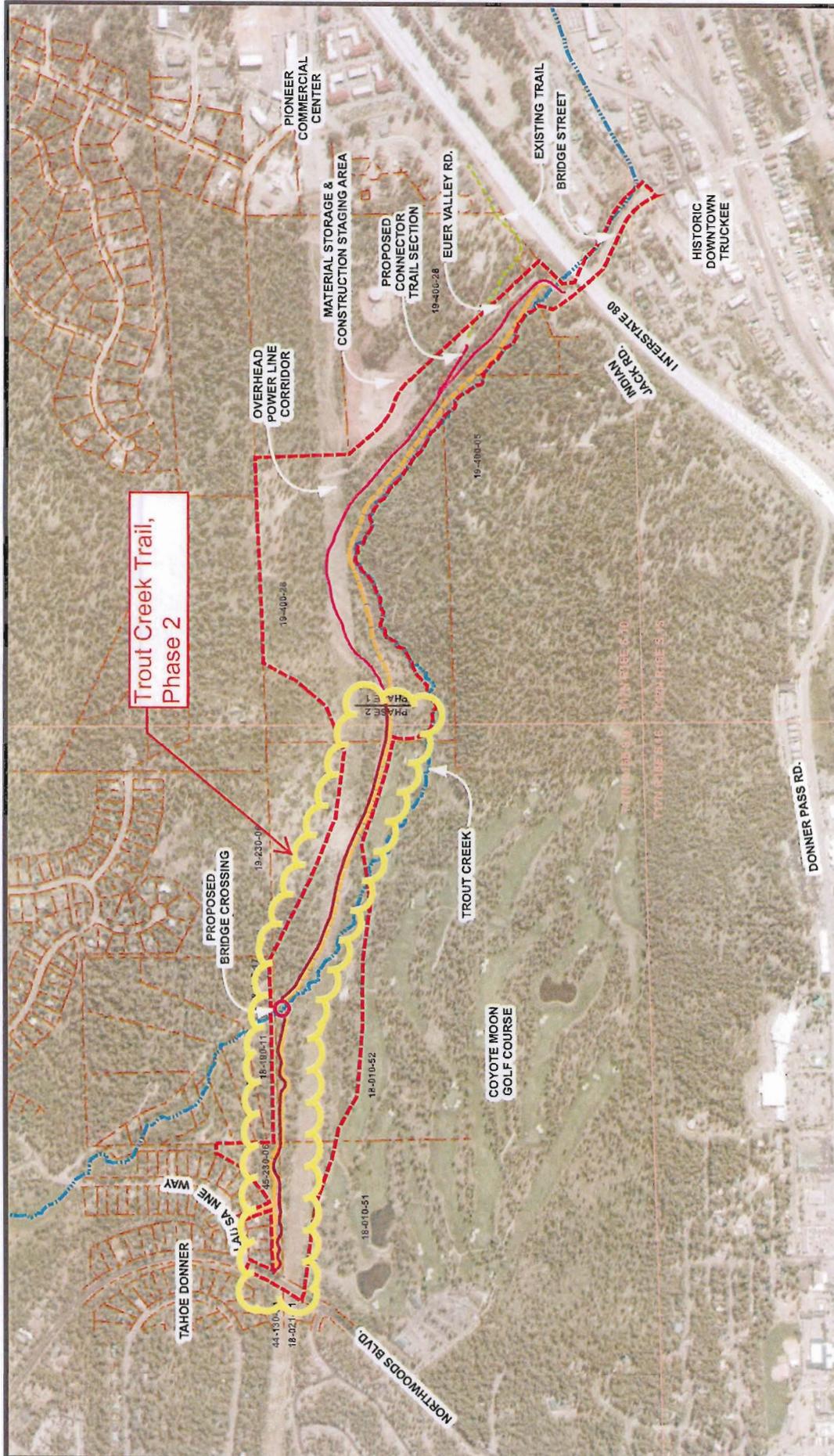
Project Location

**TOWN OF TRUCKEE
TROUT CREEK TRAIL PROJECT**

**FIGURE 1
PROJECT LOCATION MAP**

	DRAWN BY	GD	DATE DRAWN	3/21/2014
	SCALE	1 IN = 4,000 FEET		
PROJECT BA13128.00				

This document is for reference purposes only and should not be used as a legal document. JBR makes no guarantees to the accuracy of the data contained herein or any loss resulting therefrom.



TOWN OF TRUCKEE
TROUT CREEK TRAIL PROJECT

FIGURE 2
 TROUT CREEK TRAIL ALIGNMENT
 (PHASE 1 & PHASE 2; OPTION 1)

JBR

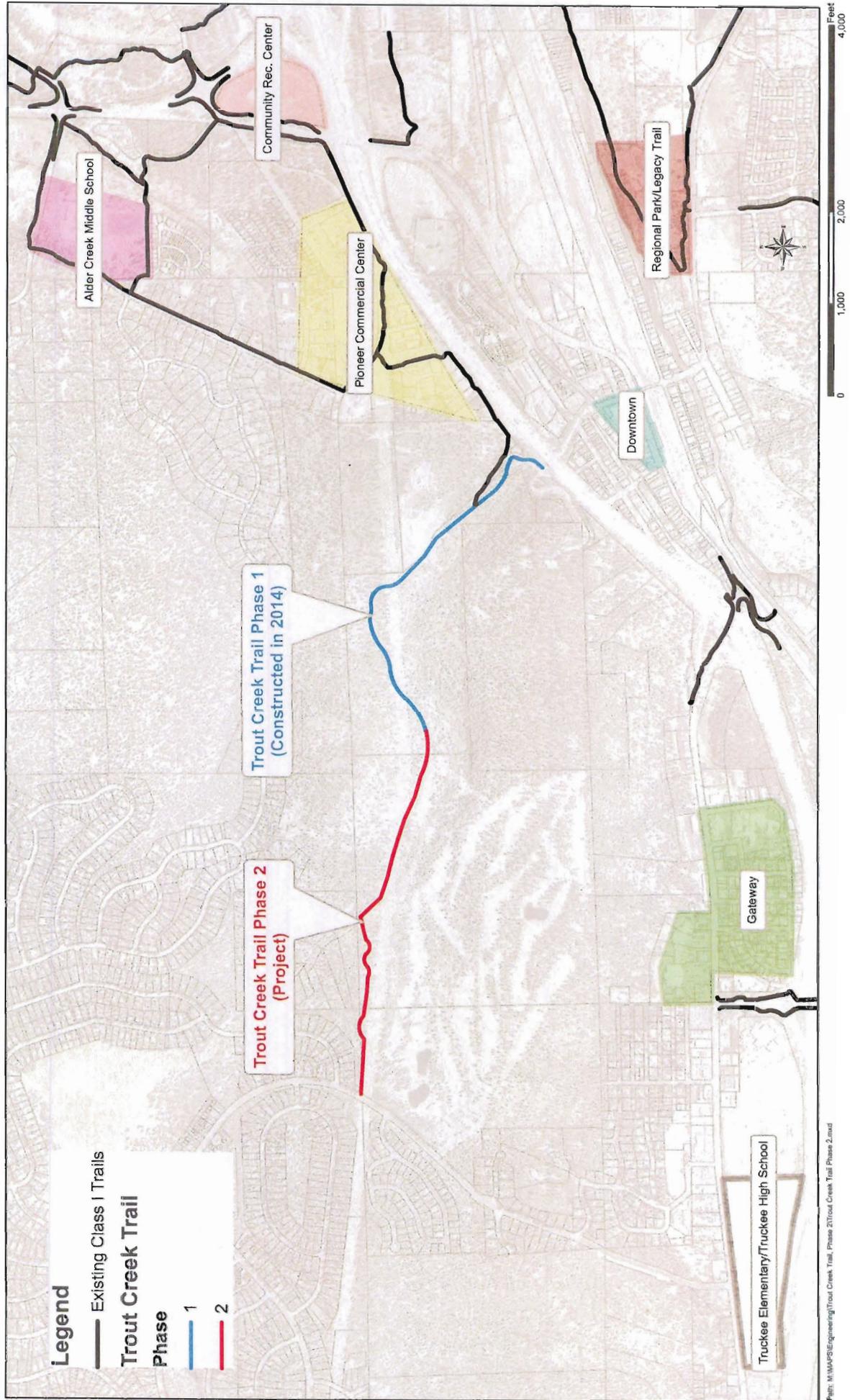
DRAWN BY	GD	DATE	3/21/2014
SCALE	1 IN = 1,000 FEET	PROJECT	B.A13128.00

LEGEND

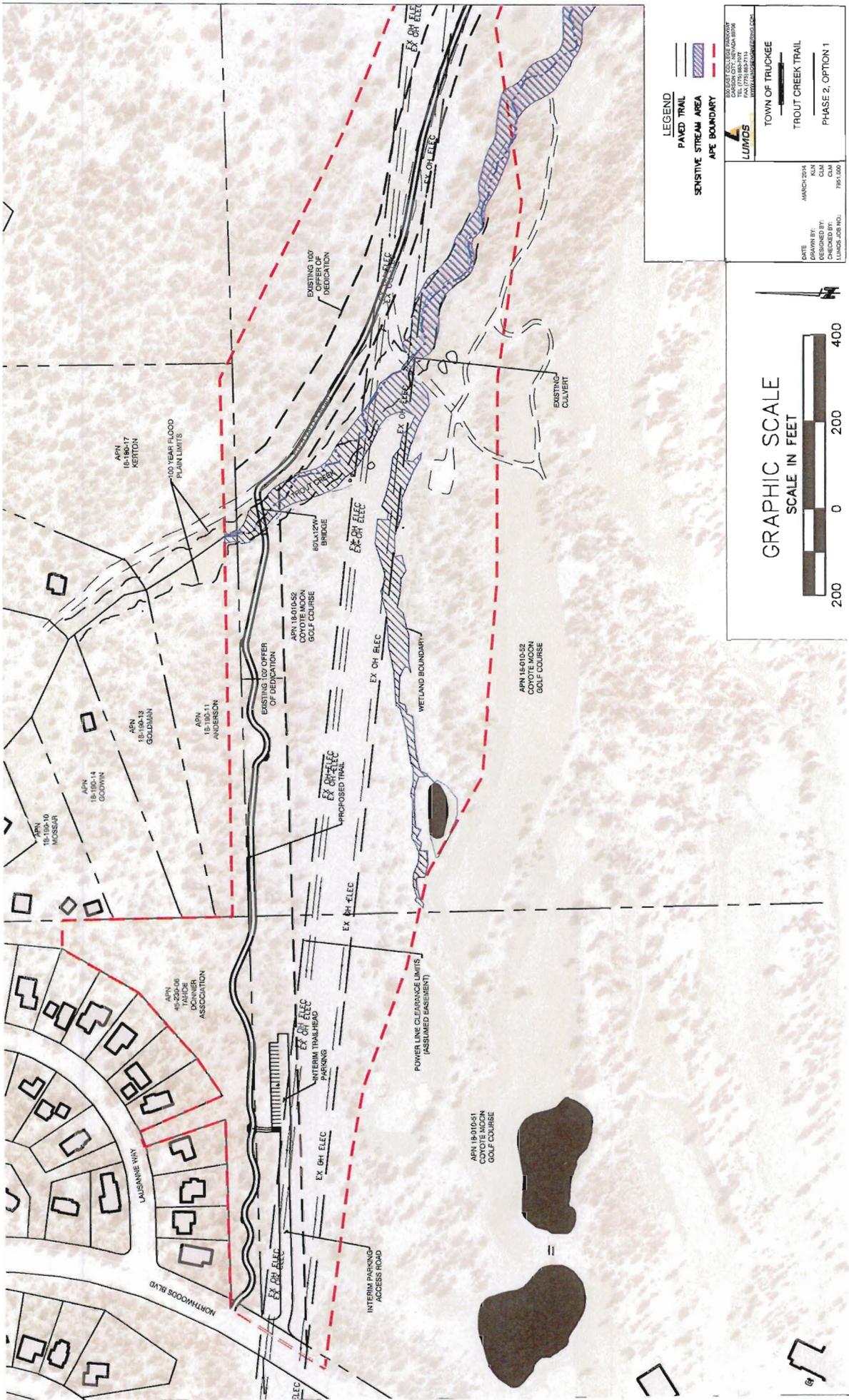
- PROPOSED TRAIL - PHASE 1
- PROPOSED TRAIL - PHASE 2 (OPTION 1)
- FUTURE SOFT SURFACE TRAIL (ANTICIPATED ALIGNMENT CORRIDOR: OPTION 1)
- EXISTING TRAIL/PATH
- PROJECT AREA
- PARCEL BOUNDARY
- SECTION LINE
- TROUT CREEK

This document is for reference purposes only and should not be used as a legal document. JBR makes no guarantees to the accuracy of the data contained herein or any fees resulting therefrom.

Trout Creek Trail Project - Phase 2



Path: M:\MAPS\Engineering\Trout Creek Trail Phase 2\Trout Creek Trail Phase 2.mxd



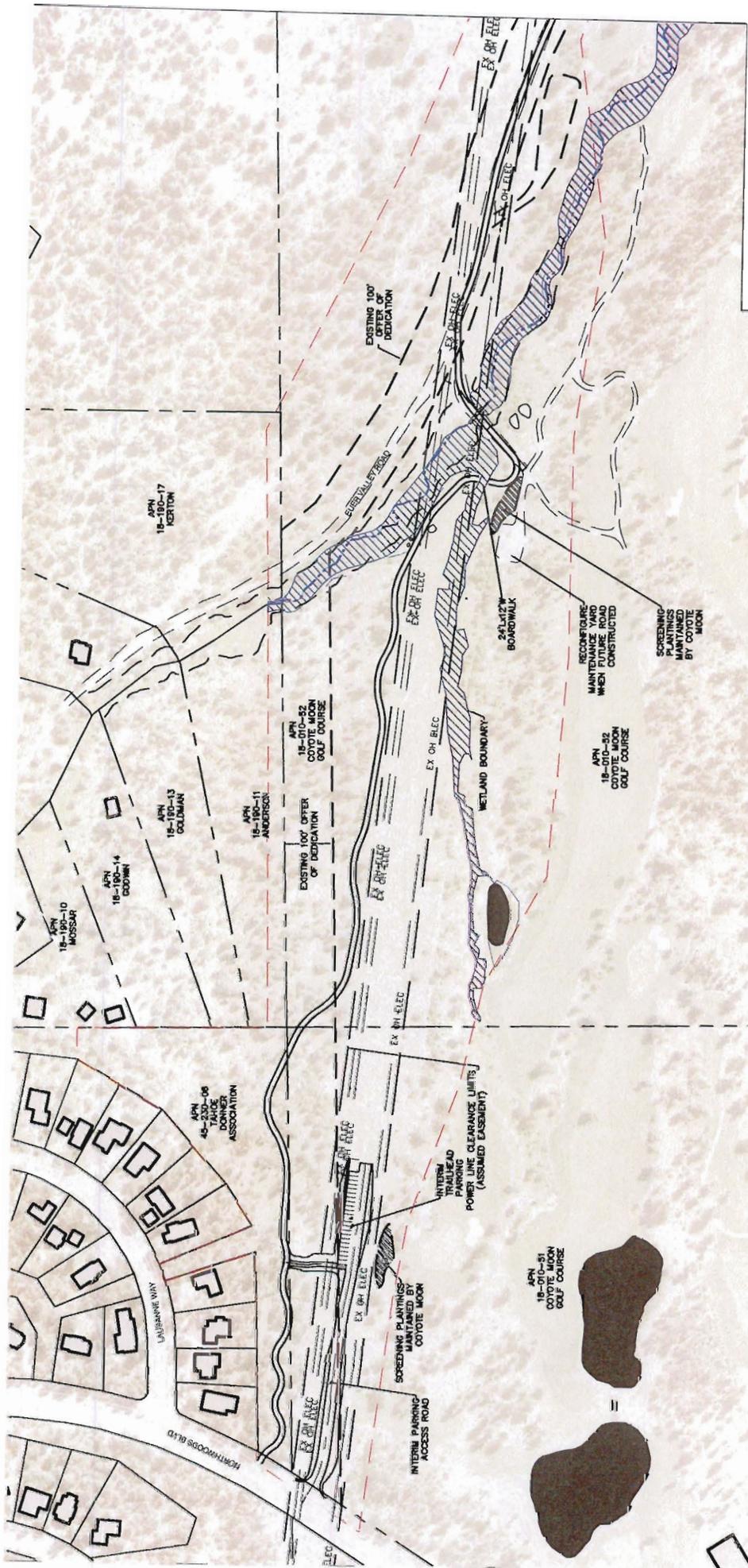
LEGEND
 PAVED TRAIL
 SENSITIVE STREAM AREA
 APE BOUNDARY

LUMDOS
 DOCUMENT CONTROL DIVISION
 1775 N. 17TH AVE., SUITE 100
 DENVER, CO 80202
 WWW.LUMDOS.COM

DATE: MARCH 2014
 DESIGNED BY: CLM
 CHECKED BY: CLM
 LUMDOS JOB NO.: 7951.000

TOWN OF TRUCKEE
 TROUT CREEK TRAIL
 PHASE 2, OPTION 1





LEGEND

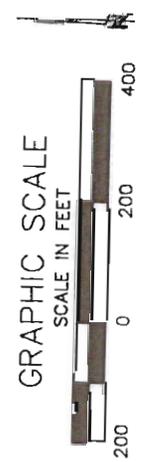
- PAVED TRAIL
- SENSITIVE STREAM AREA
- APE BOUNDARY

TOWN OF TRUCKEE

TROUT CREEK TRAIL

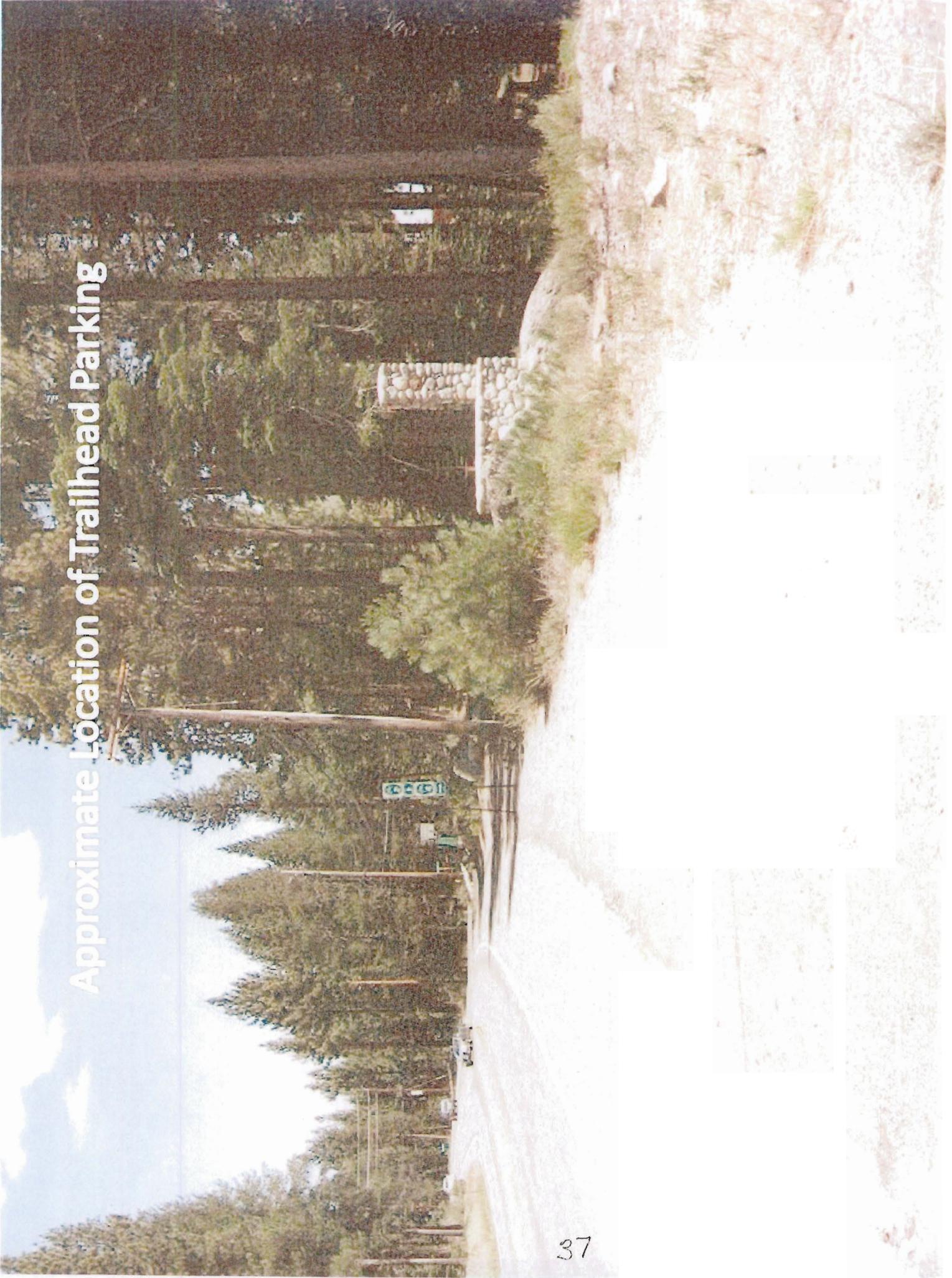
PHASE 2, OPTION 2

DATE: APR 2014
 DRAWN BY: KEH
 DESIGNED BY: CAH
 CHECKED BY: CAH
 PROJECT NO.: 1997/001

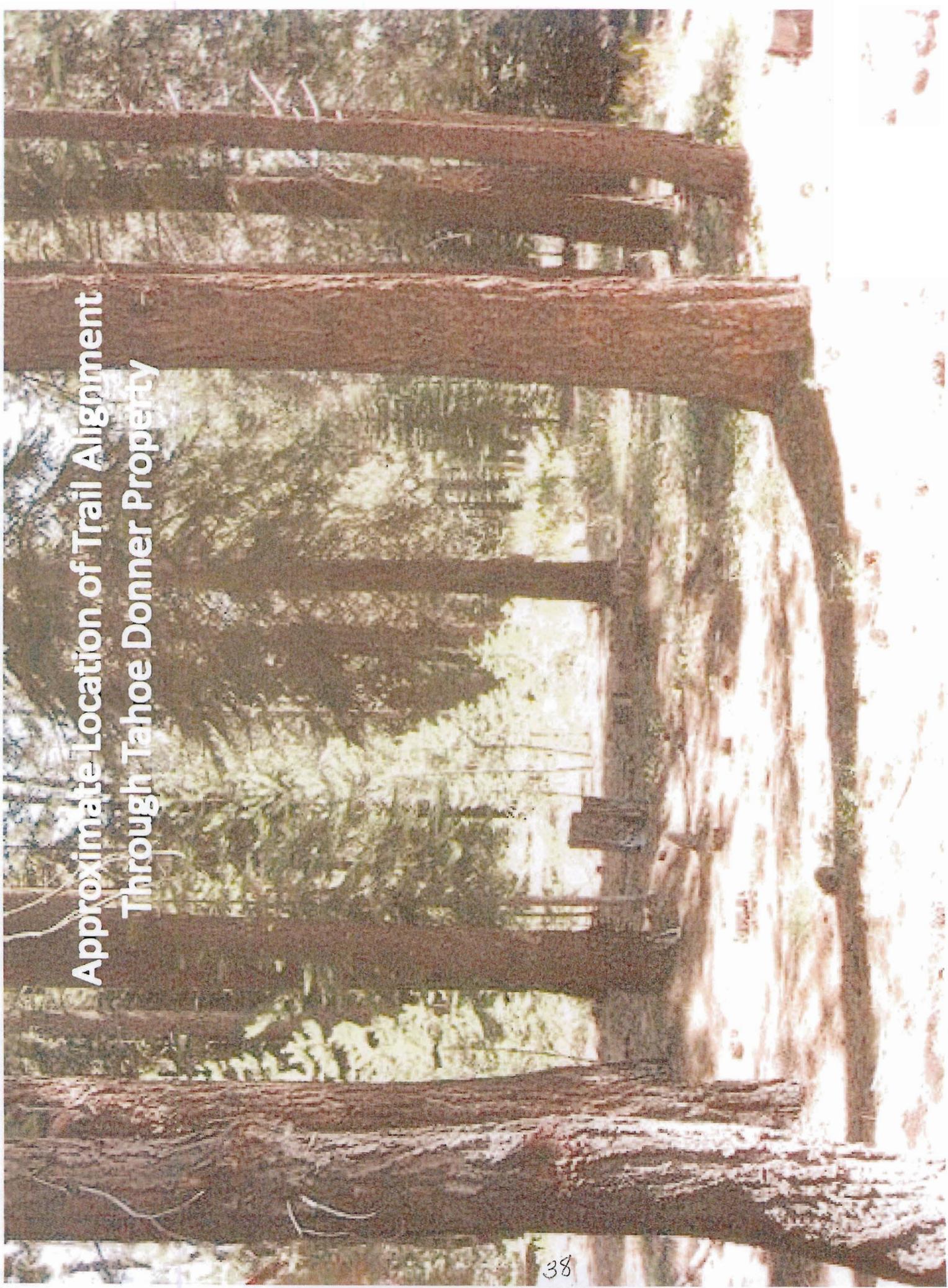


ATTACHMENT IX-2
PHOTOS OF EXISTING LOCATION

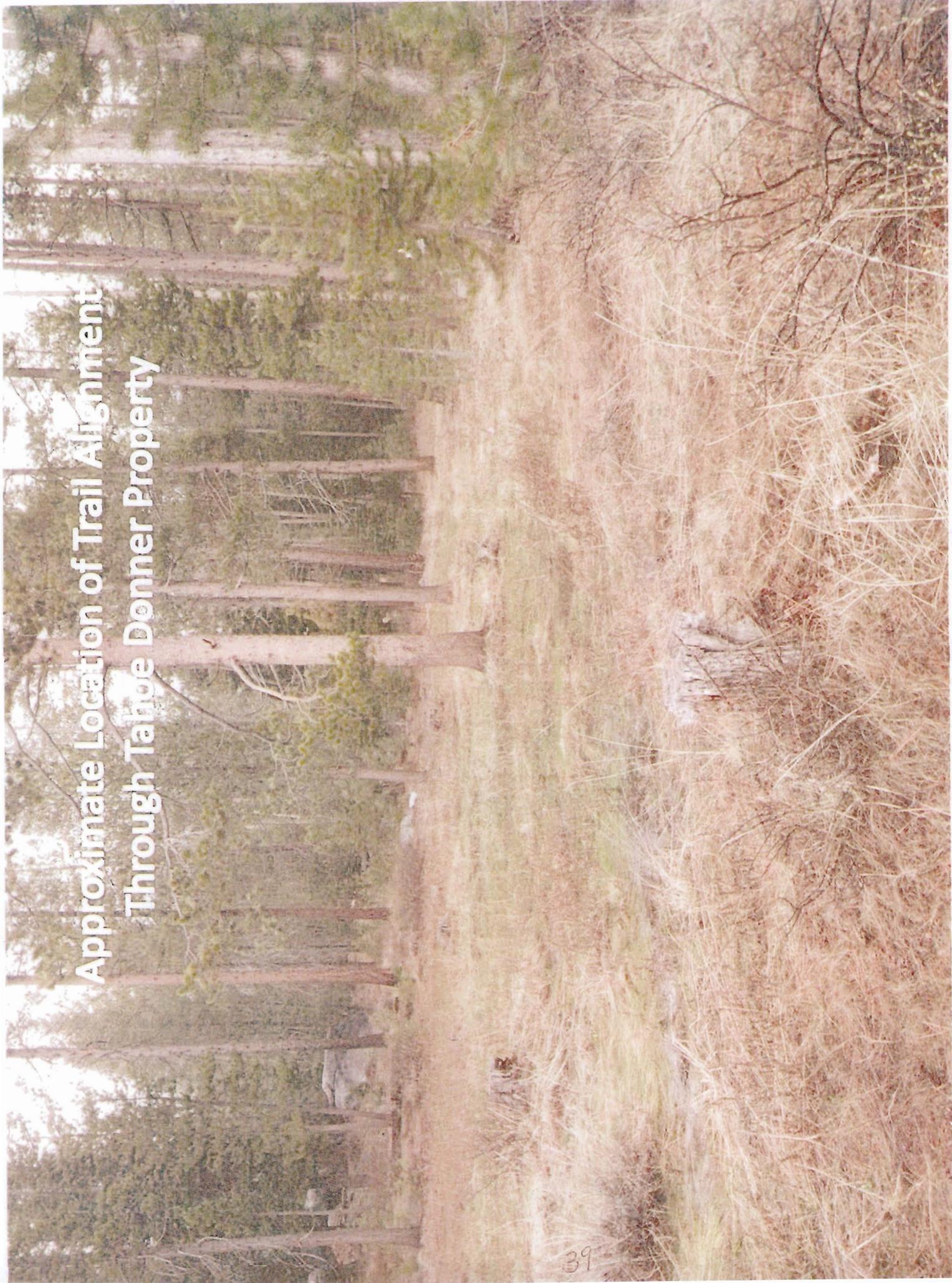
Approximate Location of Trailhead Parking



**Approximate Location of Trail Alignment
Through Tahoe Donner Property**



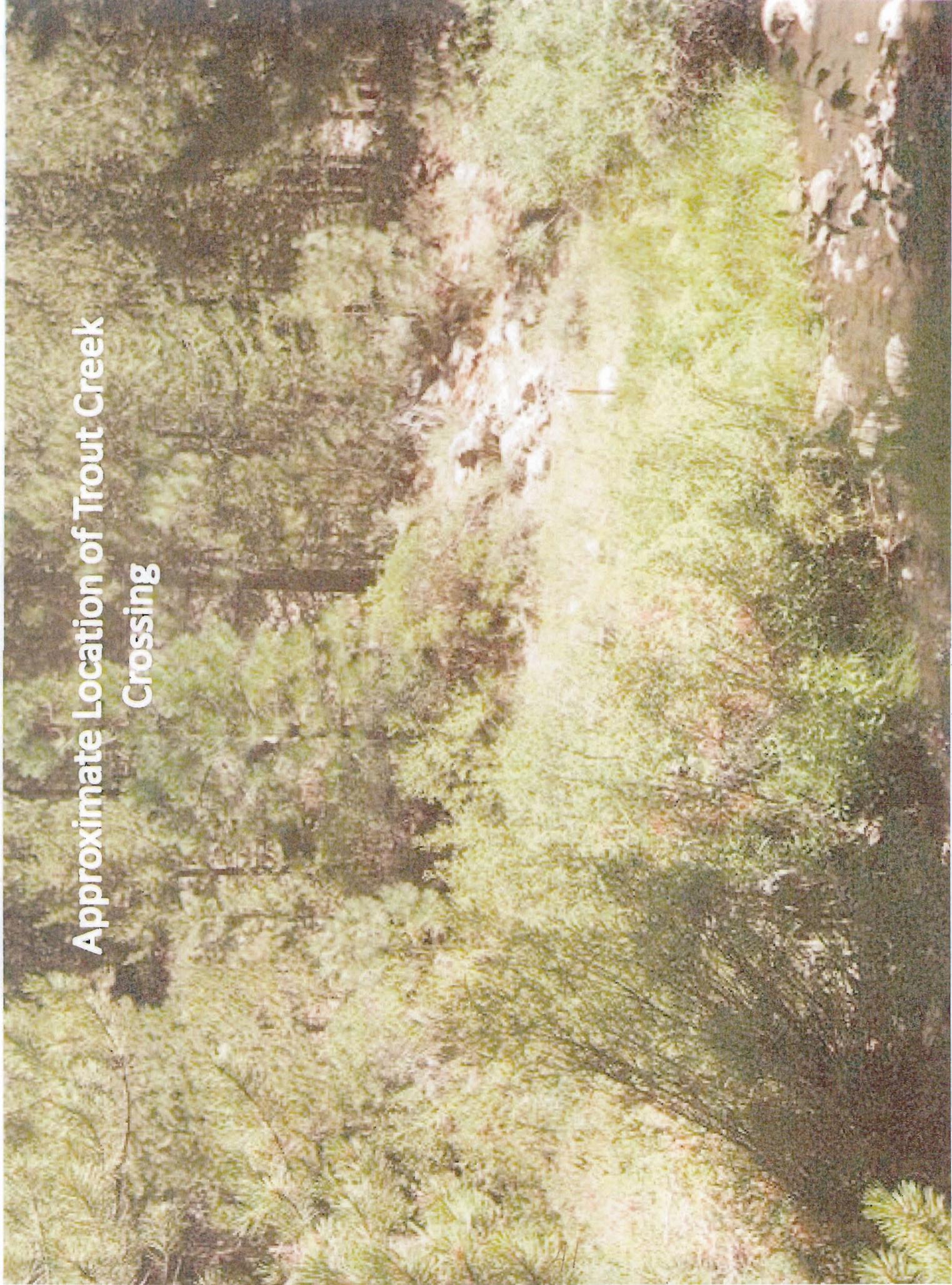
Approximate Location of Trail Alignment
Through Taijé Donner Property



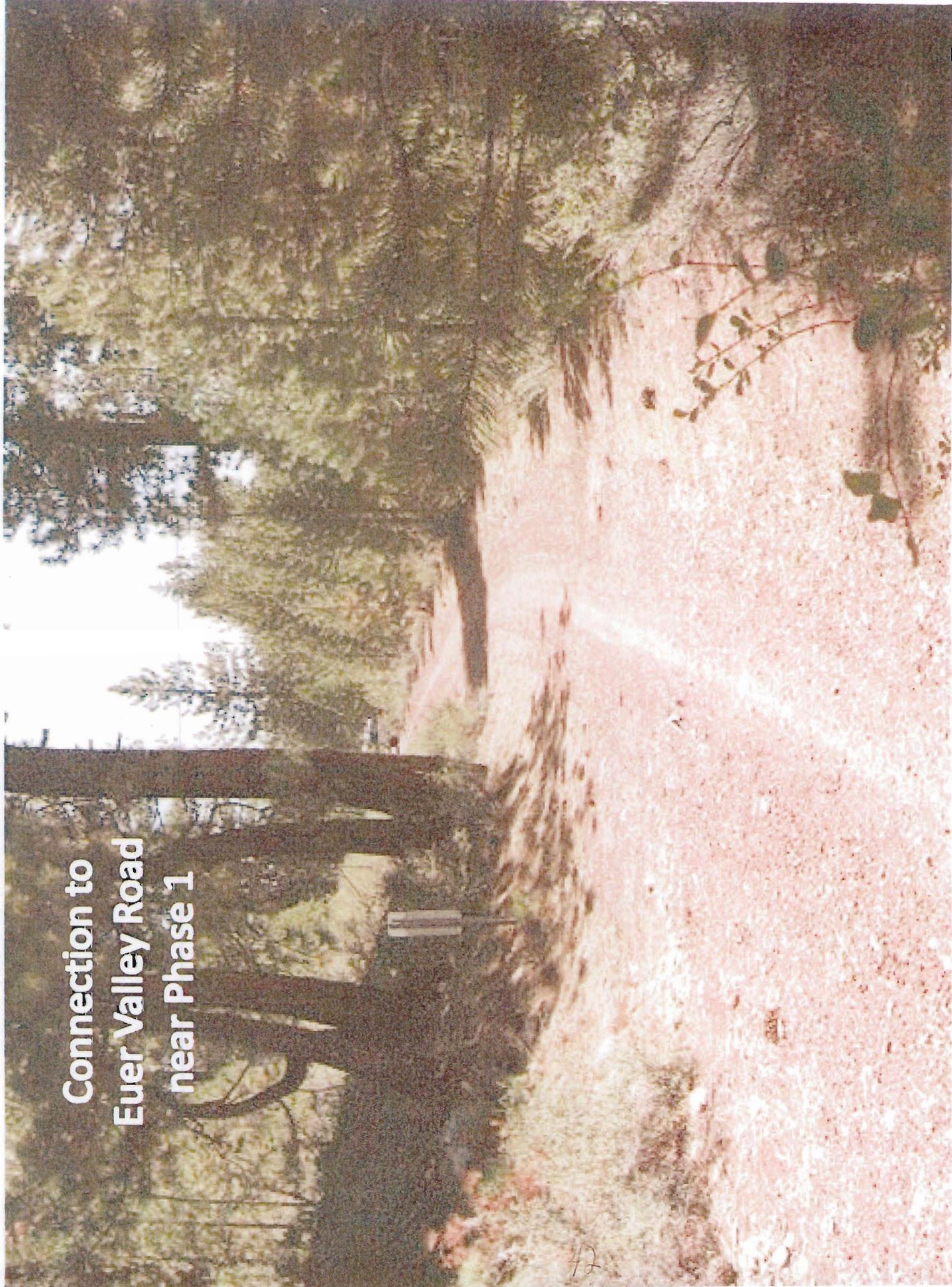
**Approximate Location of Trail Alignment
Through Tahoe Donner Property**



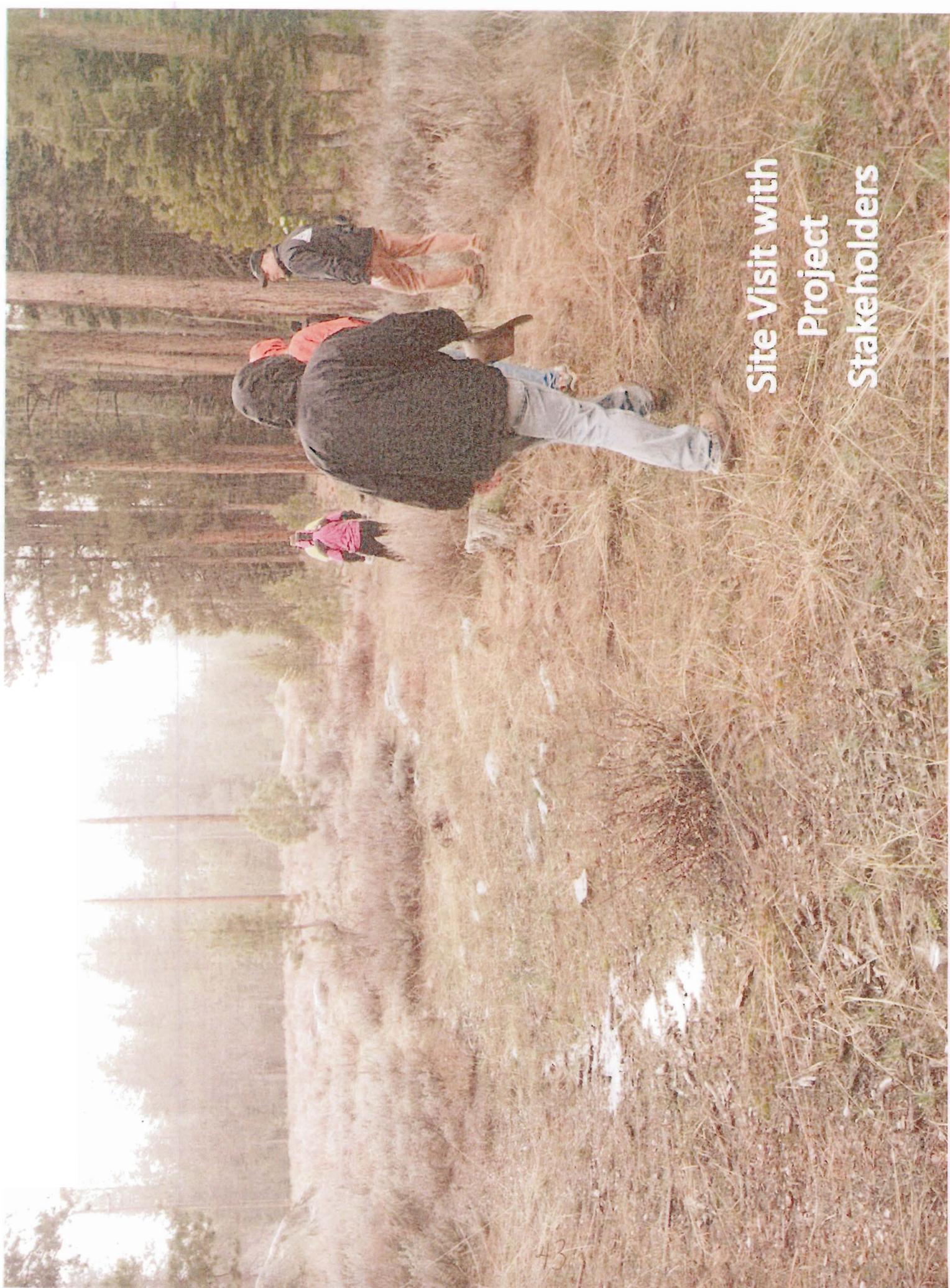
**Approximate Location of Trout Creek
Crossing**



**Connection to
Euer Valley Road
near Phase 1**



**Site Visit with
Project
Stakeholders**





Wetlands Near Project Site

ATTACHMENT IX-3
PRELIMINARY PLANS

ATTACHMENT IX-4
BUDGET
AND
ENGINEER'S ESTIMATE

**TOWN OF TRUCKEE
TROUT CREEK TRAIL PHASE 2**

PROJECT BUDGET

Work Item	ATP Grant Funds	Town Funds	Total
Construction	\$ 1,520,000	\$ 240,000	\$ 1,760,000
Construction Engineering		\$ 140,000	\$ 140,000
Sub-total	\$ 1,520,000	\$ 380,000	\$ 1,900,000
Design and Planning Truckee Local Funds (expended)		\$ 400,000	\$ 400,000
Project Total	\$ 1,520,000	\$ 780,000	\$ 2,300,000

TOWN OF TRUCKEE
 TROUT CREEK TRAIL
 PRELIMINARY ENGINEER'S COST ESTIMATE

DATE: 4/30/2014

DRAFT

BY: BB

Overall Segments 1, 3, 4, 5, Parking (8,400 LF)
 Assumes Segments 3, 4, and 10 are not constructed

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Implement SWPPP ⁽¹⁾	LS	1	\$ 135,000.00	\$ 135,000
2	Clearing and Grubbing ⁽²⁾	SY	13,420	\$ 3.75	\$ 50,325
3	Remove Existing Trees, 6-inch to 12-inch ⁽³⁾	EA	63	\$ 375.00	\$ 23,625
4	Remove Existing Trees, 13-inch to 36-inch	EA	32	\$ 1,250.00	\$ 40,000
5	Traffic Control	LS	1	\$ 20,500.00	\$ 20,500
6	Earthwork ⁽⁴⁾	CY	3,590	\$ 50.00	\$ 179,500
7	Import Borrow	TON	3,330	\$ 75.00	\$ 249,750
8	Revegetation ⁽⁵⁾	SY	6,890	\$ 5.00	\$ 34,450
9	Class 2 Aggregate Base (3/4-inch)	CY	1,595	\$ 87.50	\$ 139,563
10	3-inches Asphalt Concrete (Type A, 1/2" Max-Med)	SF	71,200	\$ 3.25	\$ 231,400
11	12-Inch Thick Rock Rip-Rap ⁽⁶⁾	SF	4,600	\$ 7.50	\$ 34,500
12	Drain Rock Cross Drain (6 CY of 1-1/2" drain rock each) ⁽⁷⁾	EA	24	\$ 1,250.00	\$ 30,000
13	12-inch RCP Cross Culvert ⁽⁹⁾	LF	218	\$ 100.00	\$ 21,800
14	24-inch RCP Cross Culvert ⁽⁹⁾	LF	56	\$ 150.00	\$ 8,400
15	80' L x 12' W Prefabricated Bridge ⁽¹²⁾	LS	-	\$ 250,000.00	\$ 250,000
16	Bridge Abutments	EA	2	\$ 13,500.00	\$ 27,000
17	Abutment Wingwalls	LF	60	\$ 750.00	\$ 45,000
18	42-inch high safety Rail ⁽¹³⁾	LF	430	\$ 125.00	\$ 53,750
19	Striping, signs, benches, kiosks ⁽¹⁴⁾	LS	1	\$ 13,000.00	\$ 13,000
20	Remove Large Rocks/Rock Outcrops ⁽¹⁵⁾	LS	1	\$ 12,500.00	\$ 12,500
21	Infiltration Trench ⁽¹⁶⁾	LF	250	\$ 10.00	\$ 2,500
	SUBTOTAL (ROUNDED)				\$ 1,600,000
	10% CONTINGENCY (ROUNDED)				\$ 160,000
	TOTAL (ROUNDED)				\$ 1,760,000

NOTES:

- 1 Based on \$20/LF. Assumes silt fence on downhill side and orange constr. fence on uphill side. Includes SWPPP.
- 2 Based on 25' wide disturbance = 2.8 SY/LF, plus temp access and staging areas
- 3 Removal of trees less than 8-inches included in clearing and grubbing.
- 4 Earthwork includes grading required to construct finished trail. A cut and fill balance is assumed. Excavation for walls and abutments is included in other items. Based on an ave. of 1.0 CY/LF
- 5 Revegetation includes all work to prepare, seed and mulch all disturbed surfaces other than rock areas.
- 6 Rock rip-rap will be placed on selected slopes that are not revegetated and at pipe outlets.
- 7 Drain rock cross drains will be 6-ft wide by 1-ft deep and placed at local low spots in the trail.
- 8 Not used.
- 9 RCP cross culverts will be placed at selected low points in the trail.
- 10 Retaining wall heights are measured from finished ground to top of wall. Unit costs include excavation, drainrock and filter fabric.
- 11 Boardwalk will have helical piers to minimize impacts to wetlands. Includes abutments.
- 12 Includes bridge delivered to site and crane rental for placement.
- 13 Safety rail is on outside of trail when vertical drop off exceeds AASHTO standards.
- 14 Includes trail striping, warning and interpretive signs, access control bollards, benches, kiosks, etc.
- 15 Includes moving or removing boulders over 5-ft in diameter. Smaller boulders are included in earthwork.
- 16 Infiltration trench is at toe of slope on downhill side of parking area to infiltrate increase in runoff.

TOWN OF TRUCKEE
 TROUT CREEK TRAIL
 PRELIMINARY ENGINEER'S COST ESTIMATE

DATE: 4/30/2014

DRAFT

BY: BB

Segment 1 (Northwoods to W. side Trout Creek)
 Sta.9+80 to 27+50 (1,770 LF)

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Implement SWPPP ⁽¹⁾	LS	1	\$ 50,000.00	\$ 50,000
2	Clearing and Grubbing ⁽²⁾	SY	5,000	\$ 3.75	\$ 18,750
3	Remove Existing Trees, 8-inch to 12-inch ⁽³⁾	EA	56	\$ 375.00	\$ 21,000
4	Remove Existing Trees, 13-inch to 36-inch	EA	27	\$ 1,250.00	\$ 33,750
5	Traffic Control	LS	1	\$ 12,500.00	\$ 12,500
6	Earthwork ⁽⁴⁾	CY	1,150	\$ 50.00	\$ 57,500
7	Import Borrow	TON	2,000	\$ 75.00	\$ 150,000
8	Revegetation ⁽⁵⁾	SY	1,770	\$ 5.00	\$ 8,850
9	Class 2 Aggregate Base (3/4-inch)	CY	480	\$ 87.50	\$ 42,000
10	3-inches Asphalt Concrete (Type A, 1/2" Max-Med)	SF	18,000	\$ 3.25	\$ 58,500
11	12-Inch Thick Rock Rip-Rap ⁽⁶⁾	SF	2,200	\$ 7.50	\$ 16,500
12	Drain Rock Cross Drain (6 CY of 1-1/2" drain rock each) ⁽⁷⁾	EA	6	\$ 1,250.00	\$ 7,500
13	12-inch RCP Cross Culvert ⁽⁹⁾	LF	128	\$ 100.00	\$ 12,800
14	24-inch RCP Cross Culvert ⁽⁹⁾	LF	56	\$ 150.00	\$ 8,400
15	80' L x 12' W Prefabricated Bridge ⁽¹²⁾	LS	-	\$ 250,000.00	\$ -
16	Bridge Abutments	EA	-	\$ 13,500.00	\$ -
17	Abutment Wingwalls	LF	-	\$ 750.00	\$ -
18	42-inch high safety Rail ⁽¹³⁾	LF	260	\$ 125.00	\$ 32,500
19	Striping, signs, benches, kiosks ⁽¹⁴⁾	LS	1	\$ 2,500.00	\$ 2,500
20	Remove Large Rocks/Rock Outcrops ⁽¹⁵⁾	LS	1	\$ 2,500.00	\$ 2,500
	SUBTOTAL (ROUNDED)				\$ 536,000
	10% CONTINGENCY (ROUNDED)				\$ 54,000
	TOTAL (ROUNDED)				\$ 590,000

NOTES:

- 1 Based on \$20/LF. Assumes silt fence on downhill side and orange constr. fence on uphill side. Includes SWPPP.
- 2 Based on 25' wide disturbance = 2.8 SY/LF, plus temp access and staging areas
- 3 Removal of trees less than 8-inches included in clearing and grubbing.
- 4 Earthwork includes grading required to construct finished trail. A cut and fill balance is assumed. Excavation for walls and abutments is included in other items. Based on an ave. of 1.0 CY/LF
- 5 Revegetation includes all work to prepare, seed and mulch all disturbed surfaces other than rock areas.
- 6 Rock rip-rap will be placed on selected slopes that are not revegetated and at pipe outlets.
- 7 Drain rock cross drains will be 6-ft wide by 1-ft deep and placed at local low spots in the trail.
- 8 Not used.
- 9 RCP cross culverts will be placed at selected low points in the trail.
- 10 Retaining wall heights are measured from finished ground to top of wall. Unit costs include excavation, drainrock and filter fabric.
- 11 Boardwalk will have helical piers to minimize impacts to wetlands. Includes abutments.
- 12 Includes bridge delivered to site and crane rental for placement.
- 13 Safety rail is on outside of trail when vertical drop off exceeds AASHTO standards.
- 14 Includes trail striping, warning and interpretive signs, access control bollards, benches, kiosks, etc.
- 15 Includes moving or removing boulders over 5-ft in diameter. Smaller boulders are included in earthwork.

TOWN OF TRUCKEE
 TROUT CREEK TRAIL
 PRELIMINARY ENGINEER'S COST ESTIMATE

DATE: 4/30/2014

DRAFT

BY: BB

Segment 3 (Alignment "A" bridge over Trout Creek)
 Sta. "A" 27+50 to "A" 30+00 (250 LF)

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Temporary Erosion Control ⁽¹⁾	LS	1	\$ 10,000.00	\$ 10,000
2	Clearing and Grubbing ⁽²⁾	SY	550	\$ 3.75	\$ 2,063
3	Remove Existing Trees, 8-inch to 12-inch ⁽³⁾	EA	7	\$ 375.00	\$ 2,625
4	Remove Existing Trees, 13-inch to 36-inch	EA	4	\$ 1,250.00	\$ 5,000
5	Traffic Control	LS	1	\$ 2,500.00	\$ 2,500
6	Earthwork ⁽⁴⁾	CY	170	\$ 50.00	\$ 8,500
7	Import Borrow	TON	200	\$ 75.00	\$ 15,000
8	Revegetation ⁽⁵⁾	SY	250	\$ 5.00	\$ 1,250
9	Class 2 Aggregate Base (3/4-inch)	CY	60	\$ 87.50	\$ 5,250
10	3-inches Asphalt Concrete (Type A, 1/2" Max-Med)	SF	1,900	\$ 3.25	\$ 6,175
11	12-Inch Thick Rock Rip-Rap ⁽⁶⁾	SF	1,800	\$ 7.50	\$ 13,500
12	Drain Rock Cross Drain (6 CY of 1-1/2" drain rock each) ⁽⁷⁾	EA	2	\$ 1,250.00	\$ 2,500
13	12-inch RCP Cross Culvert ⁽⁹⁾	LF	-	\$ 100.00	\$ -
14	24-inch RCP Cross Culvert ⁽⁹⁾	LF	-	\$ 150.00	\$ -
15	80' L x 12' W Prefabricated Bridge ⁽¹²⁾	LS	1	\$ 250,000.00	\$ 250,000
16	Bridge Abutments	EA	2	\$ 13,500.00	\$ 27,000
17	Abutment Wingwalls	LF	60	\$ 750.00	\$ 45,000
18	42-inch high safety Rail ⁽¹³⁾	LF	170	\$ 125.00	\$ 21,250
19	Striping, signs, benches, kiosks ⁽¹⁴⁾	LS	1	\$ 1,500.00	\$ 1,500
20	Remove Large Rocks/Rock Outcrops ⁽¹⁵⁾	LS	1	\$ 2,500.00	\$ 2,500
	SUBTOTAL (ROUNDED)				\$ 422,000
	10% CONTINGENCY (ROUNDED)				\$ 42,000
	TOTAL (ROUNDED)				\$ 464,000

NOTES:

- 1 Based on \$20/LF. Assumes silt fence on downhill side and orange constr. fence on uphill side. Includes SWPPP.
- 2 Based on 25' wide disturbance = 2.8 SY/LF, plus temp access and staging areas
- 3 Removal of trees less than 8-inches included in clearing and grubbing.
- 4 Earthwork includes grading required to construct finished trail. A cut and fill balance is assumed. Excavation for walls and abutments is included in other items. Based on an ave. of 1.0 CY/LF
- 5 Revegetation includes all work to prepare, seed and mulch all disturbed surfaces other than rock areas.
- 6 Rock rip-rap will be placed on selected slopes that are not revegetated and at pipe outlets.
- 7 Drain rock cross drains will be 6-ft wide by 1-ft deep and placed at local low spots in the trail.
- 8 Not used.
- 9 RCP cross culverts will be placed at selected low points in the trail.
- 10 Retaining wall heights are measured from finished ground to top of wall. Unit costs include excavation, drainrock and filter fabric.
- 11 Boardwalk will have helical piers to minimize impacts to wetlands. Includes abutments.
- 12 Includes bridge delivered to site and crane rental for placement.
- 13 Safety rail is on outside of trail when vertical drop off exceeds AASHTO standards.
- 14 Includes trail striping, warning and interpretive signs, access control bollards, benches, kiosks, etc.
- 15 Includes moving or removing boulders over 5-ft in diameter. Smaller boulders are included in earthwork.

TOWN OF TRUCKEE
 TROUT CREEK TRAIL
 PRELIMINARY ENGINEER'S COST ESTIMATE

DATE: 4/30/2014

DRAFT

BY: BB

Segment 4

Sta. "A" 30+00 to "A" 36+00 (600 LF)

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Temporary Erosion Control ⁽¹⁾	LS	1	\$ 15,000.00	\$ 15,000
2	Clearing and Grubbing ⁽²⁾	SY	600	\$ 3.75	\$ 2,250
3	Remove Existing Trees, 8-inch to 12-inch ⁽³⁾	EA	-	\$ 375.00	\$ -
4	Remove Existing Trees, 13-inch to 36-inch	EA	-	\$ 1,250.00	\$ -
5	Traffic Control	LS	1	\$ 1,250.00	\$ 1,250
6	Earthwork ⁽⁴⁾	CY	300	\$ 50.00	\$ 15,000
7	Import Borrow	TON	-	\$ 75.00	\$ -
8	Revegetation ⁽⁵⁾	SY	600	\$ 5.00	\$ 3,000
9	Class 2 Aggregate Base (3/4-inch)	CY	200	\$ 87.50	\$ 17,500
10	3-inches Asphalt Concrete (Type A, 1/2" Max-Med)	SF	6,600	\$ 3.25	\$ 21,450
11	12-Inch Thick Rock Rip-Rap ⁽⁶⁾	SF	300	\$ 7.50	\$ 2,250
12	Drain Rock Cross Drain (6 CY of 1-1/2" drain rock each) ⁽⁷⁾	EA	4	\$ 1,250.00	\$ 5,000
13	12-inch RCP Cross Culvert ⁽⁹⁾	LF	-	\$ 100.00	\$ -
14	24-inch RCP Cross Culvert ⁽⁹⁾	LF	-	\$ 150.00	\$ -
15	80' L x 12' W Prefabricated Bridge ⁽¹²⁾	LS	-	\$ 250,000.00	\$ -
16	Bridge Abutments	EA	-	\$ 13,500.00	\$ -
17	Abutment Wingwalls	LF	-	\$ 750.00	\$ -
18	42-inch high safety Rail ⁽¹³⁾	LF	-	\$ 125.00	\$ -
19	Striping, signs, benches, kiosks ⁽¹⁴⁾	LS	1	\$ 1,500.00	\$ 1,500
20	Remove Large Rocks/Rock Outcrops ⁽¹⁵⁾	LS	1	\$ 2,500.00	\$ 2,500
	SUBTOTAL (ROUNDED)				\$ 87,000
	10% CONTINGENCY (ROUNDED)				\$ 9,000
	TOTAL (ROUNDED)				\$ 96,000

NOTES:

- 1 Based on \$20/LF. Assumes silt fence on downhill side and orange constr. fence on uphill side. Includes SWPPP.
- 2 Based on 25' wide disturbance = 2.8 SY/LF, plus temp access and staging areas
- 3 Removal of trees less than 8-inches included in clearing and grubbing.
- 4 Earthwork includes grading required to construct finished trail. A cut and fill balance is assumed. Excavation for walls and abutments is included in other items. Based on an ave. of 1.0 CY/LF
- 5 Revegetation includes all work to prepare, seed and mulch all disturbed surfaces other than rock areas.
- 6 Rock rip-rap will be placed on selected slopes that are not revegetated and at pipe outlets.
- 7 Drain rock cross drains will be 6-ft wide by 1-ft deep and placed at local low spots in the trail.
- 8 Not used.
- 9 RCP cross culverts will be placed at selected low points in the trail.
- 10 Retaining wall heights are measured from finished ground to top of wall. Unit costs include excavation, drainrock and filter fabric.
- 11 Boardwalk will have helical piers to minimize impacts to wetlands. Includes abutments.
- 12 Includes bridge delivered to site and crane rental for placement.
- 13 Safety rail is on outside of trail when vertical drop off exceeds AASHTO standards.
- 14 Includes trail striping, warning and interpretive signs, access control bollards, benches, kiosks, etc.
- 15 Includes moving or removing boulders over 5-ft in diameter. Smaller boulders are included in earthwork.

TOWN OF TRUCKEE
 TROUT CREEK TRAIL
 PRELIMINARY ENGINEER'S COST ESTIMATE

DATE: 4/30/2014

DRAFT

BY: BB

Segment 5

Sta. "A" 36+00 to "A" 51+70 (1,570 LF)

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Temporary Erosion Control ⁽¹⁾	LS	1	\$ 40,000.00	\$ 40,000
2	Clearing and Grubbing ⁽²⁾	SY	3,070	\$ 3.75	\$ 11,513
3	Remove Existing Trees, 8-inch to 12-inch ⁽³⁾	EA	-	\$ 375.00	\$ -
4	Remove Existing Trees, 13-inch to 36-inch	EA	1	\$ 1,250.00	\$ 1,250
5	Traffic Control	LS	1	\$ 1,250.00	\$ 1,250
6	Earthwork ⁽⁴⁾	CY	1,320	\$ 50.00	\$ 66,000
7	Import Borrow	TON	-	\$ 75.00	\$ -
8	Revegetation ⁽⁵⁾	SY	3,070	\$ 5.00	\$ 15,350
9	Class 2 Aggregate Base (3/4-inch)	CY	470	\$ 87.50	\$ 41,125
10	3-inches Asphalt Concrete (Type A, 1/2" Max-Med)	SF	15,700	\$ 3.25	\$ 51,025
11	12-Inch Thick Rock Rip-Rap ⁽⁶⁾	SF	300	\$ 7.50	\$ 2,250
12	Drain Rock Cross Drain (6 CY of 1-1/2" drain rock each) ⁽⁷⁾	EA	12	\$ 1,250.00	\$ 15,000
13	12-inch RCP Cross Culvert ⁽⁹⁾	LF	-	\$ 100.00	\$ -
14	24-inch RCP Cross Culvert ⁽⁹⁾	LF	-	\$ 150.00	\$ -
15	80' L x 12' W Prefabricated Bridge ⁽¹²⁾	LS	-	\$ 250,000.00	\$ -
16	Bridge Abutments	EA	-	\$ 13,500.00	\$ -
17	Abutment Wingwalls	LF	-	\$ 750.00	\$ -
18	42-inch high safety Rail ⁽¹³⁾	LF	-	\$ 125.00	\$ -
19	Striping, signs, benches, kiosks ⁽¹⁴⁾	LS	1	\$ 1,500.00	\$ 1,500
20	Remove Large Rocks/Rock Outcrops ⁽¹⁵⁾	LS	1	\$ 2,500.00	\$ 2,500
	SUBTOTAL (ROUNDED)				\$ 249,000
	10% CONTINGENCY (ROUNDED)				\$ 25,000
	TOTAL (ROUNDED)				\$ 274,000

NOTES:

- 1 Based on \$20/LF. Assumes silt fence on downhill side and orange constr. fence on uphill side. Includes SWPPP.
- 2 Based on 25' wide disturbance = 2.8 SY/LF, plus temp access and staging areas
- 3 Removal of trees less than 8-inches included in clearing and grubbing.
- 4 Earthwork includes grading required to construct finished trail. A cut and fill balance is assumed. Excavation for walls and abutments is included in other items. Based on an ave. of 1.0 CY/LF
- 5 Revegetation includes all work to prepare, seed and mulch all disturbed surfaces other than rock areas.
- 6 Rock rip-rap will be placed on selected slopes that are not revegetated and at pipe outlets.
- 7 Drain rock cross drains will be 6-ft wide by 1-ft deep and placed at local low spots in the trail.
- 8 Not used.
- 9 RCP cross culverts will be placed at selected low points in the trail.
- 10 Retaining wall heights are measured from finished ground to top of wall. Unit costs include excavation, drainrock and filter fabric.
- 11 Boardwalk will have helical piers to minimize impacts to wetlands. Includes abutments.
- 12 Includes bridge delivered to site and crane rental for placement.
- 13 Safety rail is on outside of trail when vertical drop off exceeds AASHTO standards.
- 14 Includes trail striping, warning and interpretive signs, access control bollards, benches, kiosks, etc.
- 15 Includes moving or removing boulders over 5-ft in diameter. Smaller boulders are included in earthwork.

TOWN OF TRUCKEE
 TROUT CREEK TRAIL
 PRELIMINARY ENGINEER'S COST ESTIMATE

DATE: 4/30/2014

DRAFT

BY: BB

Parking Area

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Temporary Erosion Control ⁽¹⁾	LS	1	\$ 20,000.00	\$ 20,000
2	Clearing and Grubbing ⁽²⁾	SY	4,200	\$ 3.75	\$ 15,750
3	Remove Existing Trees, 8-inch to 12-inch ⁽³⁾	EA	-	\$ 375.00	\$ -
4	Remove Existing Trees, 13-inch to 36-inch	EA	-	\$ 1,250.00	\$ -
5	Traffic Control	LS	1	\$ 3,000.00	\$ 3,000
6	Earthwork ⁽⁴⁾	CY	650	\$ 50.00	\$ 32,500
7	Import Borrow ^(4a)	TON	1,130	\$ 75.00	\$ 84,750
8	Revegetation ⁽⁵⁾	SY	1,200	\$ 5.00	\$ 6,000
9	Class 2 Aggregate Base (3/4-inch)	CY	385	\$ 87.50	\$ 33,688
10	3-inches Asphalt Concrete (Type A, 1/2" Max-Med)	SF	29,000	\$ 3.25	\$ 94,250
11	12-Inch Thick Rock Rip-Rap ⁽⁶⁾	SF	-	\$ 7.50	\$ -
12	Drain Rock Cross Drain (6 CY of 1-1/2" drain rock each) ⁽⁷⁾	EA	-	\$ 1,250.00	\$ -
13	12-inch RCP Cross Culvert ⁽⁹⁾	LF	90	\$ 100.00	\$ 9,000
14	24-inch RCP Cross Culvert ⁽⁹⁾	LF	-	\$ 150.00	\$ -
15	80' L x 12' W Prefabricated Bridge ⁽¹²⁾	LS	-	\$ 250,000.00	\$ -
16	Bridge Abutments	EA	-	\$ 13,500.00	\$ -
17	Abutment Wingwalls	LF	-	\$ 750.00	\$ -
18	42-inch high safety Rail ⁽¹³⁾	LF	-	\$ 125.00	\$ -
19	Striping, signs, benches, kiosks ⁽¹⁴⁾	LS	1	\$ 6,000.00	\$ 6,000
20	Remove Large Rocks/Rock Outcrops ⁽¹⁵⁾	LS	1	\$ 2,500.00	\$ 2,500
21	Infiltration Trench ⁽¹⁶⁾	LF	250	\$ 10.00	\$ 2,500
	SUBTOTAL (ROUNDED)				\$ 310,000
	10% CONTINGENCY (ROUNDED)				\$ 31,000
	TOTAL (ROUNDED)				\$ 341,000

NOTES:

- 1 Based on \$20/LF. Assumes silt fence on downhill side and orange constr. fence on uphill side. Includes SWPPP.
- 2 Based on 25' wide disturbance = 2.8 SY/LF, plus temp access and staging areas
- 3 Removal of trees less than 8-inches included in clearing and grubbing.
- 4 Earthwork includes grading required to construct finished trail. sta. 12+00 and 17+10 (the end of the parking). Excavation for walls and abutments is included in other items. Based on an ave. of 1.0 CY/LF
- 4a Import Borrow is for road between Northwoods and sta. 11+00.
- 5 Revegetation includes all work to prepare, seed and mulch all disturbed surfaces other than rock areas.
- 6 Rock rip-rap will be placed on selected slopes that are not revegetated and at pipe outlets.
- 7 Drain rock cross drains will be 6-ft wide by 1-ft deep and placed at local low spots in the trail.
- 8 Not used.
- 9 RCP cross culverts will be placed at selected low points in the trail.
- 10 Retaining wall heights are measured from finished ground to top of wall. Unit costs include excavation, drainrock and filter fabric.
- 11 Boardwalk will have helical piers to minimize impacts to wetlands. Includes abutments.
- 12 Includes bridge delivered to site and crane rental for placement.
- 13 Safety rail is on outside of trail when vertical drop off exceeds AASHTO standards.
- 14 Includes trail striping, warning and interpretive signs, access control bollards, benches, kiosks, etc.
- 15 Includes moving or removing boulders over 5-ft in diameter. Smaller boulders are included in earthwork.
- 16 Infiltration trench is at toe of slope on downhill side of parking area to infiltrate increase in runoff. Runoff from road is assumed to be infiltrated in adjacent ground.

ATTACHMENT IX-5
APPROVED PLANS

1. The Truckee Trails & Bikeways Master Plan:

<http://www.townoftruckee.com/home/showdocument?id=676>

Appendix B, Trail Segments, of the Plan follows. The Trout Creek Trail Project is listed as trail segments 11 and 13 in the Plan.

2. The Town of Truckee General Plan:

<http://www.townoftruckee.com/departments/planning-division/plans-and-regulations/2025-general-plan>

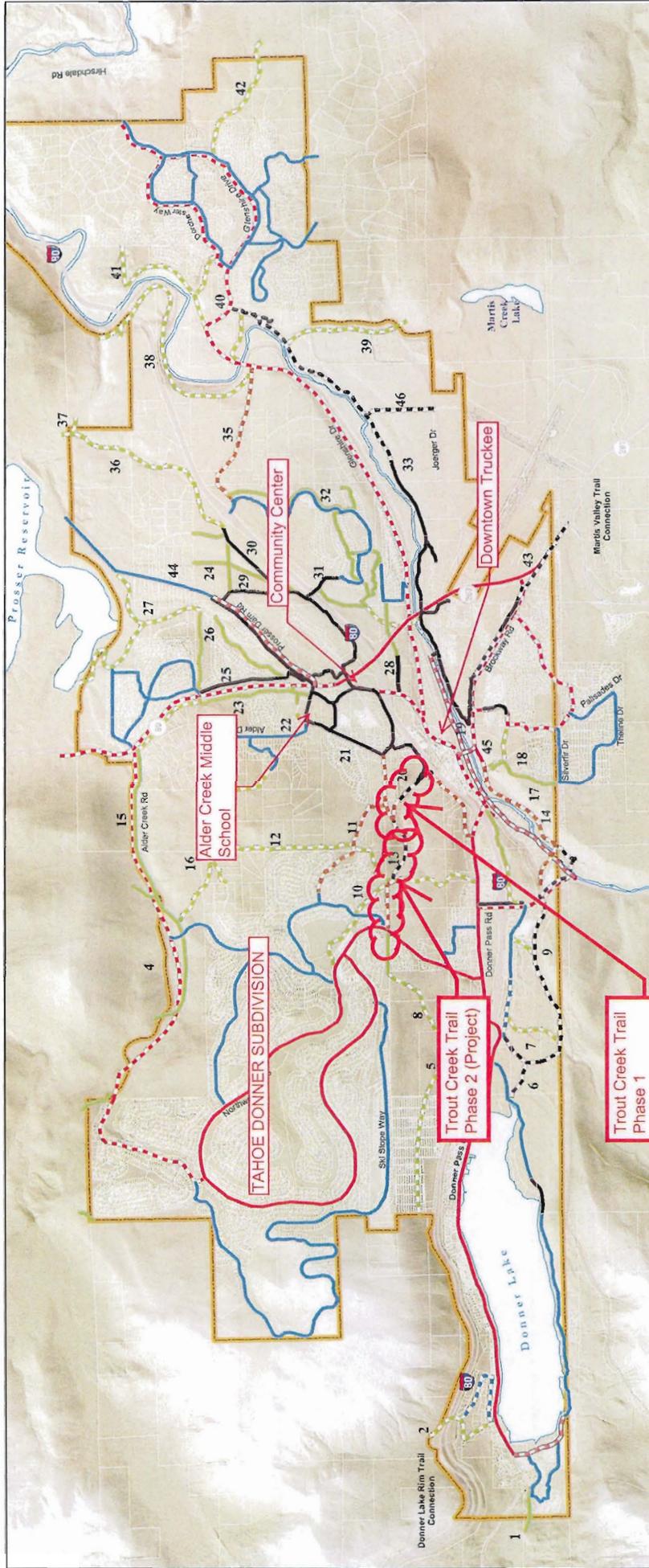
3. Nevada County Transportation Commission Regional Transportation Plan:

<http://www.nctc.ca.gov/documents/RTP/Final%20RTP%207-20-11%20with%20Corrections%20and%20Graphics.pdf>

4. CEQA - The Trout Creek Trail Mitigated Negative Declaration:

<http://www.townoftruckee.com/home/showdocument?id=9918>

The Truckee Town Council adopted the Mitigated Negative Declaration by Resolution 2014-19 on April 22, 2014 (copy follows).



Appendix D Exhibit 1 Local Map

EXISTING AND PROPOSED
TRAIL AND BIKEWAY NETWORK
AS OF 10/30/2012



TOWN OF TRUCKEE

Path: N:\MAPS\SE\Engineering\Trails and Bike Lanes\2012 Bikeways Map\2012 Bikeways Map Update.mxd

Appendix B

Exhibit 1 - Recreational Trail Segment Descriptions

Segment Number	Primary Use (rec, alt, trans or both)	Intended Connection	Segment Description	Opportunities /Constraints
1	Recreation	Donner Lake to Donner Summit Connects to: Old Highway Drive bike route. Regional link.	From west end of Donner Lake off Old Highway Drive bike route to Donner Summit. Also connects with Pacific Crest Trail and Donner Lake Rim Trail. Alternative transportation route provided via Old Highway 40 bike lane.	<ul style="list-style-type: none"> • Utilizes Emigrant Trail easement (existing or to be created upon future subdivision of land) • Trailhead opportunity • Possible alternate and/or additional route via Old Highway 37 from Washoe Road ascending to railroad tracks • Steep • Private Property
2	Recreation	Donner Lake to Donner Lake Rim Trail Connects to: Donner Lake Road bike lane & Donner Pass Road bike lane. Regional link.	Starts from Donner Lake Road bike route at Donner Lake and follows Gregory Creek corridor and portions of Donner Lake Road to Negro Canyon. Also connects with Donner Lake Rim Trail to the north. Alternative transportation route provided via Donner Lake Road bike route.	<ul style="list-style-type: none"> • Scenic corridor along Gregory Creek • Existing I-80 under crossing • Excellent staging area potential at Negro Canyon for access to Donner Lake Rim Trail and beyond • Development potential along Gregory Creek and within Negro Canyon • Creek corridor narrow and steep in places • Northerly access to Donner Lake Road bike route is constrained – narrow and steep
3	Recreation	Tahoe Donner to the North Connects to: Tahoe Donner trail system. Regional link.	Extension of Tahoe Donner trail system through TDHOA lands. Provides access to regional resources - Prosser Hill and OHV staging area.	<ul style="list-style-type: none"> • Possible existing trail/roads • Steep terrain • Private Property
4	Recreation	Tahoe Donner to Commemorative Emigrant Trail Connects to: 15, 16 & Alder Creek Road bike lane. Regional link.	From south side of Alder Creek Road @ trail signage utilizing the existing Commemorative Emigrant Trail, continues west to end of USFS maintained trail. Crosses to north side of Alder Creek Road at Road # 780-12, continuing west to Tahoe Donner campground. Also provides regional link north using small portion of existing Tahoe Donner trail system. Alternative transportation route provided via Alder Creek Road bike lane.	<ul style="list-style-type: none"> • Utilizes existing trail north of Alder Creek campground connecting with Tahoe Donner cross country center • Possible access to Prosser Hill via US Forest Service Road # 780-12 • USFS lands • Mostly existing trail • Provides frequent connection with Alder Creek Road bike lane • Great staging area in summer and for cross country skiing if improved and maintained • Intersection at trail crossing at Alder Creek and US Forest Service Road # 780-12 dangerous
5	Recreation	East end of Donner Lake to Donner Summit Connects to: 8 & Sierra Drive bike route. Regional link.	Provides in-town connection with Donner Summit via Donner Lake Rim Trail, Donner Pass Road bike lane and Sierra Drive bike route. Alternative transportation route provided via Donner Pass Road bike lane.	<ul style="list-style-type: none"> • Portion utilizes USFS and TDPUD lands • Alignment to be planned as part of Donner Lake Rim Trail implementation • Private lands. Potential private property objections from Skislope Road and Armstrong Tract homeowners • Steep in portions
6	Recreation	Donner Memorial State Park to Coldstream Road Connects to: 9 & South Shore Drive extension bike route in State Park.	Connects extension of South Shore Drive bike route through State Park to Coldstream Road. Utilizes unimproved trail along state park fence line.	<ul style="list-style-type: none"> • Public land • Scenic Donner Creek • Existing trail • Environmental resources
7	Recreation	PC-1 to Deerfield Drive Connects to: 9 & Deerfield Drive bike route.	Follows Cold Creek through PC-1, providing access to Coldstream Valley.	<ul style="list-style-type: none"> • Cold Creek bench on east side of creek could provide natural alignment • PC-1 implementation potential (GP PC-1 Policy 8 & 9)

8	Recreation	Armstrong Tract/Donner Lake to Tahoe Donner Connects to: 5, 13, Northwoods Blvd. bike lane & Thomas Drive bike route.	From corner of Palisade Street / Thomas Drive bike route, travels northeasterly utilizing existing logging roads to Northwoods Boulevard @ power lines and potential trailhead location. Alternative transportation route provided via Donner Pass Road and Northwoods Boulevard bike lanes.	<ul style="list-style-type: none"> • Use of existing logging road potential • USFS / TDPUD lands • Possible future development adjoining Armstrong Tract • Possible use of powerline corridors visible from Northwoods Boulevard • Trailhead potential on Northwoods Boulevard just outside of Tahoe Donner boundary • Ties into Tahoe Donner 3rd access road • 3rd access road development may provide nearby trailhead opportunity • Private property • Steep • Northwoods Boulevard crossing difficulty
9	Recreation	Coldstream Road/Donner Memorial State Park to Highway 89 South Connects to: 6, 7, 14, Deerfield Drive bike route & Hwy 89 South bike lane. Regional link.	Important Donner Lake-Downtown recreation connection from Coldstream Road @ I-80 to Deerfield Drive @ Highway 89 South. Utilizes existing rough graded roads, a portion paralleling railroad tracks. Provides regional link to Coldstream Valley, Donner Lake Rim Trail and beyond. Alternative transportation route provided via Deerfield Drive bike route or Donner Pass Road bike lane.	<ul style="list-style-type: none"> • Trailhead connections proposed at west end at Cold Stream Road and at east end at Highway 89 South • PC-1 implementation potential (GP PC-1 Policy 8 & 9) • Utilizes existing dirt roads • Proximity to railroad tracks at southernmost end • Potential conflict with Deerfield Drive residential area
10	Recreation	Gateway to Tahoe Donner Connects to: 13 (Tahoe Donner 3rd access) & Donner Pass Road bike lane	From Gateway switchbacks north past Truckee Falls Golf Course and Tahoe Donner 3rd access to Euer Valley Road. On north side of Luasanne Way, connects along existing trail on west side of Trout Creek through Tahoe Donner to clubhouse. Alternative transportation route provided via Donner Pass Road bike lane to Northwoods Boulevard bike lane.	<ul style="list-style-type: none"> • Use of existing masonry bridge over Trout Creek • Existing logging roads • Possible Donner Pass Road commercial development and Truckee Falls Golf Course residential development • Bennett Flat meadow very wet • Private property • Many private landowners along Euer Valley Road • Travels along backside of properties in Tahoe Donner • Steep
11	Recreation	Tahoe Donner to Downtown Connects to: 12, 13, 20 & Lausanne Way/Basel Place bike routes	Utilizes existing dirt logging roads/path from Basel Place access point following drainage into Downtown @ Bridge Street. Connects with Segment 12 (northerly link), Segment 13 (east-west link, Tahoe Donner 3rd access), and Segment 20 (east-west link, paralleling I-80)	<ul style="list-style-type: none"> • Can utilize existing logging roads/dirt paths • Heavily used paths that connect to downtown • Portion utilizes Tahoe Donner owned land • Scenic drainage • Private property • Possible bridge construction over drainage
12	Recreation	East end of Tahoe Donner to Commemorative Emigrant Trail Connects to: 4, 11 & 16	Provides north-south link from east side of Tahoe Donner to recreation and alternative transportation opportunities north.	<ul style="list-style-type: none"> • Provides primary north-south connection on east end of Tahoe Donner • Use of existing old logging roads, informal trails and dedicated easements • Possible use of Tahoe Donner owned lands along eastern subdivision boundary • USFS lands • Connects to Alder Hill and Prosser area • Private lands
13	Both	Downtown to Tahoe Donner Connects to: 8, 10, 11, 20, 21 & 27	In conjunction with Tahoe Donner 3rd access, connects Historic Downtown @ Bridge Street with Tahoe Donner. Also connects with Segment 21 linking Tahoe Donner 3rd access with Alder Drive and potential school site.	<ul style="list-style-type: none"> • Travels through Euer Valley • Develop in conjunction with 3rd Tahoe Donner access • Possible separated recreation path adjacent to scenic Trout Creek

14	Recreation	Highway 89 South to Downtown Connects to: 9, 16, Southwest River Street bike lane, West River Street bike lane, & Hiwy 89 South bike lane. Regional link.	Important Highway 89 South-Downtown connection. From trailhead at Highway 89 South @ Deerfield, follows Donner Creek to Truckee River on south side of West River Street. Continues along Truckee River on south side of river through Fish and Game property to downtown @ Southwest River Street. Also includes spur connection to possible Truckee River Trail paralleling Highway 89 South and connecting to Tahoe City bike path, potentially utilizing planned USFS Sawtooth Ridge Trail.	<ul style="list-style-type: none"> Trailhead proposed at Highway 89 South and Deerfield Drive Hippia Hill spur connection potential Possible opportunity to develop trail when mouse hole widened Possible use of Donner Creek culvert under railroad tracks, although flooding conflicts Existing Truckee River bridge abutments can possibly be used for crossing Railroad track crossing may be obstacle Existing Highway 89 South mouse hole and Donner Creek under railroad tracks constraints
15	Recreation	Prosser Lakeview Estates to Commemorative Emigrant Trail Connects to: 4, 22, Alder Creek Road bike lane & Hwy 89 North bike lane	Continuation of Commemorative Emigrant Trail @ Alder Creek Road to Highway 89 North. Utilizes existing bench between Alder Creek Road and Alder Creek to Highway 89 North. Provides connection with primary north-south corridor (Segment 22) paralleling Highway 89 North.	<ul style="list-style-type: none"> Use of existing bench Scenic Alder Creek Private property Right-of-way constrained at Alder Creek Road/Alder Drive intersection Environmental resources Connection and topography at Highway 89 North/Alder Creek Road curve difficult
16	Both	Prosser Lake Heights/ PC-2 to Tahoe Donner/ Commemorative Emigrant Trail Connects to: 12 & Beacon Road extension bike route	Connection between north-south Segment 12 on west side to Beacon Road extension on east side. Provides important east-west connection, possibly utilizing existing logging roads and dedicated easements. Also includes spur connection with the east end of Brookstone Road utilizing existing rough graded road and right-of-way.	<ul style="list-style-type: none"> North abutting USFS lands and logging roads Tahoe Donner North access to middle school Key east-west connection Private property
17	Recreation	Truckee River Regional Park/Ponderosa Palisades to Sawtooth Ridge Trail Connects to: 18, 19, 33 & Hiwy 267 bike lane. Regional link.	From proposed trailhead at Truckee River Regional Park, travels south and west over Highway 267 through Hilltop. Could utilize Thelin Road right-of-way into Placer County, providing link to USFS 06 Road and planned Sawtooth Ridge Trail.	<ul style="list-style-type: none"> Key connection between Downtown/ Truckee River and southerly public lands and recreational opportunities Public land and Thelin Drive public right-of-way Utilizes portion of Great Race Trail Private land Topographic constraints
18	Both	Ponderosa Palisades/ Hilltop to Sierra Meadows/ Truckee River Trail Connects to: 14, 17 & Palisades Drive bike lane.	Travels from Ponderosa Palisades at Palisades Drive/Ponderosa Road intersection west toward Truckee River. Connects with Truckee River Trail (Segment 14) @ Fish and Game owned property adjacent to river.	<ul style="list-style-type: none"> Provides good connection between Ponderosa Palisades and Donner Lake and planned Truckee River Park Can utilize existing trail and likely (need verification) public right-of-way of Palisades Drive and Thelin Drive Scenic Truckee River and historic Hilltop Very steep Private property Residential conflict potential
19	Recreation	Downtown to Hilltop Connects to: 17 & Hiwy 267 bike lane	Short spur connecting Historic Downtown to Hilltop area.	<ul style="list-style-type: none"> Existing very rough trail adjacent to Highway 267 Steep in places
20	Recreation	Gateway to PC-2 Connects to: 11, 13, 22 & Donner Pass Road / Hiwy 89 North bike lanes	From Gateway area at historic McIver Dairy site parallels I-80 to USFS station @ Highway 89 North. Gateway-Highway 89 North connection around downtown.	<ul style="list-style-type: none"> Existing dirt path on Gateway East development parcel and continuing east Connects with trailhead location @ Bridge Street Private property

21	Both	Downtown/Tahoe Donner to PC-2 Connects to: 13, 27 & Alder Drive bike lane/route	Spur connection from Tahoe Donner 3rd access (Segment 13) north to PC-2 school site, Alder Drive, and continuing to Prosser area via Segment 27.	<ul style="list-style-type: none"> Implementation as part of Tahoe Donner 3rd access and/or PC-2 Could follow scenic drainage Private property Drainage crossing
22	Alternative Transportation	Downtown to PC-21 Prosser subdivisions Connects to: 15, 20, 21, 23, 24, 27, Alder Drive bike lane, Alder Creek bike lane, and Highway 89 North bike lane.	Parallels Highway 89 North on the west side and proposed Class II bike lane on highway. Follows an existing dirt path from USFS to Alder Drive.	<ul style="list-style-type: none"> Trailhead potential at Alder Drive/PC-2 intersection in conjunction with school Connections to planned downtown trails Private property Sleep at north end of Alder Creek Road intersection
23	Recreation	Prosser Lake Heights to PC-2 Connects to: 22 and Alder Drive bike route	Begins @ end of Beacon Road within existing right-of-way, utilizing existing dirt footpath.	<ul style="list-style-type: none"> Utilizes existing Beacon Road extension right-of-way dedication Existing rough foot path Centralized east-west access for PC-2 Possible PC-2 implementation Abutting residential uses
24	Recreation	Prosser Lake Heights/ Sugar Pine Estates to PC2 Connects to: 22 & Alder Drive bike route	Begins @ end of Alder Drive utilizing existing rough graded road and correlating utility easement. ***this segment changed - needs modification***	<ul style="list-style-type: none"> Existing easement potential Existing rough grade logging road potential Possible PC-2 implementation Abutting residential uses
25	Both	Prosser Lakeview Estates to proposed Middle School Connects to: 26 & 27	Connects Prosser Lakeview Estates @ Rainbow Drive with Highway 89 North @ Alder Drive via Segment 27. Provides access to proposed middle school site traveling on the east side of Highway 89 North.	<ul style="list-style-type: none"> Existing informal trails in area Access on east side provides neighborhood access to school Possible PC-2 implementation
26	Recreation	Prosser Lakeview Estates at Highway 89 North to Alder Drive Connects to: 24, 25, 27, 2, Hwy 89 North bike lane & Rainbow Drive bike route	East-west connector from Highway 89 North to Segment 27 providing access to northerly public lands and recreational opportunities.	<ul style="list-style-type: none"> Existing utility corridor south of Prosser Lakeview Estates Possible residential use conflict
27	Recreation	PC-2 to Prosser Lakeview Estates/Prosser Reservoir Connects to: 21, 22, 25, 26, 29, Hwy 89 North bike lane & Prosser Lakeview Estates bike route. Regional link.	From Highway 89 North at Alder Drive/ Prosser Damn Road intersection north to USFS lands/Prosser Reservoir. Also includes spur connection east to Prosser Dam Road bike lane around southeast side of Prosser Reservoir.	<ul style="list-style-type: none"> Historic railroad right-of-way and bridge @ west side of Prosser Reservoir @ Alder Creek drainage Public land connecting to Commemorative Emigrant Trail Existing roads Private property Possible wetlands/riparian corridor
28	Alternative Transportation	Olympic Heights to Downtown Connects to: 29, Hwy 89 North bike lane & Olympic Boulevard bike route. Regional link.	From Olympic Heights @ end of Olympic Boulevard to Highway 89 North and Downtown @ cemetery.	<ul style="list-style-type: none"> USFS lands Existing informal trails Utilize historic trail alignment Heavily used trails and utility road Highway 267 bypass major obstacle to trail alignment
29	Both	Olympic Heights/Truckee River to Prosser Area Connects to: 26, 27, 28, 30, 31, 33 & Prosser Dam Road bike lane.	North-south connection between Olympic Heights and Truckee River to Pannonia Ranchos, Prosser Lakeview Estates and Prosser Reservoir. Utilizes Fiberboard under crossing.	<ul style="list-style-type: none"> Possible river crossing utilizing sewer line bridge @ East River Street Possible implementation with development of Old Mill Site Possible use of large Trout Creek culvert if redesigned Private property Three difficult crossings on southernmost end: railroad tracks, Truckee River, Glenshire Drive

30	Alternative Transportation	Pannonia Ranchos to Downtown Connects to: 29, 31, 35 & 36	Follows existing rough graded wide road. Utilizes Fiberboard under crossing from Pannonia Ranchos and Prosser Village Interchange in route to Downtown. Also connects Prosser Village Interchange with Fibreboard under crossing.	<ul style="list-style-type: none"> Potential dedication as part of development Flat Additional possible spur connection with Mount Rose View extension @ Pannonia Ranchos
31	Alternative Transportation	Two north-south corridors Connects to: 29 & 32	An east-west connector trail following a rough graded road linking two primary north-south corridors - Segment 29 and Segment 32.	<ul style="list-style-type: none"> Dedication possible with development potential of site
32	Both	Olympic Heights to Pannonia Ranchos/ Prosser Area Connects to: 30, 31, 35, 36 & Olympic Blvd. bike route	From Olympic heights @ Olympic Boulevard to Pannonia Ranchos via Prosser Village interchange and on to Prosser Reservoir via Segment 33.	<ul style="list-style-type: none"> Uses existing rough road Dedication possible with development potential of site Private Property Wildlife migration corridor conflict potential
33	Recreation	Downtown to Glenshire Connects to: 18, 29, 34, 39, Glenshire Drive bike lane & Hwy 267 bike lane.	Our Truckee River Legacy Trail. Follows Truckee River on south side from Downtown to Glenshire. Options include using existing utility right of way traveling along existing cut or following the river to proposed trailhead at new bridge. River side access would require two river crossings at bridges due to steep slopes.	Existing parking east side of new bridge Connections to Truckee River Regional Park and planned Joerger Drive ballfields Utility right-of-way Steep eroding slope
34	Recreation	Truckee River Regional Park to Martis Valley Connects to: 33. Regional link.	Connects with westernmost portion of Legacy Trail, providing continued access to planned Joerger ball fields and Martis Valley recreational opportunities.	Connects to campground and Dam Public lands Flat
35	Both	Glenshire to Prosser Area Connects to: 30, 31, 32, 38 & Glenshire Drive bike lane.	From informal sled hill at Glenshire Bridge crosses Airport Flats area, utilizing Prosser Village Interchange to make east-west connection with resources and residential areas beyond.	Flat Existing right-of-way potential Private property
36	Recreation	Prosser to Prosser Reservoir Connects to: 30, 31, 35 & 37. Regional link.	Prosser Village Interchange @ I-80 to Prosser Reservoir following Station Creek.	Existing USFS informal roads and trails along scenic Station Creek Public lands Wetlands potential Steep northerly link Private lands Potential motorized conflict from Prosser Pits OHV Area
37	Recreation	Glenshire to Prosser Reservoir Connects to: 36 & 38. Regional link.	From Prosser Pits OHV Area, utilizes dirt road @ old dam, then travels along Prosser Creek on the north side following an existing trail to railroad tracks @ intersection with Segment 38.	Public lands Existing rough trail on south side of Prosser Creek Necessary out-of-town connection Possible environmental constraints Potential railroad conflict
38	Recreation	Glenshire to Boca Reservoir Connects to: 35, 37 & Glenshire Drive bike lane. Regional link.	Connects Glenshire Drive at Glenshire Bridge north to Prosser Creek (Segment 37). Follows railroad tracks and river along the north side to Boca Reservoir and Historic Townsite trail.	<ul style="list-style-type: none"> Historic site potential - railroad related Use of railroad right-of-way on the south end of the trail segment may pose conflict River has tight curve; constrained access; steep bank Private lands Need to cross under I 80 - limited opportunities Steep

39	Recreation	Truckee River Trail to Martis Valley Connects to: 33. Regional link.	Follows Martis Creek south from Truckee River Trail to Martis Valley.	<ul style="list-style-type: none"> • Significant recreational opportunity at Martis Creek Lake • May be constraints due to Teichert operations and creek
40	Recreation	Glenshire to Truckee River Connects to: 41 & Dorchester Drive bike lane	Recreational link providing Truckee River access from Glenshire subdivision from Dorchester Drive.	<ul style="list-style-type: none"> • Glenshire HOA lands • Scenic drainage • Steep canyon • Private lands
41	Both	Glenshire to Truckee River Connects to: Glenshire Drive bike lane	Recreational and alternative transportation link providing Truckee River access from Glenshire subdivision from Archery View.	<ul style="list-style-type: none"> • Development potential • Could utilize existing graded roads • Private property (Sha Neva and FlyCasters) • Existing Sha Neva operations
42	Recreation	Glenshire to Tahoe Boca Estates Connects to: Glenshire Drive bike lane, Regional link.	Follows drainage and existing dirt roads through Glenshire from store along creek to Tahoe Boca Estates.	<ul style="list-style-type: none"> • Staging area opportunity • Primary access from Glenshire to public lands to the east • Drainage and meadow constraints
43	Both	Downtown to Martis Valley Connects to: 19, 33 & State Highway 267 bike lane, Regional link.	Parallels State Highway 267 (Brockway Road), connecting both existing and future development.	<ul style="list-style-type: none"> • Dense existing and new development potential length of corridor • Wide public right-of-way • Existing commercial development and improvements on north side of corridor • State Highway 267 bypass constraint

**TOWN OF TRUCKEE
California**

RESOLUTION 2014-19

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TRUCKEE
ADOPTING A MITIGATED NEGATIVE DECLARATION
FOR THE TROUT CREEK TRAIL PROJECT**

WHEREAS, the Town of Truckee prepared an Initial Study to identify potentially significant effects that may result from the construction of the Trout Creek Trail Project, hereinafter referred to as the "Project"; and

WHEREAS, the Initial Study identified that the Project may have several potentially significant effects on the environment; and

WHEREAS, the Town of Truckee prepared a proposed Mitigated Negative Declaration based on the findings of the Initial Study; and

WHEREAS, mitigation measures have been identified in the Initial Study/Mitigated Negative Declaration to avoid the potentially significant effects or mitigate the effects to a point where no significant effects would occur; and

WHEREAS, the Town of Truckee released the Initial Study and proposed Mitigated Negative Declaration for public review and provided a notice of intent to adopt a Mitigated Negative Declaration in accordance with Section 15072 of the CEQA Guidelines; and

WHEREAS, the Town of Truckee provided a public review period of not less than 30 days and sent copies of the proposed Mitigated Negative Declaration to the State Clearinghouse in accordance with Section 15073 of the CEQA Guidelines; and

WHEREAS, the Town Council, as the lead agency, considered any and all comments received during the public review process; and

WHEREAS, the Town Council on April 22, 2014 held a public meeting to consider the adoption of the Mitigated Negative Declaration.

NOW THEREFORE BE IT RESOLVED, the Town Council of the Town of Truckee hereby adopts the Mitigated Negative Declaration, and the Initial Study used as the basis for the Mitigated Negative Declaration, for the Project.

BE IT FURTHER RESOLVED, the Town Council hereby adopts the following as the mitigation monitoring and reporting program for the Mitigated Negative Declaration:

- a. The mitigation measures shall be incorporated into the Project as construction specifications, special provisions, required permits, and the Storm Water Pollution Prevention Plan.

- b. The mitigation measures shall be implemented by the Contractor and monitored by the Public Works Director Town Engineer, Community Development Director, and Town Resident Engineer.

BE IT FURTHER RESOLVED, the Town Council hereby finds on the basis of the whole record before the Town Council, including the Initial Study/Mitigated Negative Declaration and any comments received, that there is no substantial evidence that the Project will have a significant effect on the environment.

BE IT FURTHER RESOLVED, the Mitigated Negative Declaration, Initial Study, and other documents and materials constituting the record of proceedings are located in the Town of Truckee Engineering Division, 10183 Truckee Airport Road, Truckee, California under the custody of the Public Works Director/Town Engineer.

The foregoing Resolution was introduced by Council Member Wallace Dee, seconded by Vice Mayor Barr, at a Regular Meeting of the Truckee Town Council, held on the 22nd day of April, 2014 and adopted by the following vote:

AYES: Council Members: Wallace Dee, deRyk Jones, Brown, Vice Mayor Barr, and Mayor Flora.

NOES: None.

ABSENT: None.



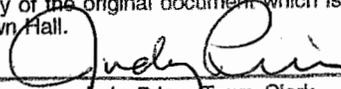
Patrick Flora, Mayor

ATTEST:



Judy Price, MMC, Town Clerk

I hereby certify that this is a true and correct copy of the original document which is on file at Town Hall.



Judy Price, Town Clerk

ATTACHMENT IX-6

PUBLIC PARTICIPATION

The Town of Truckee used a combination of venues to solicit public input during the planning stages of the Project. The Trout Creek Trail Phase 2 is one of the components of the Truckee Trails & Bikeways Master Plan. The Plan, adopted by Truckee Town Council on April 4, 2012, was prepared with considerable public input, including but not limited to, five brainstorming sessions, Council appointed Advisory Committee and Advocacy Group, monthly meetings and weekend mapping sessions, more than 30 meetings representing more than a thousand hours of volunteer time committed to the planning effort and informal community workshops (attended by over 50 members of the public) designed to solicit initial and uncensored feedback from the community.

On May 17, 2007 Truckee Town Council approved the amendment of the Truckee Trails & Bikeways Master Plan. In preparation of the amendment the Town partnered with Streamline Consulting and Truckee Trails Foundation in a community based planning effort – Connecting Neighborhood Project. Over eight months these efforts included community input, eight core meetings, three advisory committee meetings and a public survey. Local agencies and non-profit organizations that participated in this process, in addition to the members of the community, included the Town of Truckee, Truckee Town Council, Truckee Trails Foundation, Truckee Donner PUD, Northstar CSD, Truckee Donner Land Trust, Tahoe-Pyramid Bikeway, Truckee Tahoe Bicycle Coalition, United States Forest Services, Truckee River Watershed Council, Noon Rotary Club of Truckee and Our Truckee River Legacy Foundation.

In November 2012, the Town of Truckee updated the Truckee Trails and Bikeways Master Plan for a second time. It was reviewed at publicly noticed meetings by the Truckee Planning Commission and reviewed and adopted by the Truckee Town Council.

The Truckee Trails and Master Plan is currently undergoing amendment. The Project is listed in the master plan as trail segments 11 and 13. The plan includes public outreach and participation. To date the current plan amendment public outreach and participation process has included two publically noticed Stakeholder Committee Meetings, a public workshop and an on-line survey. The survey found the two top user choices for trails and bikeways were walking and mountain biking. 40% of those responding indicate they use trails a few times a week and preferred off street paved multi-use pathways.

Approval of the submittal of an ATP application for Trout Creek Trail was before a public meeting of the Town of Truckee Town Council meeting held May 13, 2014.

The following document public participation for this project:

- Truckee Town Council meeting agenda of May 13, 2014.
- Truckee Trails & Bikeways Master Plan current update process and progress.
- February 2014 Truckee Trails & Bikeways Master Plan Newsletter.

- Public Comment February 26, 2014 Workshop and Online Survey.



TOWN OF TRUCKEE
TOWN COUNCIL
AGENDA
May 13, 2014 6:00 p.m.
Town Hall - Administrative Center
10183 Truckee Airport Road, Truckee, CA

1. CALL TO ORDER

2. ROLL CALL: Council Members; Brown, deRyk Jones, Wallace Dee, Vice Mayor Barr, and Mayor Flora.

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENT - This is an opportunity for members of the public to address the Council on items which are not on this agenda. Please state your name for the record. Comments are limited to three minutes. Written comments should be submitted to the Town Clerk 24 hours prior to the meeting to allow for distribution. Under state law the Council cannot take action on an item not on the agenda. The Council may choose to acknowledge the comment or, where appropriate, briefly answer a question, refer the matter to staff, or set the item for discussion at a future meeting.

5. PRESENTATIONS - None.

6. CONSENT CALENDAR

6.1 Minutes of April 17 and 22, 2014 Regular and Closed Session.

Recommended Action: Approve Minutes.

6.2 Treasurer's Report for the Quarter Ended March 31, 2014.

Recommended Action: Accept and file report.

6.3 Truckee River Legacy Trail Phase 3B Trailhead – Environmental Enhancement and Mitigation Program.

Recommended Action: Adopt Resolution 2014-24 requesting Environmental Enhancement and Mitigation Program funds for construction of a Truckee River Legacy Trail Phase 3B Trailhead near Glenshire Drive.

6.4 Replacement of Vehicle #825 Dodge Charger Patrol Vehicle.

Recommended Action: Authorize the Public Works Director/Town Engineer to purchase (1) 2014 Chevrolet Tahoe with special service package from Wondries Chevrolet to replace vehicle #825, a Dodge Charger patrol unit.

6.5 Trout Creek Trail – Phase 2, Active Transportation Program.

Recommended Action: Adopt Resolution 2014-21 requesting Active Transportation Program funding from the California Department of Transportation for the Trout Creek Trail Phase 2 Project.

6.6 Easement Abandonment, 11042 and 11062 Meek Court, David and Jessica Marr, Application 14-004a/LLA-ABN.

Recommended Action: Adopt Resolution 2014-23 approving the abandonment of two five-foot wide public utility easements located on each side of the common property between 11042 and 11062 Meek Court; and authorize the Town Manager to sign the Indemnification Agreement between the Town of Truckee and David and Jessica Marr.

6.7 Contract for Preparation of an Initial Study/Mitigated Negative Declaration for the Truckee Commons/Grocery Outlet Project.

Recommended Action: Approve the scope of work and costs to prepare an Initial Study/Mitigated Negative Declaration for planning Application 12-036b/DP-TM-MUP-HDR-SP and authorize the Town Manager to execute the agreement with ESA Land Management, which includes a cost not to exceed \$26,738.

6.8 Amendment to civil engineering design contract with Stantec Consulting Services, Inc. for the West River Street Bike Lane Project, Capital Improvement Project 60-13-07.

Recommended Action: Authorize the Town Manager to execute a design services contract amendment with Stantec Consulting Services, Inc. in the amount of \$26,922 for the West River Street Bike Lane Project for a total authorized contract amount of \$301,703.

6.9 Commissioning Services Contract Amendment.

Recommended Action: Authorize the Town Manager to execute an amendment to the Town commissioning services contract with Bender Engineering and Construction Inc. to add additional scope of work increasing the current contract by \$15,770.59 for a not-to-exceed amount of \$34,320.59.

7. DISCUSSION ITEMS

7.1 STAFF REPORT – Resolution regarding Employment and Compensation Interests.

Recommended Action: Approve Resolution 2014-25 adopting the Council's interest and principles related to employee compensation.

7.2 PUBLIC HEARING – Parcel Charges for Town Special Service Areas and Permanent Road Divisions.

Recommended Action: Conduct a public hearing on Town Special Service Area and Permanent Road Divisions and adopt Resolution 2014-26 setting assessments for the 2014/2015 fiscal year.

8. COUNCIL REPORTS

9. ADJOURNMENT

To the Closed Session meeting May 13, 2014 immediately following the Redevelopment Successor Agency meeting; the Budget Workshop May 19, 2014 2:00 p.m.; and the regular meeting of the Truckee Town Council May 27, 2014, 6:00 p.m. at Town Hall, 10183 Truckee Airport Road, Truckee, CA.

Please note the Redevelopment Successor Agency will meet immediately following the Truckee Town Council Meeting.

Town of Truckee Public Financing Authority – Notice of Cancellation

The May 13, 2014 regular meeting of the Truckee Public Financing Authority is hereby cancelled. Regular meetings are scheduled for the second and fourth Tuesday of each month, immediately following the Town of Truckee Council meeting.

NOTE: As a sustainable practice a separate agenda for the Public Financing Authority will be provided only if there are items to consider. If the meeting is cancelled the agenda will be combined with the Council Agenda. If there are items for the Public Financing Authority to consider a separate agenda for

that body will be produced.

POSTING: I declare a copy of this agenda was posted at Town Hall, 10183 Truckee Airport Road, Truckee, CA, on Thursday, May 8, 2014, by 5:00 p.m. Agenda packets will be available for public review Friday, May 9, 2014, at Town Hall, Truckee Library, and online at www.townoftruckee.com.

Any writings or documents provided to a majority of the Truckee Town Council regarding any item on this agenda will be made available for public inspection in the foyer in front of Council Chambers located at 10183 Truckee Airport Road, Truckee, CA, during normal business hours.

Judy Price, MMC, Town Clerk

NOTE: Public participation is encouraged. In compliance with Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and in compliance with the Ralph M. Brown Act, if you need special assistance to enable you to attend and participate in this meeting, or if you need the agenda or related materials in an alternative format, please contact the Town Clerk (530) 582-7700. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to all aspects of this meeting. For information on recent changes to the Ralph M. Brown Act (effective January 1, 2003) with regard to ADA requirements please see Government Codes 54953.2, 54954.1, 54954.2, and 54957.5.



The Town of Truckee is currently working on a comprehensive update of the Truckee Trails and Bikeways Master Plan. Below is information on this project and ways to get involved.

COMMUNITY SURVEY

The Town of Truckee has created a second community survey to collect feedback from members of the community on the Trails and Bikeways Master Plan Update. The survey will run through May 12, 2014.

To fill out the survey, please use the following link:

<https://www.surveymonkey.com/s/VoteOnTruckeeTrailsandBikeways>

COMMUNITY SURVEY FEEDBACK

The Town of Truckee created a community survey to collect feedback from members of the community on the Trails and Bikeways Master Plan Update. The survey sought feedback on issues such as current trail usage, future trail and walkway alignments, suggestions on what residents would like to see in the future, and information on whether trails should be groomed or plowed for winter activities.

To view the survey results, [please click here](#).

Additional public comment on this project can be submitted to Jenna Endres, Associate Planner, by email at jendres@townoftruckee.com or by mail to 10183 Truckee Airport Road, Truckee, CA 96161.

MASTER PLAN UPDATE NEWSLETTER

The Town has created a newsletter with information on the Truckee Trails and Master Plan Update, including background on the plan, information on the master plan update process, and ways for the

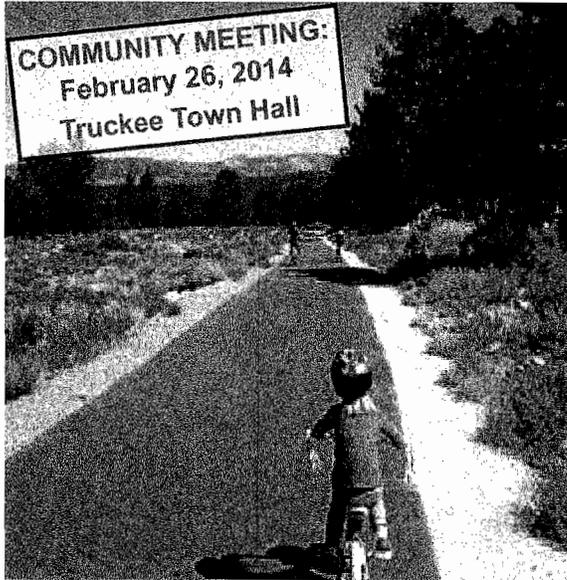


TRUCKEE TRAILS & BIKEWAYS MASTER PLAN



Master Plan Update

February 2014



The Legacy Trail near the Riverview Sports Park.
Credit: Truckee Trails Foundation

TOWN SEEKS PUBLIC INPUT ON TRAILS & BIKEWAYS MASTER PLAN UPDATE

The Town of Truckee is working on a comprehensive update of the Truckee Trails & Bikeways Master Plan, the guiding document for developing and maintaining Truckee's system of trails and bikeways.

"This is the first comprehensive update we have ever made to the Trails and Bikeways Master Plan," said Community Development Director John McLaughlin. "It is a great opportunity for the community to help us plan for the future of our trails."

The Trails and Bikeways Master Plan was adopted in 2002. The Town of Truckee General Plan established Land Use, Conservation & Open Space, and Circulation policies that encourage the development and implementation of a

non-motorized system promoting the use of alternative transportation and creating recreational opportunities for the Truckee community and beyond.

Specifically, the General Plan provides direction to "establish a town-wide multi-use public trail system" through the development and adoption of a local Master Plan. The purpose of the Truckee Trails and Bikeways Master Plan was to implement this vision and many other directly related policies contained within the General Plan.

Community Survey
Visit the Town website at www.townoftruckee.com for more information

Continued on page 2

WHAT'S NEW IN THE MASTER PLAN?

A great deal has changed since the Truckee Trails and Bikeways Master Plan was approved in 2002. Since that time, a number of trails and bikeways have been built and expanded, in addition to other amenities such as at the Truckee Bike Park. The Master Plan is being updated to reflect current amenities and future projects, as well as taking a fresh look at the goals and policies in the plan to ensure their continued relevance in shaping the future of Truckee trails and bikeways.

What's in the plan?

The Trails and Bikeways Master plan provides long-range vision for the area's trails and bikeways. It includes goals, policies and implementation items; prioritization of proposed trails and bikeways; trail maintenance priorities and standards; design standards for recreational trails and bikeways; and implementation financing.

What is the focus of this update?

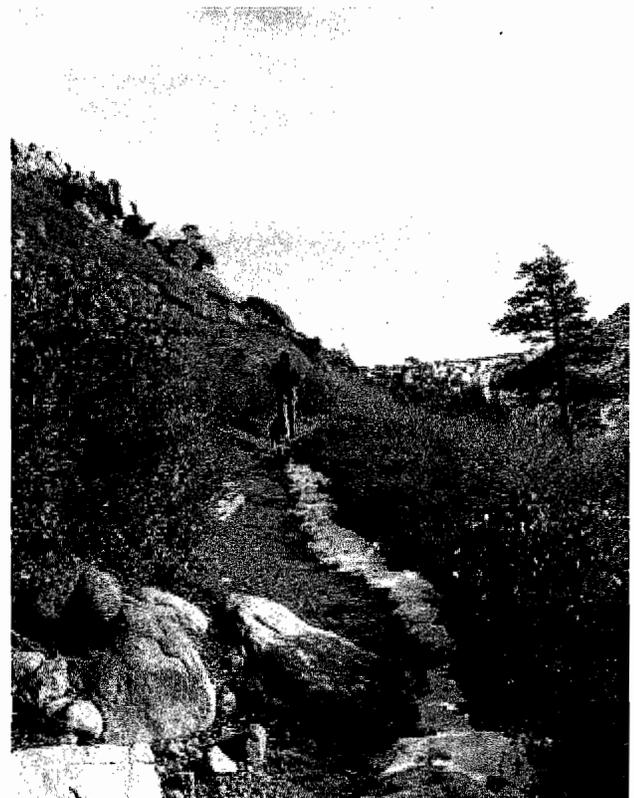
The Town's stakeholder committee will

review the goals and policies established in the plan to ensure that they continue to meet the community's needs, as well as creating a new list of prioritization for future trail construction and maintenance.

The stakeholder committee will also address issues such as whether trails should be groomed or plowed to allow for cross-country skiing or biking during the winter months. Community feedback through surveys and public workshops will help the committee determine how the plan can best address the needs of the community.

What's new for this update?

One of the new issues that the stakeholder committee will consider is whether to include pedestrian connectivity as part of the Trails and Bikeways Master Plan. Pedestrian connectivity would include sidewalks and other connections between pedestrian areas.



Recreational trails in the Truckee area allow for year-round uses.

Continued on page 4

MASTER PLAN UPDATE:

Continued from Page 1

Although development of the Trails and Bikeways Master Plan was primarily driven by the Town of Truckee, it is a community plan to be used by all public and private entities proposing development of a recreational trail or on-street bikeway project within the plan boundaries. It is intended to be used as a guide for future local, state and federal roadway improvement projects and all future recreational trail projects.

A stakeholder group was formed in December 2013 to assist with the update, and community feedback will be solicited through several public workshops and a community survey.

“A great deal has changed in our community in the past 12 years,” said McLaughlin. “Feedback from the community is essential to shaping the future of trails in our community.”



TOWN SEEKS “BICYCLE FRIENDLY AMERICA” STATUS

One of the goals of the Master Plan Update is ensuring that the Town is able to qualify for bicycle- and pedestrian-related grants and participation in programs dedicated to promoting active bike and pedestrian lifestyle.



The Bicycle Friendly America program, through the League of American Bicyclists, is one such program. Bicycle Friendly America provides a road map, hands-on assistance, recognition, and tools for states, communities, universities and businesses to make bicycling a real transportation and recreation option for all people. The program includes five essential categories: engineering, education, encouragement, enforcement, evaluation & planning.

According to the BFA website, “Bicycling is more than a practical, cost-effective solution to many municipal challenges. It’s an opportunity to make your community a vibrant destination for residents and visitors — a place where people don’t just live and work, but thrive.”

TOWN UTILIZES GRANT AWARDS TO EXPAND TRAILS & BIKEWAYS SYSTEM

Since adopting the Truckee Trails and Bikeways Master Plan in 2002, the Town of Truckee has actively worked to expand the trail system within the town limits.

“We have been extremely fortunate to receive grant dollars that have provided funding to expand our trail infrastructure,” said Tony Lashbrook, Town Manager.

Currently, Truckee has a total of 15 miles of Class I trails (bike paths or multiuse trails completely separate from the street) open to the public, including 6.6 miles of Town-maintained trails (the Legacy Trail, Brockway Road, Frishman Hollow, Public Service Center and Roundabout paths) and 6.7 miles of privately maintained trails (Old Greenwood, Gray’s Crossing, Pine Forest and the Pioneer commerce Center).

Truckee also has a total of 15 miles of Class II bike lanes (30 lane miles on Donner Pass Road and Northwoods Boulevard) and 32 miles of Class III bike routes (64 lane miles in Tahoe Donner, Prosser and Glenshire).

The Town has completed several trail projects in recent years, such as the Brockway Road Trail (funded by a \$654,750 grant from the Bicycle Transportation Account) and Phase 3A extension of the Legacy Trail. In addition to these efforts, the Town is currently working on several new trail and bikeway projects.

Legacy Trail

The first phase of the Truckee River Legacy Trail was completed in 2001.

Phase 3B is anticipated to be completed in summer 2014, adding 2.2 miles of Class I trail connecting the Truckee River Sports Park to Glenshire Drive. A \$2.9 million grant from the California Natural Resource Agency was secured to complete this phase of the trail.

Tahoe Donner to Downtown Trail

The Tahoe Donner to Downtown Trail is 1.5 miles of Class I trail that will connect Northwoods Boulevard to Bridge Street. Construction of Phase 1 of the trail is scheduled to begin in 2014.

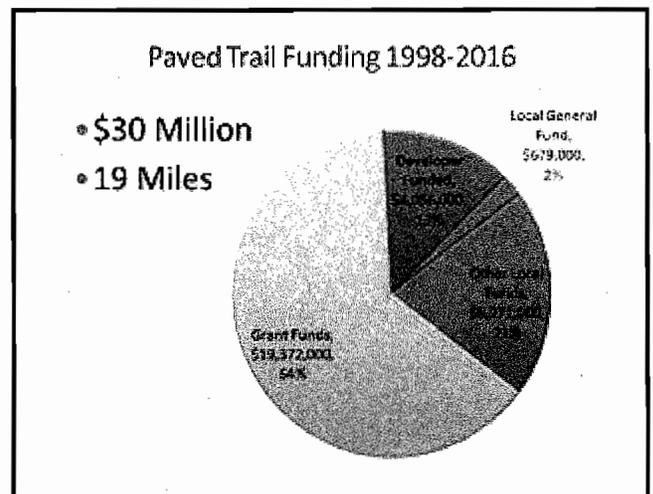
SR 89 Mousehole

The Mousehole is a pedestrian/bike tunnel on State Route 89 funded by a \$1.5 million Transportation Investment Generating Economic Recovery (TIGER) grant. The half mile of Class I trail will connect Deerfield Drive to West River Street. Construction is scheduled to begin in 2015.

Glenshire Drive

The Glenshire Drive project began with Phase 1 in 2013; Phase 2 will be completed in 2014. A \$900,000 grant from the Highway Safety and Improvement Program provided funding for the widening and reconstruction project, which adds Class II bikeways to Glenshire Drive, connecting Glenshire with Downtown Truckee.

“These trail improvements add a great deal to the character of our community,” said Lashbrook. “Many of these projects would not have been possible without grant funding.”



TRUCKEE TRAILS & BIKEWAYS MASTER PLAN IDENTIFIES TRAIL BENEFITS

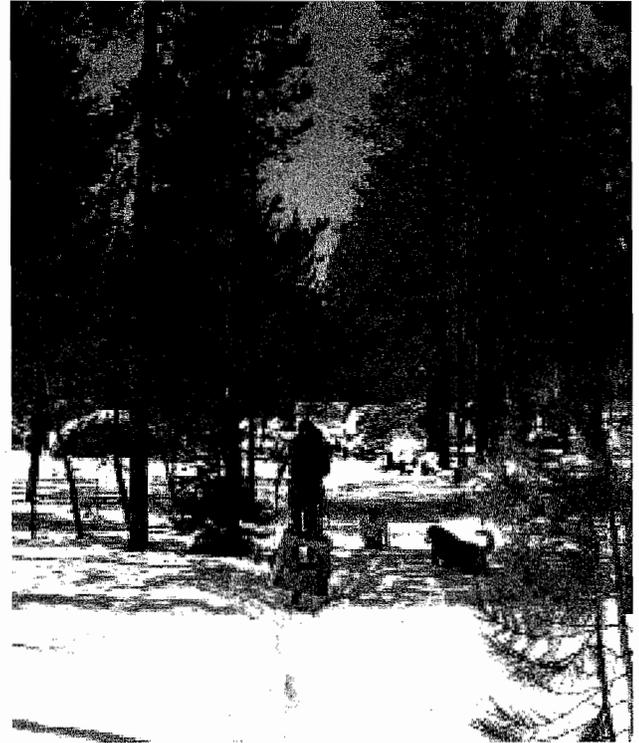
Trails and multi-use paths are the foundation of a comprehensive bicycling and walking system. Trails offer numerous aesthetic and recreational opportunities, as well as commuter options for walking, hiking, bicycling, skating or otherwise traveling to and from community destinations. Residents desiring to bicycle or walk to work, go for a family bicycle ride or walk to the park or library, enjoy a longer outing to and around Donner Lake or along the Truckee River, or simply take pleasure in walking will benefit from new trails. Residents that use trails gain the added health benefit of exercise through cycling and walking.

As trail systems are implemented, they also offer an alternative mode of transportation to the automobile. With

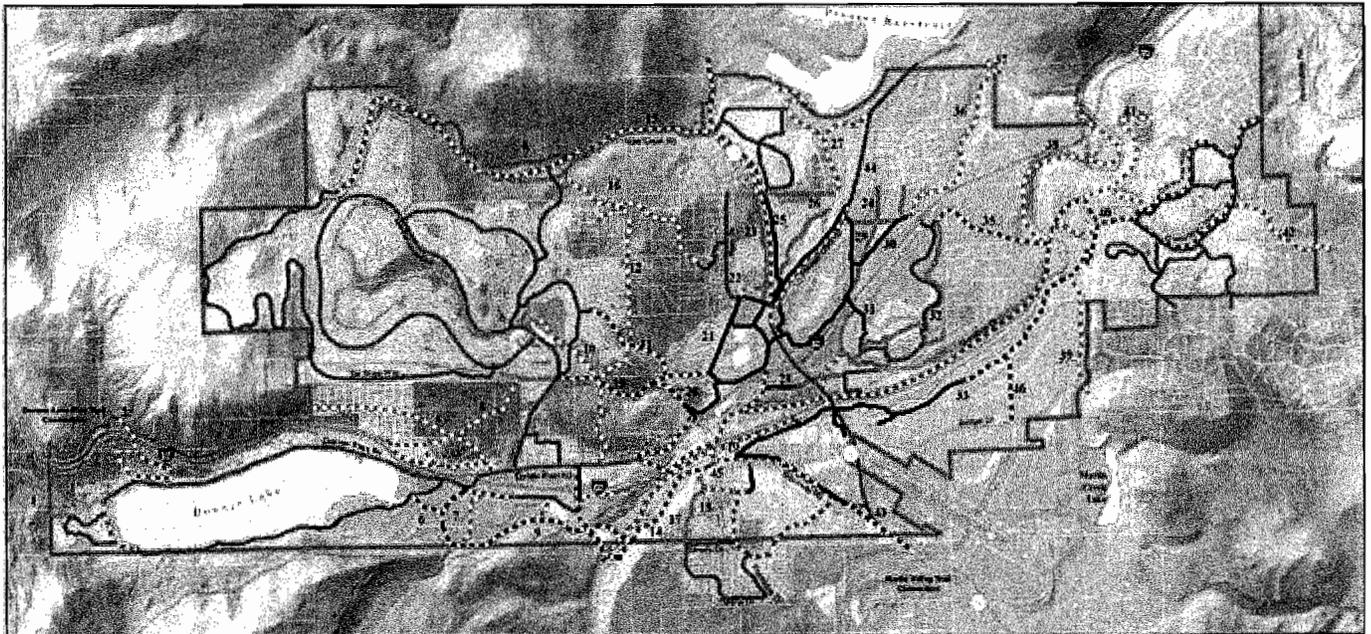
increased walking and bicycling as a means of transportation, measurable air quality benefits result.

Trails can have unexpected value by serving as a buffer for open spaces, wetlands and wildlife habitat, and even preserving clean water and aquifers. Along with these environmental benefits, trails offer educational opportunities through interpretation of the environment that they pass through.

Trails have proven to be safe places that encourage healthy lifestyles and improve the livability of a community. They attract the young and the old, the healthy and the disabled. They are a marker of a welcoming and visionary community.



MASTER PLAN UPDATE TO ADDRESS FUTURE TRAIL ALIGNMENTS



2012 Master Plan Interim Update Map

A significant part of the Trails and Bikeways Master Plan Update is prioritizing future trail projects, which helps create a road map for the future of Truckee's trails. One of the most important parts of that process is identifying and prioritizing future trail alignments.

According to Associate Engineer Becky Bucar, identifying those trail alignments is one of the most exciting parts of updating the plan.

- | Existing Trail - Actual Route | Proposed |
|--------------------------------|--------------------------------------|
| — Class I Bike Path | --- Class I Bike Path |
| — Class II Bike Lane | --- Class I With Unpaved Element |
| — Class III Bike Route | --- Class II Bike Lane |
| — Recreational Trail - Earthen | --- Class III Bike Route |
| | --- Recreational Trail - Surface TBD |

"Looking at future alignments for the trail and bikeway system gives us a vision of what the future will hold," said Bucar. "It's exciting to look at the big picture and see what changes we expect to see in the upcoming years."

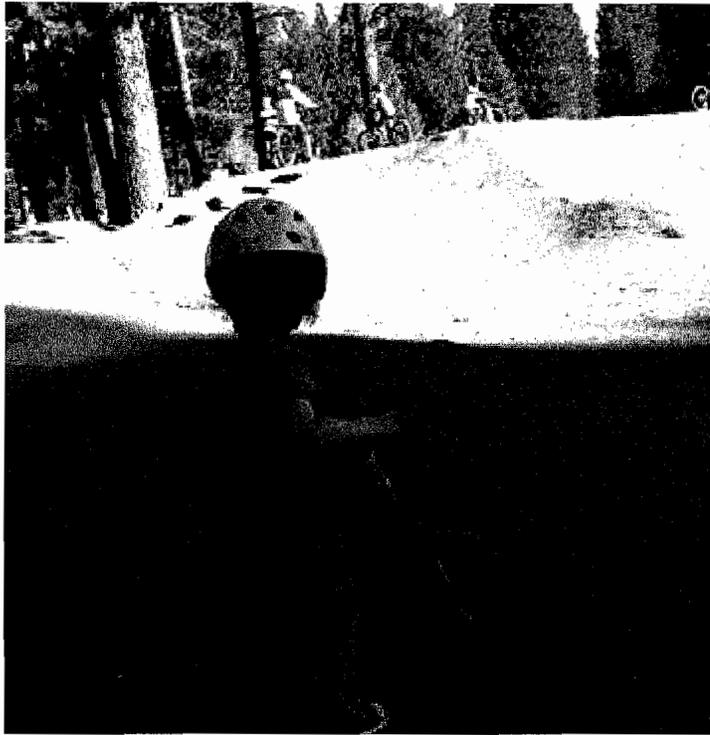
NEW IN MASTER PLAN:

Continued from Page 1

In addition, the update will include new trail alignments that have been added since the adoption of the Master Plan, such as the expansion of the Truckee River Legacy Trail and construction of the Brockway Trail.

What's the timeline for the update?

The stakeholder committee was formed in December 2013, with the first two meetings held in December and January. A public workshop is scheduled for February 26 at Town Hall, with additional workshops and stakeholder meetings in March and April. A draft of the Master Plan is anticipated by summer 2014.



Truckee Pump Track draws riders of all ages and skill levels

PUMP TRACK PROVIDES NEW AMENITY

Since expansion of the Truckee Bike Park in summer 2013 to include additional amenities such as a Pump Track, the project has drawn a couple hundred visitors per day during its summer peak, according to Brooks McMullin, Truckee Bike Park Project Co-Founder.

"People are traveling from all over the country to stop and ride on the way to their vacation destination, if Truckee was not the final destination," says McMullin. "With the increased infrastructure, more will come to visit."

According to McMullin, community support made the project possible. The Truckee Bike Park Project raised more than \$135,000 through grassroots donations and drew an estimated 1,000 people to its grand opening.

"We are building a stronger mountain bike community," said McMullin.

The Truckee Bike Park is free to the public and is open from dawn to dusk.



Bike Lane at Donner Lake

COMMUNITY WORKSHOP AND SURVEY

The Town of Truckee is seeking community participation and feedback on the Trails & Bikeways Master Plan Update. Community members are encouraged to attend upcoming public workshops and participate in an online survey to provide additional feedback to the stakeholder committee.

Community Workshop

Join the Town of Truckee on **Wednesday, February 26, 2014**, at Town Hall for a community workshop designed to gather feedback from the community on the goals, policies and prioritization for Truckee's trails and bikeways.

Community Survey

The Town of Truckee is seeking feedback on current trail usage, suggestions on what residents would like to see in the future, and information on issues such as grooming or plowing trails for winter activities. Please visit the Town website at www.townoftruckee.com to provide your feedback.

Contact

For more information on the Truckee Trails and Bikeways Master Plan project, visit the Town website at www.townoftruckee.com. For questions or to provide public comment on the project, contact Jenna Endres, Associate Planner, at 530-582-2922 or jendres@townoftruckee.com.



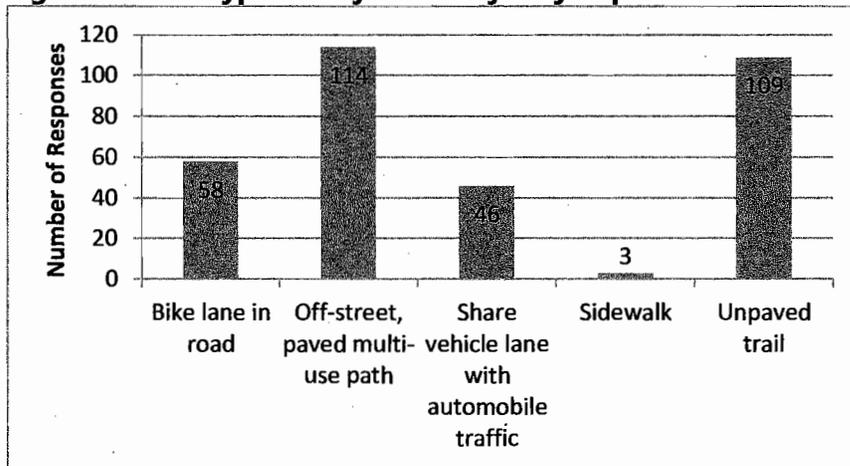
10183 Truckee Airport Road
Truckee, CA 96161
www.townoftruckee.com

Public Comment

Feb 26, 2014 Workshop and Online Survey

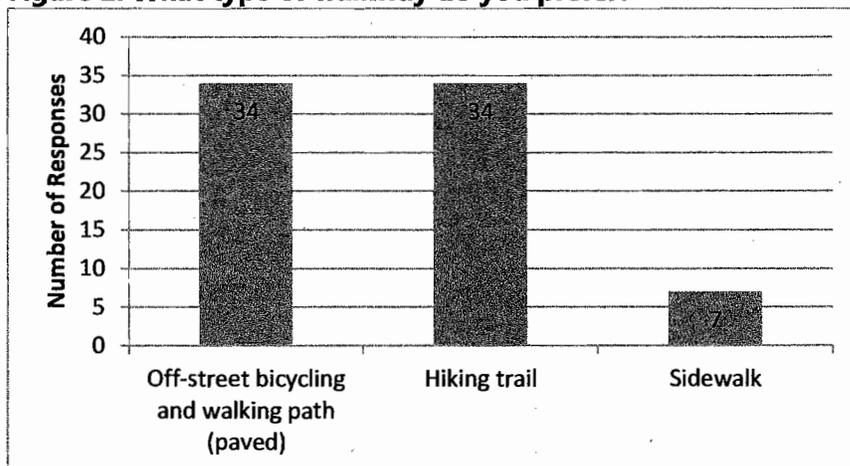
Residents preferred off-street bicycle paths, paved and unpaved, by far at 223 responses. 58 people stated a preference for in road bike lanes, while 46 people preferred a shared vehicle lane with automobile traffic. Only 3 people said that they preferred to use the sidewalk to ride a bicycle (Figure 1).

Figure 1: What type of bicycle facility do you prefer?



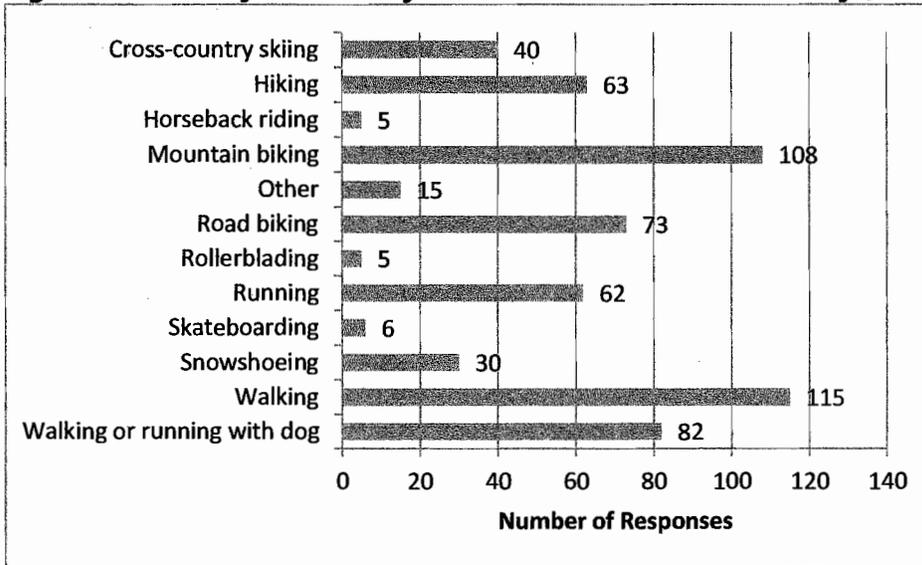
As with bikeways, the most preferred types of walkways supported recreational use. 34 respondents preferred off street bicycling and walking paths; an equal number favored hiking trails. 7 respondents stated a preference for sidewalks (Figure 2).

Figure 2: What type of walkway do you prefer?



Walking was the most popular activity using Truckee's trails and bikeways at 115 responses; mountain biking followed closely at 108 responses. Other popular uses of trails and bikeways included road biking, hiking, running, and walking or running with a dog, ranging from 63 to 82 responses (Figure 3).

Figure 3: How do you currently use Truckee's trails and bikeways, if at all?



The Truckee community is very active. The majority of people, 40% responded that they use trails a few times a week. 18% of respondents use trails once a week, while 22% of respondents use trails one to two times per month (Figure 4). Since many people are using trails to ride their bikes, not surprisingly, responses for how often people ride their bicycles was very similar to how often one uses the trails. 37% of people rode their bicycle a few times a week (Figure 5).

Figure 4: On average, how often do you use the trails?

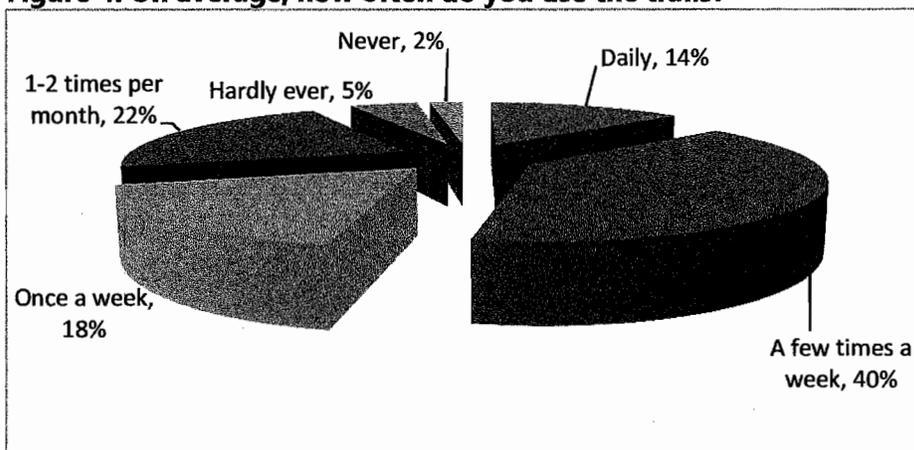
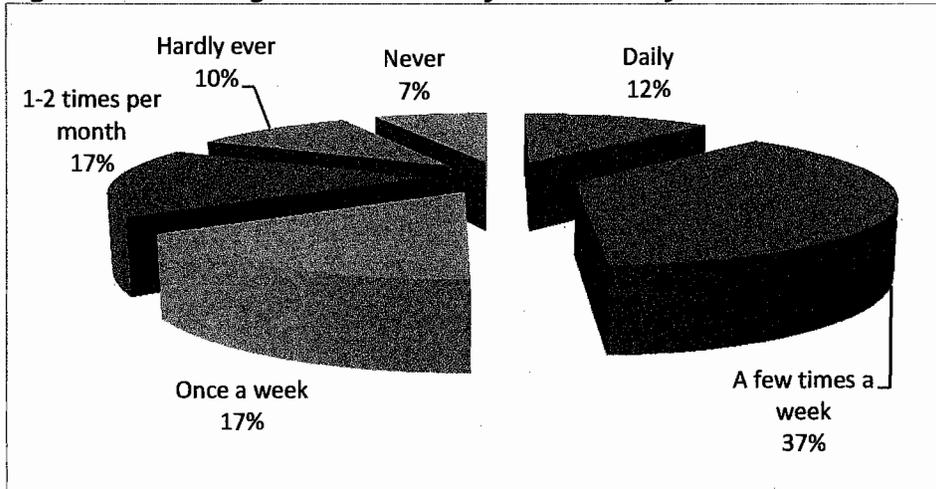
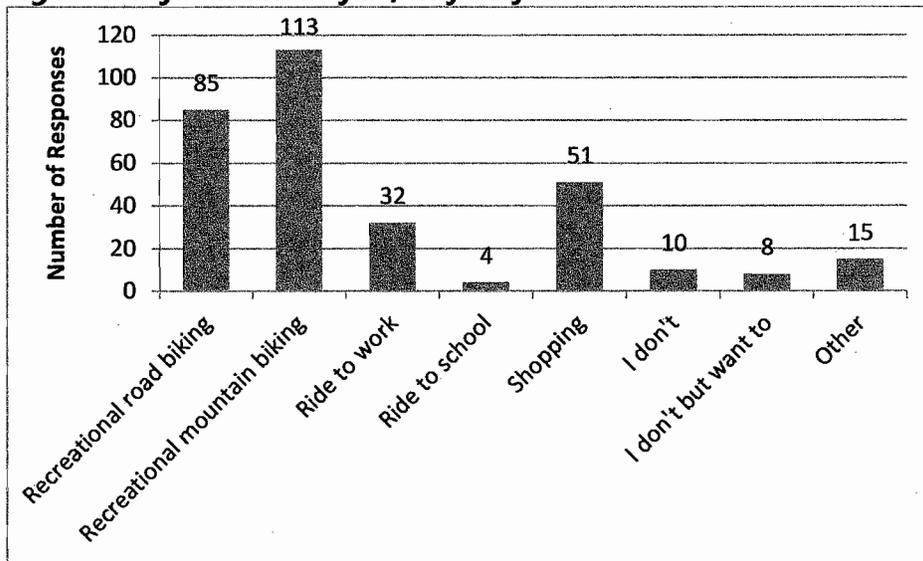


Figure 5: On average, how often do you ride a bicycle?



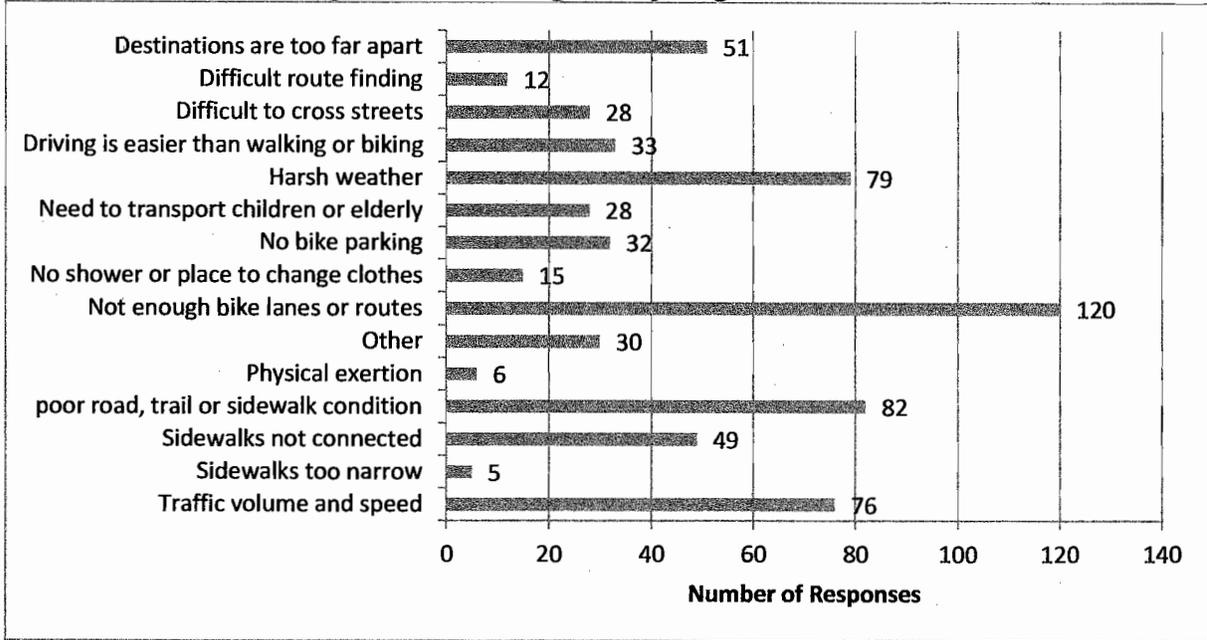
Residents had many reasons to ride a bicycle. The most common reasons to ride a bicycle were for recreation and exercise by mountain bike or road bike at 113 and 85 responses respectively (Figure 6).

Figure 6: If you ride a bicycle, why do you ride?



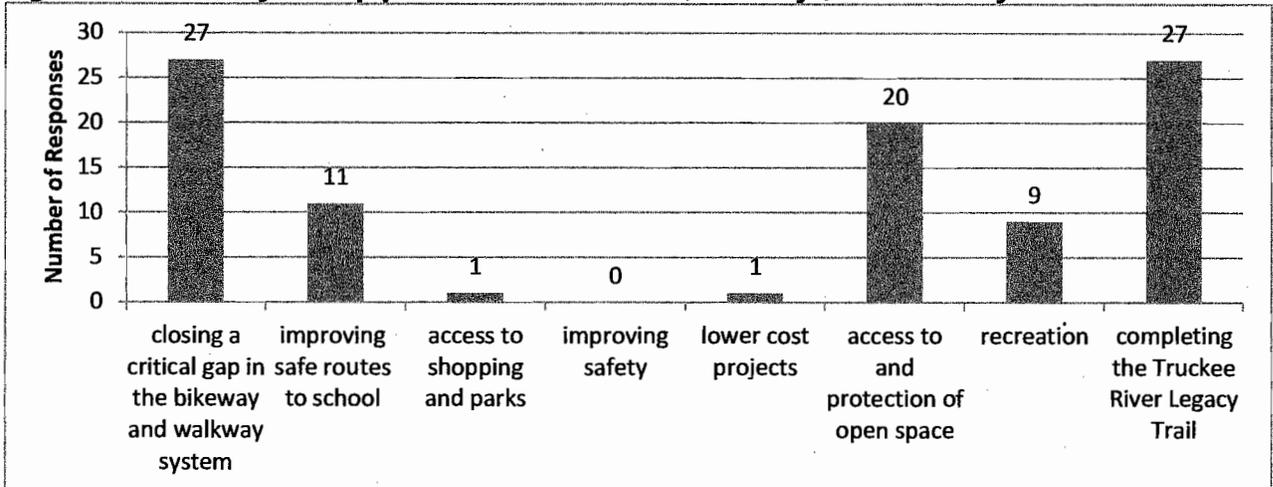
The top reason for not walking or biking more often was that there are not enough bicycle lanes or routes at 120 responses (Figure 7). Harsh weather, poor facility condition, and traffic volume and speed were also cited as among the most common reasons preventing respondents from walking or biking more often.

Figure 7: What prevents you from walking or bicycling more often in Truckee?



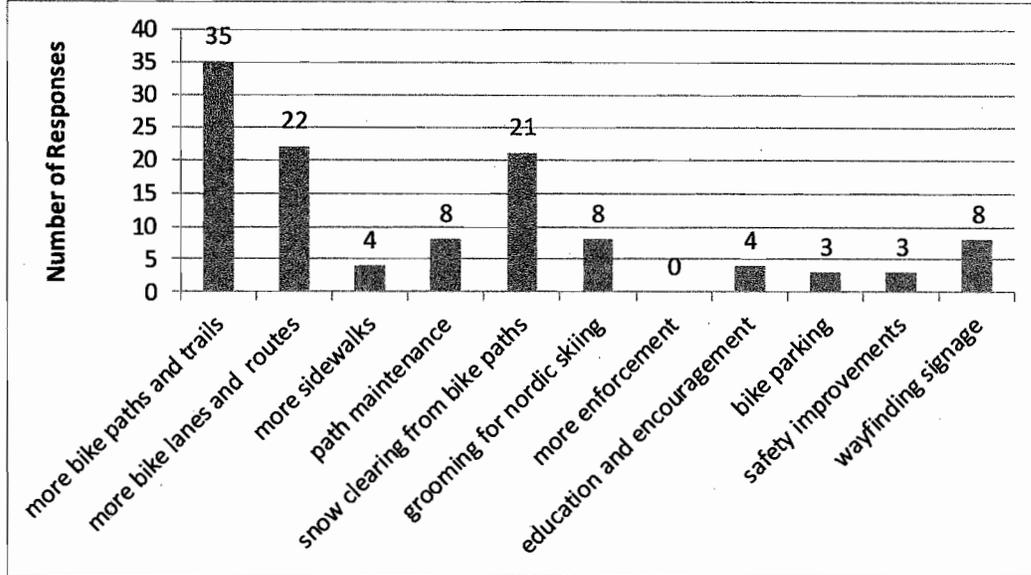
The top three priorities for new trails, bikeways and walkways were completing the Truckee Legacy Trail, closing a critical gap in the bikeway and walkway system, and access to and protection of open space (Figure 8).

Figure 8: What are your top priorities for new trails, bikeways, and walkways?



Residents expressed the most interest in seeing funds spent for more bike paths, trails, lanes and routes (47 responses), as well as snow clearing from paths for winter use (21 responses) (Figure 9).

Figure 9: How should money for bikeways and walkways be spent?



Adding new bike facilities to directly access key destinations and to close critical gaps were the most popular suggestions to the Town as a way to improve bicycling and walking in Truckee at 128 and 88 responses respectively (Figure 10).

Figure 10: What can the Town do to improve conditions for bicyclists, pedestrians, and other trail users?

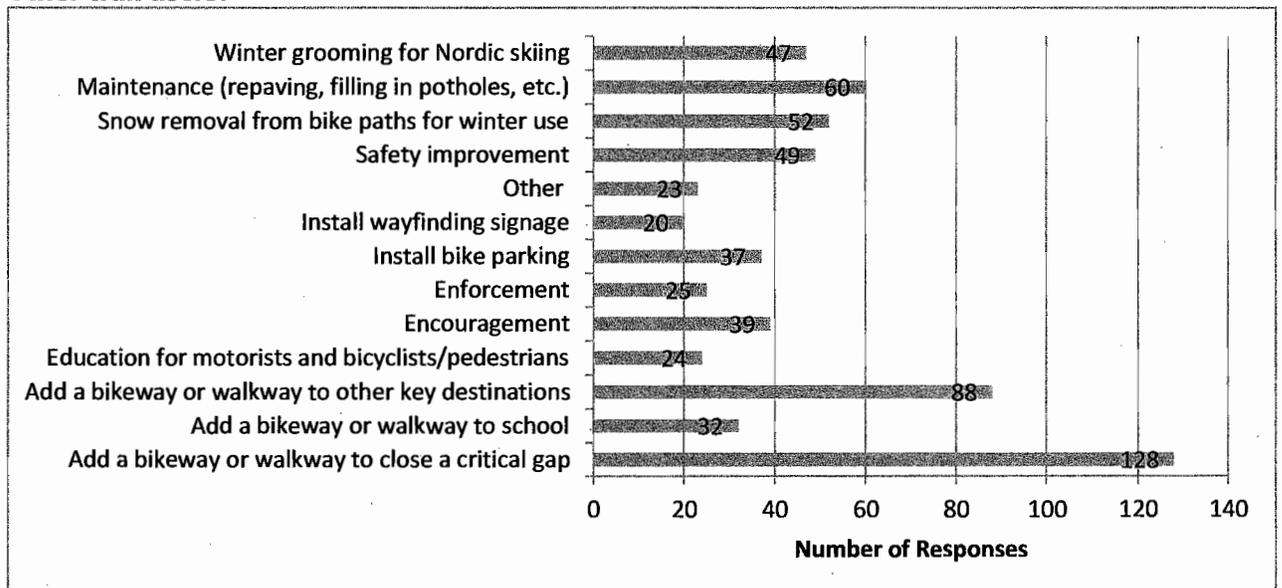


Table 1: Top twelve locations in Truckee where it is difficult to walk or ride a bicycle

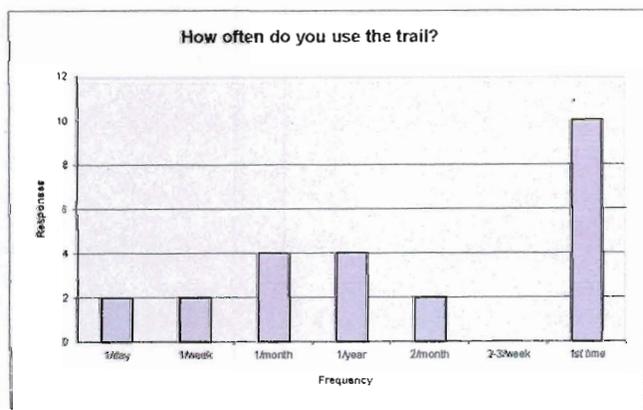
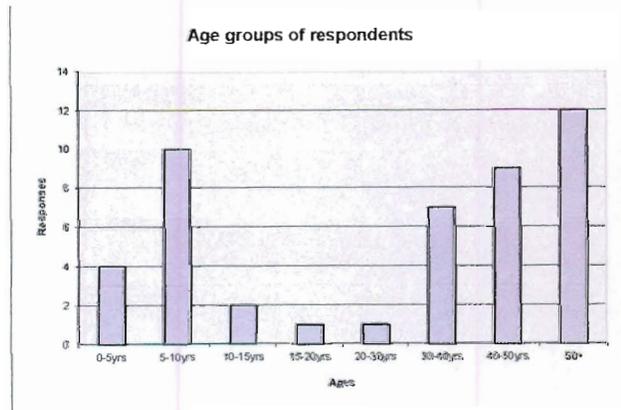
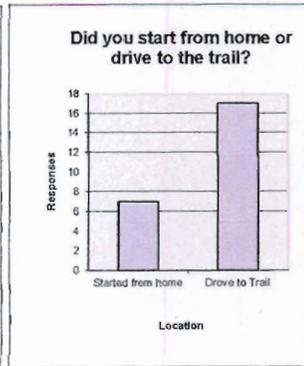
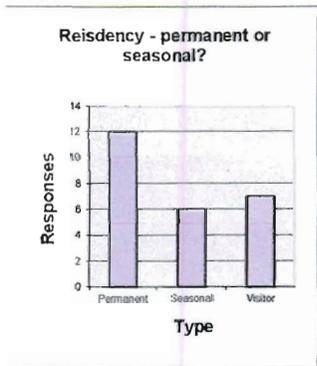
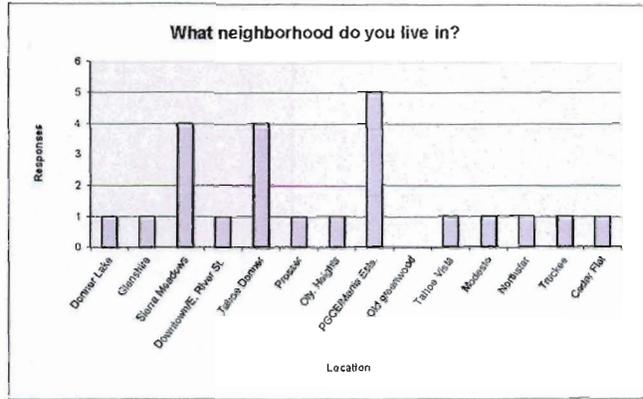
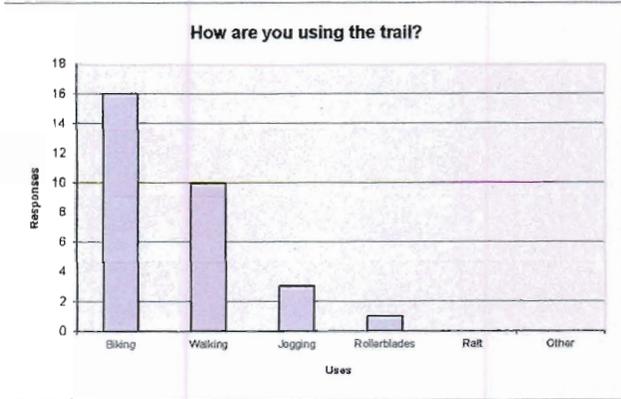
Ranking	Segment Description	Number of Responses
1	Glenshire Dr from Donner Pass Road to Dorchester Dr loop	54
2	Donner Pass Rd through Downtown	45
3	Bridge St/Brockway, Donner Pass Rd to Regional Park	43
4	West River St from Brockway to southern Town limit	31
5	Donner Pass Rd from Northwoods Dr to McIver	18
6	Hwy 267 from I-80 to southern Town limit	15
7	Mousehole	12
8	Truckee Legacy Trail	10
9	Ped Bridge	9
10	Brockway Rd from Regional Park to Hwy 267	9
11	Hwy 89S from Donner Pass Road to southern City limit	9
12	Northwoods Blvd from Donner Pass Rd to Tahoe Donner	9
	Total	264

Table 2: Top five favorite places to walk or ride a bicycle in Truckee

Ranking	Segment Description	Number of Responses
1	Truckee Legacy Trail	47
2	Donner Lake Rim Trail	28
3	Martis Valley	16
4	Glenshire	14
5	Donner Pass Rd, through town	10
	Grand Total	115

ATTACHMENT IX-7
SAMPLE TRAIL COUNT

July 9th, 2011 Survey at Ranch Way Connector



July 23, 2011 Counts - Truckee River Legacy Trail at Ranch Way Connector

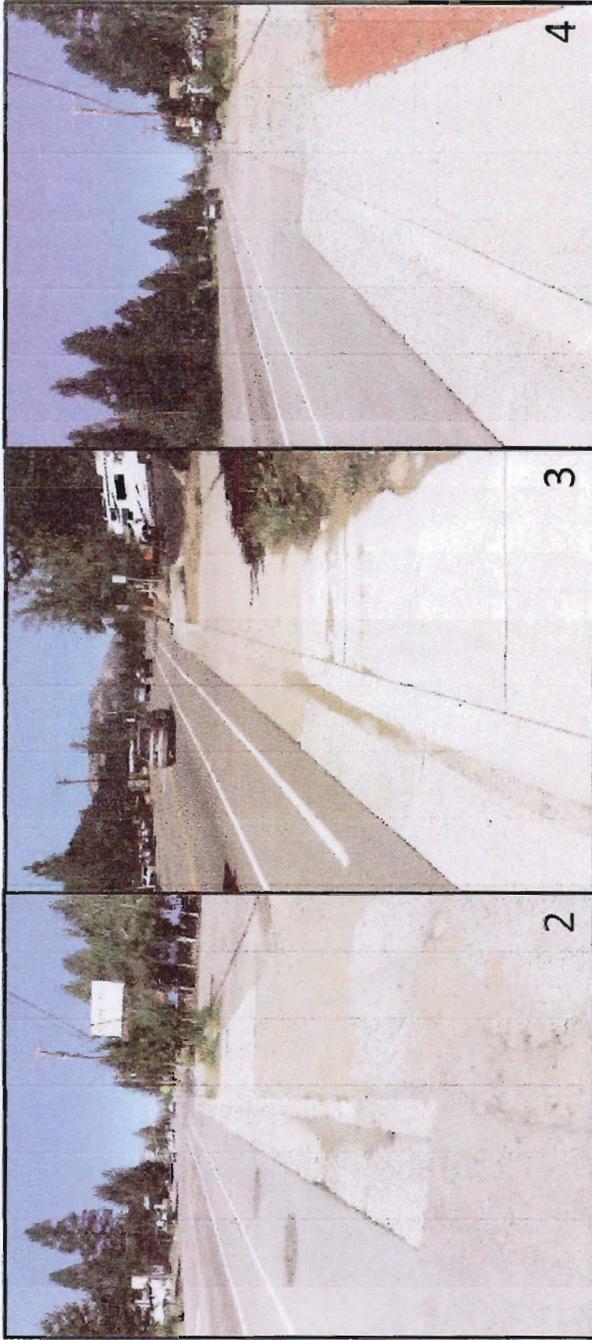
Time	Walking	Biking	Jogging	Dogs	Stroller	Other	TOTAL
10-11	11	21	11	1	9	1 Wheelchair	54
11-12	7	15	4	0	1	0	27
12-1	9	28	1	8	2	2 Rollerblade	48
1-2	7	3	0	1	1	0	13
2-3	0	2	0	0	0	0	2
3-4	2	2	0	0	2	0	6
4-5	0	3	0	0	0	0	3
5-6	0	3	0	0	0	0	3
TOTAL	36	75	16	13	11	3	154
Total amount including dogs and strollers							129
Total amount NCT including dogs and strollers							129

ATTACHMENT IX-8
PHOTOS

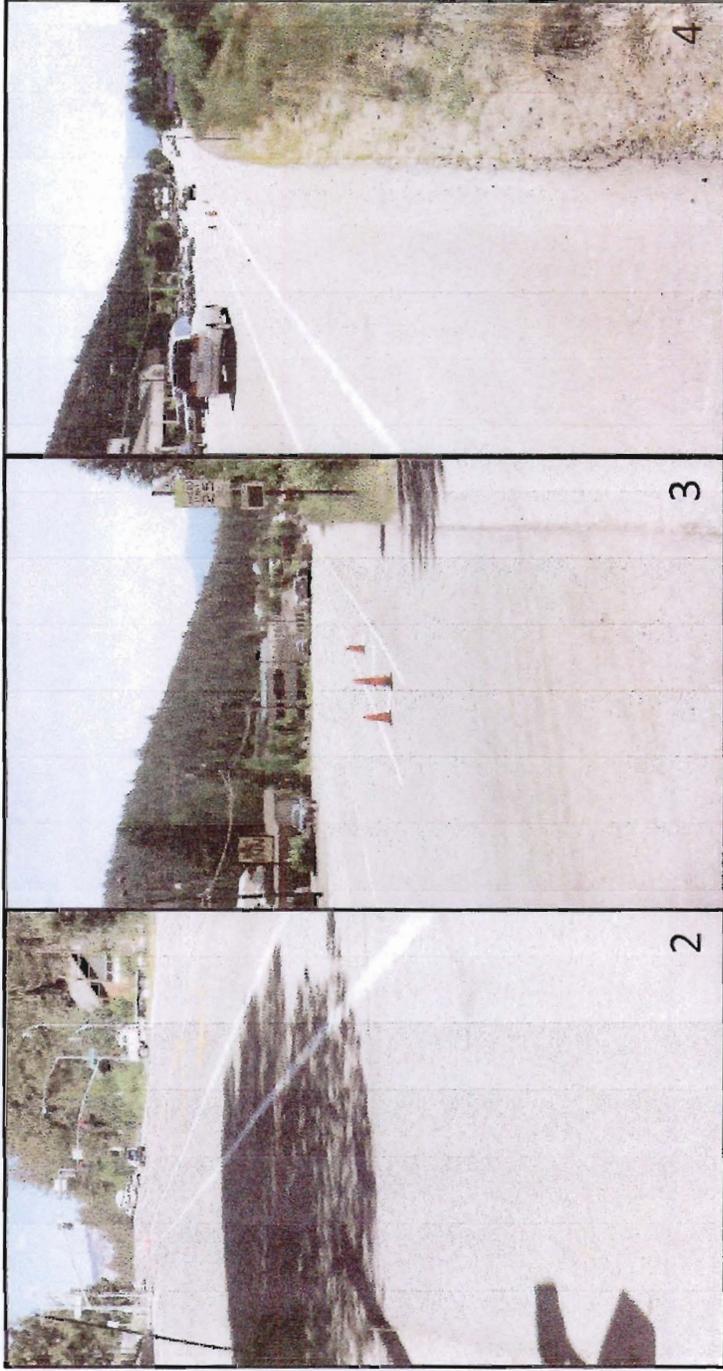
DONNER PASS ROAD – Examples of locations with discontinuous sidewalk

NORTHWOODS BOULEVARD – Bike Lane on steep Northwoods Boulevard Grade

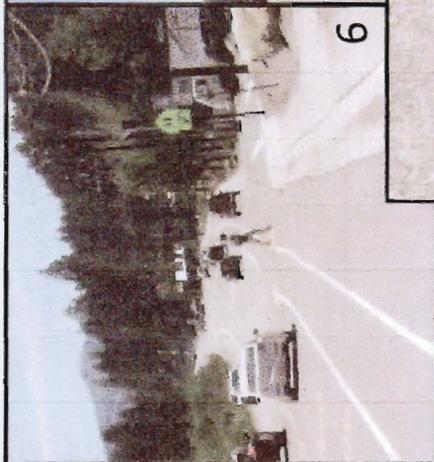
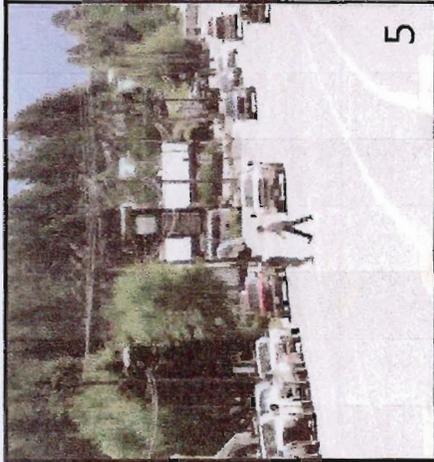
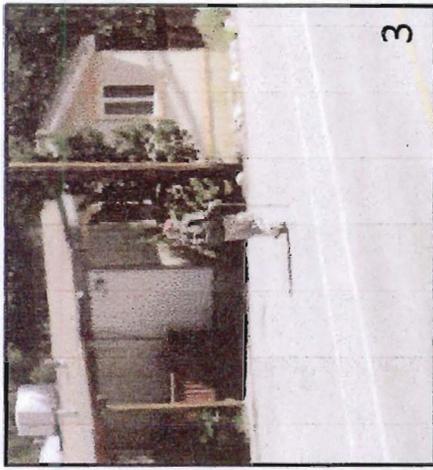
Examples of locations with discontinuous sidewalk:



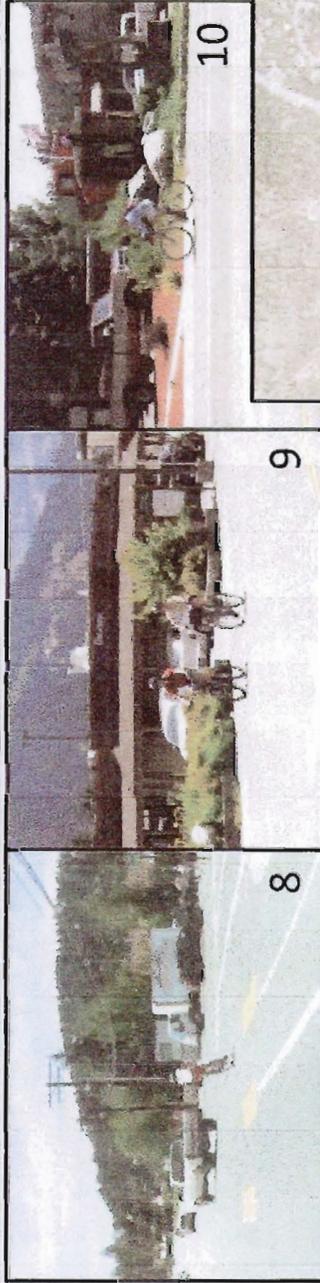
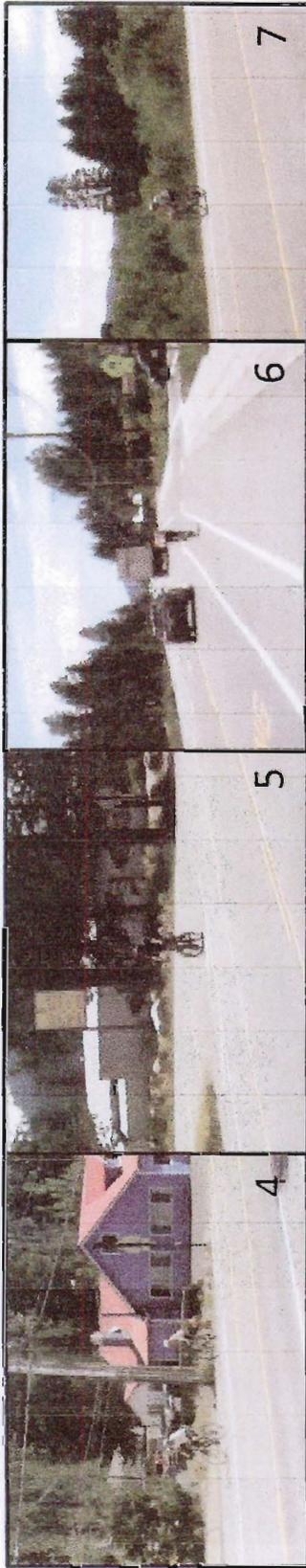
Examples of locations with no sidewalk:



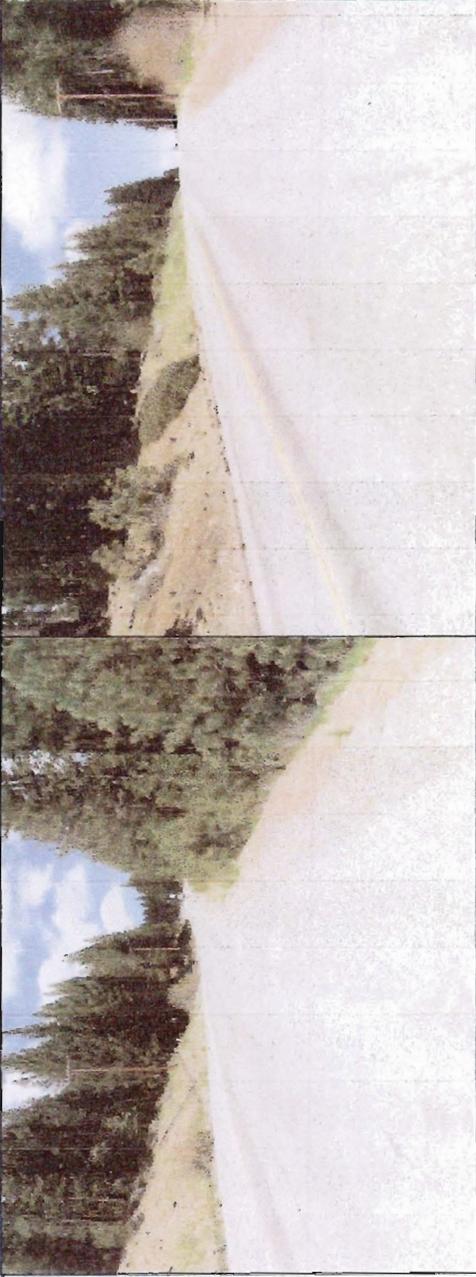
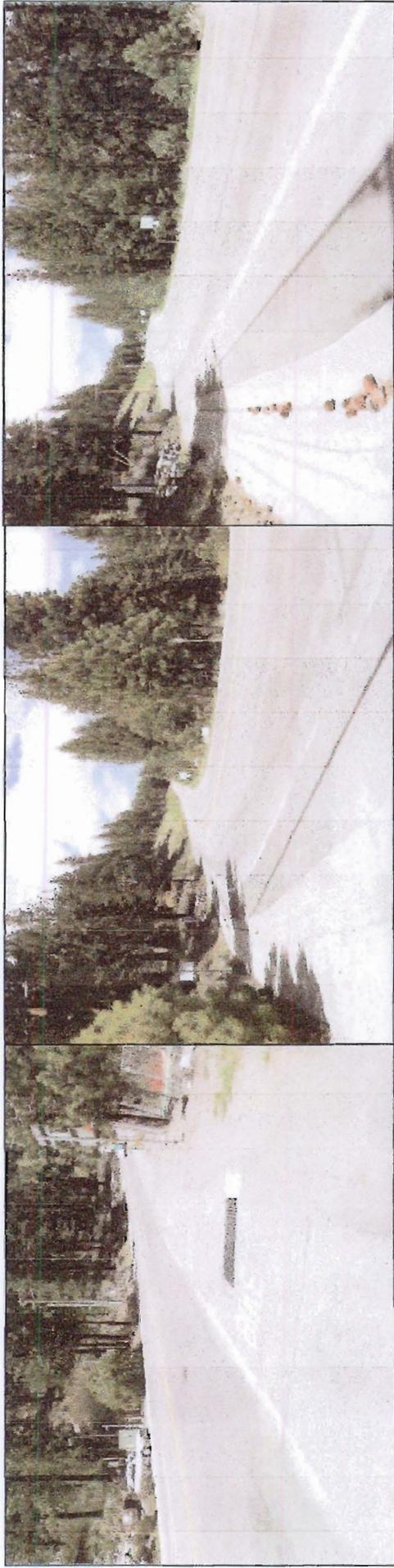
Pedestrian use of the roadway:



Bicycle use of the roadway:



Bike Lane on steep Northwoods Boulevard Grade



ATTACHMENT IX-9
COLLISION MAPS

Pedestrian Collision Map

The screenshot displays the SVMTS GIS MAP interface. The browser address bar shows the URL `tim.s.berkeley.edu/~jacob/transportation/`. The page title is "TIMS Transportation Injury Mapping System".

Map SVMTS
From: 12/31/2007
To: 12/31/2011
Location
County: NEVADA
City: TRUKSEE

More Factors
Collision Factors
Party Factors
Victim Factors
State Highway:
ALL

Selected Factors
Pedestrian Collision
YES

The interface includes a toolbar with icons for Home, Print, Download, and other functions. A metadata panel is visible in the bottom right corner, and a search bar is located in the top right corner.

ATTACHMENT IX-10
COST BENEFIT ANALYSIS

Town of Truckee
 Trout Creek Trail
 Cost Benefit Analysis

CBA Table 1: Cost Benefit Analysis - COSTS SUMMARY

ITEM	DESCRIPTION	COST (One Time or Annual)	COST REALIZATION DATE	# OF YEARS APPLICABLE	Source/Methodology
Design, Engineering, Planning Construction and Construction Support	Pre-Construction Work Construct Trail	\$300,000 \$1,900,000	2014 2015	1 1	Project Budget Engineers Estimate
Operation and Maintenance	New pedestrian facility to maintain. 4,200 LF * 10 feet = 42,000 SF to maintain.	\$13,440	Annual starting in 2015	30	Town of Truckee Engineering Department annual maintenance of roadway \$0.32 per SF (includes snow removal, paving, slurry, repaired, vegetation removal, etc.).
Totals		\$2,213,440			

CBA Table 2: Cost Benefit Analysis - BENEFIT SUMMARY

ITEM	DESCRIPTION	BASELINE	BENEFIT (BASE, ANNUAL)	BENEFIT REALIZATION DATE	BENEFIT VALUE DETAIL	RECIPIENT POPULATION	SOURCE/METHODOLOGY
Mobility & Accessibility	New facility will be ADA accessible, will encourage transportation choices.	An estimated 600 pedestrians and bicyclists on a peak day, 160 of which would be commuters. Because bikes commuting will likely occur 6 months out of the year, the average daily commuter would equate to 80 users per day. These represent trips that would normally occur in a vehicle. 2014 Standard Mileage Rate is \$0.56/mile. Average replaced trip length is 3 miles on the roadway. Increase at 1% per year based on traffic volume growth.	\$49,090	2015	Estimated decrease annual cost of car use resulting from project = 80 trips X 3 miles X \$0.56/mile X 365.25 days per year.	Society - residents, business owners, visitors.	
Roadway Cost Savings	New facility will take vehicles off the road and result in lower roadway maintenance costs.	The average daily commuter use will equate 80 users per day. This represents trip that would normally occur in a vehicle. Average replaced trip length is 3 miles on the roadway. Road maintenance cost is \$0.4 per mile. \$12 per trip and \$9.6 per day. Increase at 1% per year based on traffic volume growth.	\$3,505	2015	Estimated reduced road maintenance cost = 80 trips per day X 3 miles per trip X \$0.04 per mile X 365.25 days per year.	Town of Truckee Department of Public Works and taxpayers that pay for road maintenance.	"Evaluating Active Transportation Benefits and Costs," Victoria Transport Policy Institute.
Improved Health	Promotion of walking and biking on trails improves health.	An estimated 600 additional users on trail per peak day in 2015 for an average annual use of 200 people per day. Increase at 1% a year (based upon traffic volume increase).	\$12,862	2015	200 Users X medical/health benefit.	Nearby residents and recreational users.	Cost-Benefit Analysis of Physical Activity Using Bicycles and Trails (Winn, Meerson, Scudloer, Soelle, Schmidt, Pratt, Buchner, Journal: Health Promotion Practice, April 2005); Per capita annual direct medical benefit of using the trails was \$564.41.
Energy Conservation	Trail will be used by commuters, resulting in a mode shift and a reduction of vehicles on the road.	The average daily commuter use will equate 80 users per day. This represents trip that would normally occur in a vehicle. Average replaced trip length is 3 miles on the roadway. Energy consumption is \$0.03 per mile. Increase at 1% per year based on traffic volume growth.	\$2,630	2015	Estimated reduced road maintenance cost = 80 trips per day X 3 miles per trip X \$0.03 per mile X 365.25 days per year.	Society - residents, business owners, visitors.	"Evaluating Active Transportation Benefits and Costs," Victoria Transport Policy Institute.
Congestion Reduction	Trail will be used by commuters, resulting in a mode shift and a reduction of vehicles on the road.	The average daily commuter use will equate 80 users per day. This represents trip that would normally occur in a vehicle. Average replaced trip length is 3 miles on the roadway. Congestion reduction cost saving is \$0.05 per mile. Increase at 1% per year based on traffic volume growth.	\$5,260	2015	Estimated reduced road maintenance cost = 80 trips per day X 3 miles per trip X \$0.05 per mile X 365.25 days per year.	Society - residents, business owners, visitors.	"Evaluating Active Transportation Benefits and Costs," Victoria Transport Policy Institute.
Pollution Reduction	Trail will be used by commuters, resulting in a mode shift and a reduction of vehicles on the road.	The average daily commuter use will equate 80 users per day. This represents trip that would normally occur in a vehicle. Average replaced trip length is 3 miles on the roadway. Pollution reduction cost saving is \$0.044 per mile. Increase at 1% per year based on traffic volume growth.	\$3,857	2015	Estimated reduced road maintenance cost = 80 trips per day X 3 miles per trip X \$0.044 per mile X 365.25 days per year.	Society - residents, business owners, visitors.	"Evaluating Active Transportation Benefits and Costs," Victoria Transport Policy Institute.
Safety of Pedestrians and Bicyclists	Pedestrian/bicyclist traffic will be removed from vehicular traffic lanes.	It is estimated that one pedestrian or bicycle injury can be avoided every 5 years. According to the Local Roadway Safety Manual, a Road Owners, the cost of a average injury is \$75,000. For an average of \$147,500 per injury, increase at 1% per year.	\$29,500	2015	One less injury every 5 years.	Society	While there is no significant collision history at the project area, the project will greatly improve pedestrian and bicycle safety. Treatment of the Economic Value of a Statistical Life in Departmental Analyses (2011 Interim Adjustment)
Totals			\$296,724				

Town of Truckee
 SR 89 Mousehole UPRR Undercrossing Improvement Project
 TIGER Application Cost Benefit Analysis

CBA Table 3: Cost Benefit Analysis - ANNUAL BENEFIT CALCULATIONS

Discount Rate: 3%

Year	Mobility and Accessibility	Road Maintenance	Improved Health	Energy Conservation	Congestion Reduction	Pollution Reduction	Safety of Pedestrians and Bicyclists	Total
2015	\$ 47,660	\$ 3,404	\$ 109,594	\$ 2,553	\$ 5,106	\$ 3,745	\$ 28,641	\$ 200,703
2016	\$ 47,202	\$ 3,372	\$ 108,541	\$ 2,529	\$ 5,057	\$ 3,709	\$ 28,365	\$ 198,774
2017	\$ 46,285	\$ 3,306	\$ 106,433	\$ 2,480	\$ 4,959	\$ 3,637	\$ 27,815	\$ 194,915
2018	\$ 45,386	\$ 3,242	\$ 100,294	\$ 2,337	\$ 4,863	\$ 3,566	\$ 26,210	\$ 185,898
2019	\$ 44,505	\$ 3,179	\$ 97,373	\$ 2,268	\$ 4,768	\$ 3,497	\$ 25,447	\$ 181,038
2020	\$ 43,641	\$ 3,117	\$ 94,537	\$ 2,202	\$ 4,676	\$ 3,429	\$ 24,706	\$ 176,308
2021	\$ 42,794	\$ 3,057	\$ 91,783	\$ 2,138	\$ 4,585	\$ 3,362	\$ 23,986	\$ 171,705
2022	\$ 41,963	\$ 2,997	\$ 89,110	\$ 2,076	\$ 4,496	\$ 3,297	\$ 23,288	\$ 167,227
2023	\$ 41,148	\$ 2,939	\$ 86,515	\$ 2,016	\$ 4,409	\$ 3,233	\$ 22,609	\$ 162,868
2024	\$ 40,349	\$ 2,882	\$ 83,995	\$ 1,957	\$ 4,323	\$ 3,170	\$ 21,951	\$ 158,627
2025	\$ 39,565	\$ 2,826	\$ 81,548	\$ 1,900	\$ 4,239	\$ 3,109	\$ 21,311	\$ 154,499
2026	\$ 38,797	\$ 2,771	\$ 79,173	\$ 1,844	\$ 4,157	\$ 3,048	\$ 20,691	\$ 150,482
2027	\$ 38,044	\$ 2,717	\$ 76,867	\$ 1,791	\$ 4,076	\$ 2,989	\$ 20,088	\$ 146,572
2028	\$ 37,305	\$ 2,665	\$ 74,628	\$ 1,739	\$ 3,997	\$ 2,931	\$ 19,503	\$ 142,768
2029	\$ 36,581	\$ 2,613	\$ 72,455	\$ 1,688	\$ 3,919	\$ 2,874	\$ 18,935	\$ 139,065
2030	\$ 35,870	\$ 2,562	\$ 70,344	\$ 1,639	\$ 3,843	\$ 2,818	\$ 18,383	\$ 135,461
2031	\$ 35,174	\$ 2,512	\$ 68,295	\$ 1,591	\$ 3,769	\$ 2,764	\$ 17,848	\$ 131,953
2032	\$ 34,491	\$ 2,464	\$ 66,306	\$ 1,545	\$ 3,695	\$ 2,710	\$ 17,328	\$ 128,539
2033	\$ 33,821	\$ 2,416	\$ 64,375	\$ 1,500	\$ 3,624	\$ 2,657	\$ 16,823	\$ 125,216
2034	\$ 33,164	\$ 2,369	\$ 62,500	\$ 1,456	\$ 3,553	\$ 2,606	\$ 16,333	\$ 121,982
2035	\$ 32,520	\$ 2,323	\$ 60,680	\$ 1,414	\$ 3,484	\$ 2,555	\$ 15,858	\$ 118,834
2036	\$ 31,889	\$ 2,278	\$ 58,912	\$ 1,372	\$ 3,417	\$ 2,506	\$ 15,396	\$ 115,770
2037	\$ 31,270	\$ 2,234	\$ 57,196	\$ 1,332	\$ 3,350	\$ 2,457	\$ 14,947	\$ 112,787
2038	\$ 30,663	\$ 2,190	\$ 55,530	\$ 1,294	\$ 3,285	\$ 2,409	\$ 14,512	\$ 109,883
2039	\$ 30,067	\$ 2,148	\$ 53,913	\$ 1,256	\$ 3,221	\$ 2,362	\$ 14,089	\$ 107,057
2040	\$ 29,483	\$ 2,106	\$ 52,343	\$ 1,219	\$ 3,159	\$ 2,317	\$ 13,679	\$ 104,306
2041	\$ 28,911	\$ 2,065	\$ 50,818	\$ 1,184	\$ 3,098	\$ 2,272	\$ 13,281	\$ 101,628
2042	\$ 28,350	\$ 2,025	\$ 49,338	\$ 1,149	\$ 3,037	\$ 2,227	\$ 12,894	\$ 99,021
2043	\$ 27,799	\$ 1,986	\$ 47,901	\$ 1,116	\$ 2,978	\$ 2,184	\$ 12,518	\$ 96,483
2044	\$ 27,259	\$ 1,947	\$ 46,506	\$ 1,083	\$ 2,921	\$ 2,142	\$ 12,154	\$ 94,012

Town of Truckee
 SR 89 Mousehole UPRR Undercrossing Improvement Project
 TIGER Application Cost Benefit Analysis

CBA Table 4: Cost Benefit Analysis - TOTAL SUMMARY

Discount Rate 3%

Calendar Year	Project Year	Costs (Present Value)			Benefits (Present Value)
		Initial Cost	Operations and Maintenance Cost	Total Costs	See CBA Table 3
2014	0	\$ 300,000	\$ -	\$ 300,000	\$ -
2015	1	\$ 1,844,660	\$ 13,049	\$ 1,857,709	\$ 200,703
2016	2	\$ -	\$ 12,668	\$ 12,668	\$ 198,774
2017	3	\$ -	\$ 12,300	\$ 12,300	\$ 194,915
2018	4	\$ -	\$ 11,941	\$ 11,941	\$ 185,898
2019	5	\$ -	\$ 11,593	\$ 11,593	\$ 181,038
2020	6	\$ -	\$ 11,256	\$ 11,256	\$ 176,308
2021	7	\$ -	\$ 10,928	\$ 10,928	\$ 171,705
2022	8	\$ -	\$ 10,610	\$ 10,610	\$ 167,227
2023	9	\$ -	\$ 10,301	\$ 10,301	\$ 162,868
2024	10	\$ -	\$ 10,001	\$ 10,001	\$ 158,627
2025	11	\$ -	\$ 9,709	\$ 9,709	\$ 154,499
2026	12	\$ -	\$ 9,427	\$ 9,427	\$ 150,482
2027	13	\$ -	\$ 9,152	\$ 9,152	\$ 146,572
2028	14	\$ -	\$ 8,885	\$ 8,885	\$ 142,768
2029	15	\$ -	\$ 8,627	\$ 8,627	\$ 139,065
2030	16	\$ -	\$ 8,375	\$ 8,375	\$ 135,461
2031	17	\$ -	\$ 8,131	\$ 8,131	\$ 131,953
2032	18	\$ -	\$ 7,895	\$ 7,895	\$ 128,539
2033	19	\$ -	\$ 7,665	\$ 7,665	\$ 125,216
2034	20	\$ -	\$ 7,441	\$ 7,441	\$ 121,982
2035	21	\$ -	\$ 7,225	\$ 7,225	\$ 118,834
2036	22	\$ -	\$ 7,014	\$ 7,014	\$ 115,770
2037	23	\$ -	\$ 6,810	\$ 6,810	\$ 112,787
2038	24	\$ -	\$ 6,612	\$ 6,612	\$ 109,883
2039	25	\$ -	\$ 6,419	\$ 6,419	\$ 107,057
2040	26	\$ -	\$ 6,232	\$ 6,232	\$ 104,306
2041	27	\$ -	\$ 6,051	\$ 6,051	\$ 101,628
2042	28	\$ -	\$ 5,874	\$ 5,874	\$ 99,021
2043	29	\$ -	\$ 5,703	\$ 5,703	\$ 96,483
2044	30	\$ -	\$ 5,537	\$ 5,537	\$ 94,012
TOTAL		\$ 2,144,660	\$ 263,430	\$ 2,408,090	\$ 4,234,380

ATTACHMENT IX-11
TOWN OF TRUCKEE
RESOLUTION 2014-21

APPROVING APPLICATION FOR ATP FUNDING
AND
COMMITTING MATCH

**TOWN OF TRUCKEE
California**

RESOLUTION 2014-21

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TRUCKEE
APPROVING THE APPLICATION FOR GRANT FUNDS FOR THE ACTIVE
TRANSPORTATION PROGRAM FOR TROUT CREEK TRAIL PHASE 2**

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation; and

WHEREAS, the State of California, Department of Transportation published the Call for Projects for the Active Transportation Program; and

WHEREAS, the Town has identified that the construction of Phase 2 of the Trout Creek Trail will meet the eligibility requirements of the funding; and

WHEREAS, if selected for funding the Town of Truckee will enter into an agreement with the State of California to carry out the Active Transportation Program project.

**NOW THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN
OF TRUCKEE:**

1. Approves the filing of an application for the Active Transportation Program grant funding; and
2. Commits matching funds in the amount of \$380,000 in Truckee Special Service Area #1 funds unless alternative funding source can be obtained; and
3. Authorizes the Town Manager, or his designee, to conduct all negotiations, execute and submit documents including applications, agreements and amendments of the aforementioned project, except those designated to the Town Engineer below, and
4. Authorizes the Town Engineer, or his designee, to execute and submit all necessary reports and payment requests for the project.

The foregoing Resolution was introduced by Council Member Wallace Dee, seconded by Council Member deRyk Jones, at a Regular Meeting of the Truckee Town Council, held on the 13th day of May, 2014 and adopted by the following vote:

AYES: Council Member Wallace Dee, Council Member deRyk Jones, Council Member Brown, and Mayor Flora.

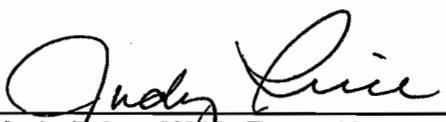
NOES: None.

ABSENT: Vice Mayor Barr.



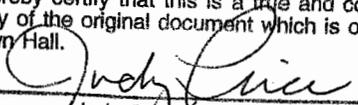
Patrick Flora, Mayor

ATTEST:



Judy Price, MMC, Town Clerk

I hereby certify that this is a true and correct copy of the original document which is on file at Town Hall.



Judy Price, Town Clerk