



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

03-California Tahoe Conservancy -1

Auto populated

Total ATP Funds Requested:

\$ 1,928,000

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

California Tahoe Conservancy

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

1061 Third Street

South Lake Tahoe

CA

96150

IMPLEMENTING AGENCY'S CONTACT PERSON:

Sue Rae Irelan

CONTACT PERSON'S TITLE:

Associate Environmental Planner

CONTACT PERSON'S PHONE NUMBER:

530-525-9137

CONTACT PERSON'S EMAIL ADDRESS :

SueRae.Irelan@tahoe.ca.gov



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

Implementing Agency's State Caltrans MS number

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 38.918181 /long. -119.977676

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>105</u>	Bicyclists	<u>262</u>
One Year Projection:	Pedestrians	<u>709</u>	Bicyclists	<u>972</u>
Five Year Projection:	Pedestrians	<u>729</u>	Bicyclists	<u>1,003</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 58.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 42.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve “transportation” uses? _____ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ * ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			4/2016
* CEQA Environmental Clearance:	9/2011		12/2015 (Supp)
* NEPA Environmental Clearance:			9/2016
CTC - PS&E Allocation:			7/2016
CTC - Right of Way Allocation:			7/2016
* Right of Way Clearance & Permits:			10/2016
Final/Stamped PS&E package:			11/2017
* CTC - Construction Allocation:			12/2017
* Construction Complete:			10/2018
* Submittal of “Final Report”			6/2019

**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	240,000	
ATP funds for PS&E:	228,000	
ATP funds for Right of Way:	12,000	
ATP funds for Construction:	1,448,000	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	1,928,000	

Local funds leveraging or matching the ATP funds: 2,099,000

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: \$0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: 4,027,000

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 03-California Tahoe Conservancy-01

Implementing Agency's Name: California Tahoe Conservancy

Important:

- Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.
- Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.

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Part B: Narrative Questions

Detailed Instruction for: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The California Tahoe Conservancy (Conservancy) is a state agency dedicated to leading California's efforts to restore and enhance the extraordinary natural and recreational resources of the Lake Tahoe Basin. Its grant programs have funded projects expanding the Basin's human-powered trail networks. However, traditional funding sources such as voter-approved initiatives available for shared use trail projects have dwindled, leaving limited funds available to implement the remainder of the Conservancy's phased South Lake Tahoe Greenway Shared Use Trail (Greenway). Other funds committed to the Greenway are:

- Congestion Mitigation for Air Quality (CMAQ) program through a partnership with the Tahoe Transportation District (TTD)
- Measure F funds, a locally-approved bond measure for the Lake Tahoe Community College (LTCC)





Another factor driving fiscal needs relates to the allocation of typical transportation funding. Small communities surround Lake Tahoe. Transportation funding sources typically allocate based on the region's 55,000 permanent residents, without recognizing the impact of the over 11 million Californians who visit the area annually¹ (all references and citations found in Attachment K-5). As



Traffic congestion along U. S. Highway 50

a result, the region struggles to provide transportation infrastructure capable of urban-level services with public investment from rural funding sources.

No project elements are related directly or indirectly to environmental mitigation needs from a public or private

development or capital improvement project.

2. Consistency with Regional Plan.

The Tahoe Metropolitan Planning Organization's (TMPO) RTP, adopted December 12, 2012, identifies the Greenway as a priority project (RTP#22 in Attachment I-Screening Criteria). The Greenway is also currently identified as the number one priority project on the California side for the Lake Tahoe Region in the Lake Tahoe Bicycle and Pedestrian Plan's prioritized project list (Attachment K-1). Furthermore, the Project is consistent with the Lake Tahoe Sustainable Communities Strategy (SCS) adopted pursuant to SB 375 (2008). The Lake Tahoe SCS identifies the need for multi-use paths to "fill many of the remaining gaps around the Lake Tahoe Region" as a key component of achieving regional greenhouse gas emission reduction targets (see Attachment K-2)².



Part B: Narrative Questions **Detailed Instructions for: Question #1**

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

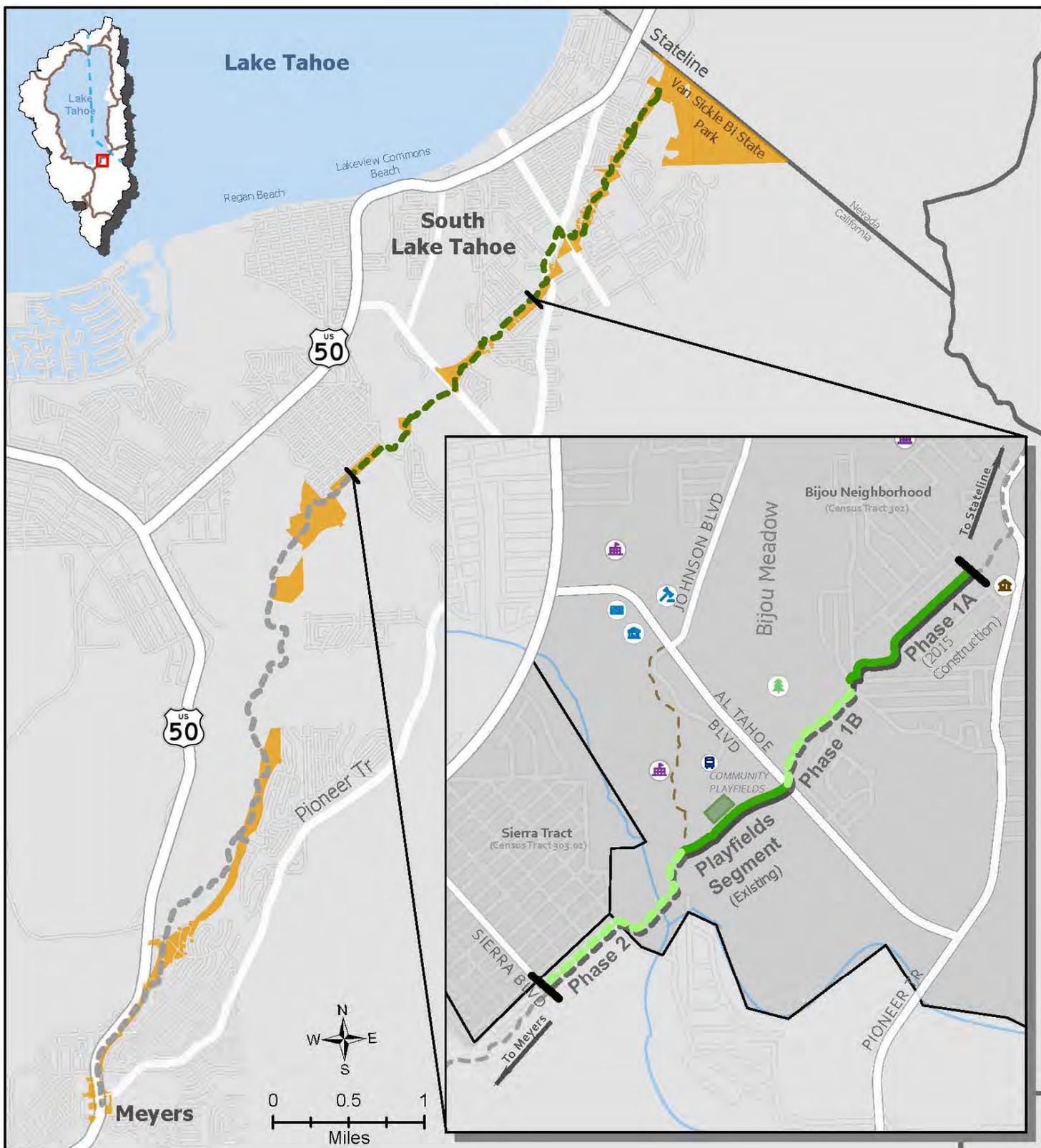
A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Background

The South Tahoe Greenway Shared Use Trail will build the backbone of the bicycle and pedestrian network in South Lake Tahoe. See Figure 1 for an illustration. The project area, once envisioned as a freeway corridor bypassing commercial core congestion, will now support the *non-motorized* arterial connection that produces a direct, fast, safe, and attractive access route for residents and visitors in South Lake Tahoe. The northern 3.86 miles, approved in 2011 with complete CEQA clearance, is currently under phased construction; Phase 1a will be completed in 2015 and is not part of the project described in this application. The South Tahoe Greenway Shared Use Trail Phase 1b & 2 Project (Project) described in this application will close gaps between existing trail segments to complete direct connections for disadvantaged residents in the Mid-Town section of South Lake Tahoe. The Project includes an alignment revision to reduce impacts and costs and is in preliminary plan development with CEQA evaluation at this writing; full approval is expected in December, 2015.

Figure 1
Context



- South Tahoe Greenway Approved Project
- Potential Southern Extension
- Former freeway right-of-way

California Tahoe Conservancy
May 2015

Map for reference Purposes only
Sources: TRPA, US Census, CTC





Use Data

The Greenway will create a new shared use trail corridor in South Lake Tahoe that does not exist today. Because existing connections are incomplete, substantially longer, and present safety concerns, existing bicycle and pedestrian counts in the vicinity offer limited usefulness for demonstrating the desirability of creating a new route. However, to establish baseline conditions, Table 1 presents existing use counts from nearby areas.

Table 1			
<i>Existing Use Counts</i>			
Location	Total	Bicycles	Pedestrians
Al Tahoe Blvd (0.5 miles from Project site, Class 1, 2009 data) ³	50	23	27
El Dorado Beach (1.4 miles from Project site, Class 1, 2009 data) ⁴	250	115	135
Ski Run Blvd (1.5 miles from Project site, Class 1, 2009 data) ⁵	57	26	31
Sierra Boulevard/US 50 (0.5 miles from Project site, Intersection, 2012 data) ⁶	367	262	105

Existing user count data near the Greenway does not draw distinctions for type of user beyond the bicycle/pedestrian split noted in Table 1. Community characteristics of typical users, described in detail in other sections of this application, include a mixture of singles, young families, and seniors. Residents are largely employed, yet work in the low wage tourism service economy that forms the bulk of employment opportunities in the South Shore area. Compared to other

neighborhoods in South Lake Tahoe, they are less likely to own a private vehicle and more likely to rely on infrequent transit services for transportation.

The 2011 Mitigated Negative Declaration (MND) prepared for the Greenway evaluated post-project use utilizing the Tahoe Region Bicycle/Pedestrian Use Model. This model, created by LSC Transportation



Crossing Bijou Meadow to reach Bijou Elementary



Consultants, Inc. and Alta Planning in 2009 for the TMPO, addresses the unique needs of the Tahoe Region. It provides linked bicycle and pedestrian use level estimates for travel corridors in the Tahoe Region. It is based and validated upon observed facility use levels in the Tahoe Region, data regarding the characteristics of individual facility users, as well as demographic and travel data. Attachment I-1 includes a full description of the model methodology.

The Greenway environmental analysis, utilizing the regional model, predicted post-project daily trail use⁷ along the entire corridor as 3,534, including 2,148 bicyclists and 1,386 pedestrians. The Project as described in this application will contribute 1,681 users to that total including 972 bicyclists and 709 pedestrians. Five-year post-project use estimates, based on the Regional transportation growth assumptions prepared for the RTP⁸, are: 1,736 total users with 1,003 bicyclists and 729 pedestrians. Compared to the existing user counts displayed above, this represents a significant increase.



This boy in Sierra Tract will use the bike park at Bijou Park



This pair in Sierra Tract are potential users at the Bijou Park dog park



B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via:
(12 points max.)

- a. creation of new routes
- b. removal of barrier to mobility
- c. closure of gaps
- d. other improvements to routes
- e. educates or encourages use of existing routes

New Connection to Mid-Town

The Project will close existing gaps and provide a new environmentally sensitive connection through natural barriers, such as wetlands and streams, and around the barriers represented by high traffic volume highways and arterials. The Project directly links disadvantaged residential neighborhoods to the following community services located in the expanding Mid-Town area. See Figure 2.



Lake Tahoe Community College is a growing influence in the area

Lake Tahoe Community College (LTCC)

- 5,500 student/year
- Hub for job training, continuing education, and cultural and recreational activities
- Contains: classrooms and administration, day care center, theater, art gallery, recreation center, and transit stop
- Voter-approved bond measure will fund facilities upgrade, program expansion, and creation of a bicycle transit hub



City of South Lake Tahoe Bijou Community Park

- Largest multi-use park space in the City
- Contains: dog park, dog agility park, group and individual picnic areas, playground, skate-park, golf course, disc golf course
- Future family bike park (construction in 2015).



Family at the playground in Bijou Park

El Dorado Community Playfields

- Youth baseball and soccer field and warm-up area
- Additional fields planned

By linking to completed parts of the bicycle/pedestrian network, the Project will also provide access to:

Schools - Bijou Elementary (578 students) and South Lake Tahoe Middle School (787 students)

Social Services - South Lake Tahoe Family Resource Center, churches, Tahoe Turning Point Counseling Center, Foster Care Family Services, and Kelley Ridge Senior Housing

Government Services - South Lake Tahoe Police Department, El Dorado County Superior Courthouse, El Dorado County Public Health Services, Lake Tahoe Basin Management Unit (USFS) offices and visitor information, the South Lake Tahoe Main Post Office and Lake Tahoe Unified School District administrative offices

Cultural Facilities - Wildlife Care visitor center (construction 2015)

Transit routes and bus stops - US Highway 50, Pioneer Trail, Glenwood Drive, Al Tahoe Boulevard, Johnson Boulevard, Martin Avenue.



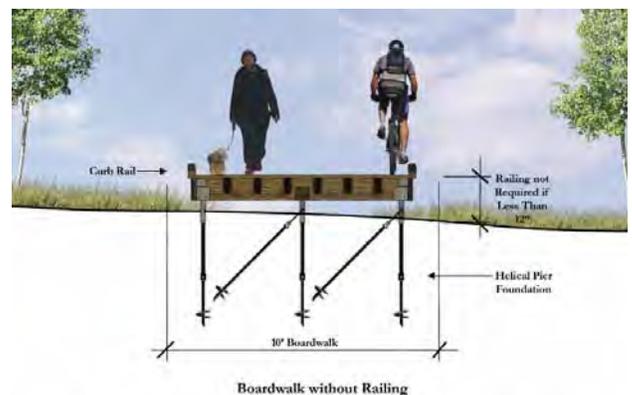
Removing Barriers to Desirable Destinations

Existing bicycle and pedestrian access to Mid-Town activities is difficult and constrained by barriers. Figure 3 illustrates these barriers. Lake Tahoe basin topography funnels surface streams and wetlands in parallel drainages from the surrounding mountains to Lake Tahoe. Development patterns in South Lake Tahoe lined these drainages with commercial and residential neighborhoods, directing the principal north/south travel routes that cross them to only two locations: 1) U.S. Highway 50, a 5-lane congested commercial corridor; and 2) Pioneer Trail, the principal 2-lane arterial roadway used by locals as a higher speed bypass of the highway congestion.

The Project will construct one mile of shared use trail to connect existing short segments to close gaps and create a continuous 1.8 miles of trail separated from the road system. The Project will use sections of causeway design and boardwalk to eliminate existing volunteer footpaths through the wetlands that are muddy and unusable during wet conditions, are unsuitable for some bicycle or other accessible conveyance types, and contribute sediment to surface water in the area. These new sections of trail will produce significant shortcuts. Non-motorized users from Sierra Tract traveling north will save 1.5 miles and those traveling south from Bijou will save 1.53 miles after project completion. Shortcuts like this produce substantial incentive to convert auto-based trips to active transportation trips and contribute to environmental protection and user safety and health.

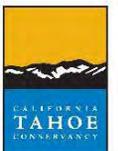
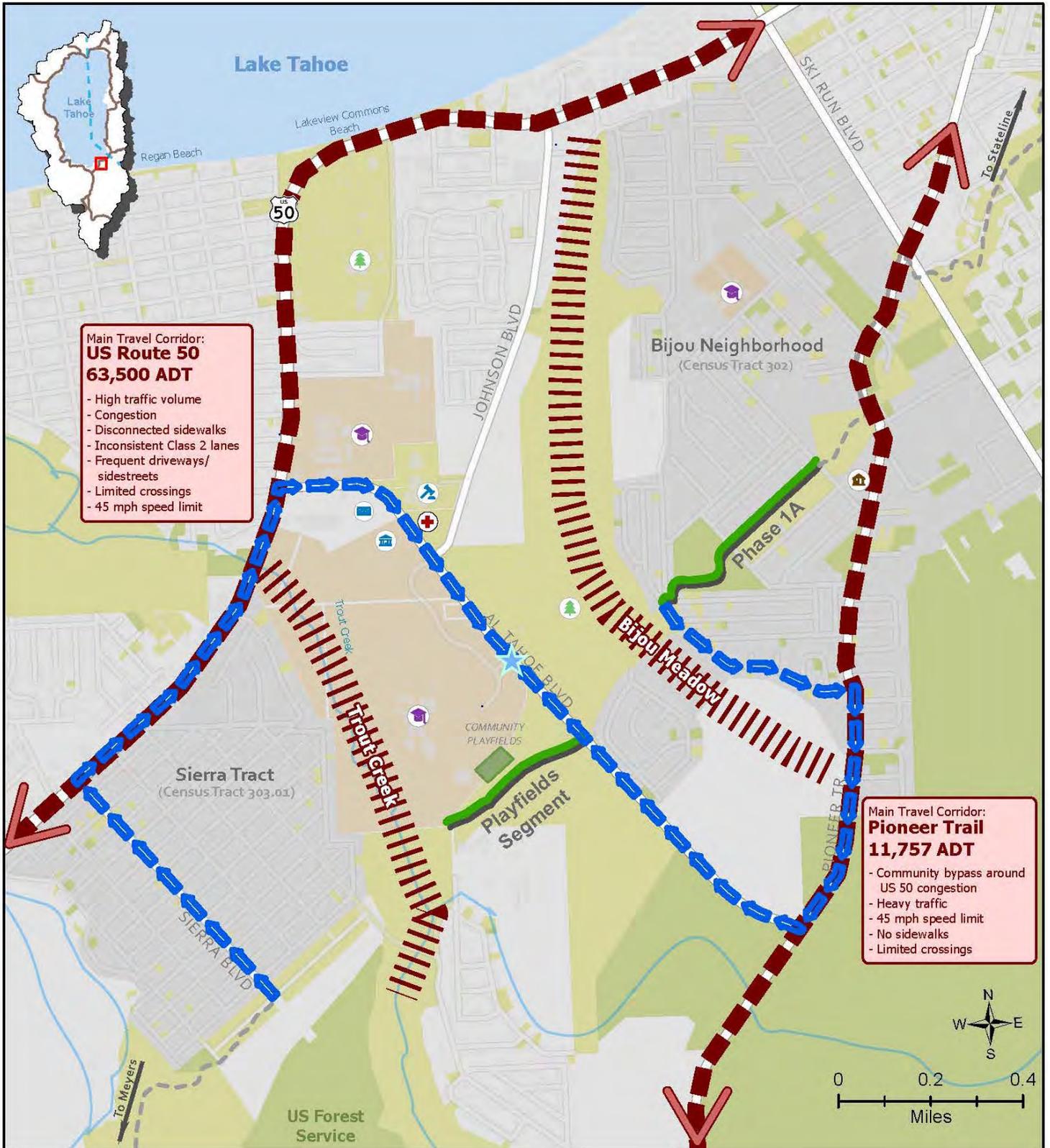


Users try to make a muddy trail functional



The Project will construct accessible boardwalk sections to replace volunteer foot trails

Figure 3
Barriers





Although access will increase for residents throughout South Lake Tahoe, users in the adjacent neighborhoods will particularly benefit. Discussion in Questions #4 and #5 present detail concerning potential users. In summary:

Sierra Tract

- Census tract 303.01 (population 2,004) is a disadvantaged community with a largely rental population and a concentration of seniors (11.3%) and children/youth (9%) as well as a growing number of community college students.
- Disability rates in this neighborhood are above the statewide average.



Trout Creek is a barrier for access from Sierra Tract



Getting to the day care center on the LTCC campus is a challenge

Bijou

- Part of census tract 302, Bijou (population 4,971) is a disadvantaged community of mixed ethnicities. Bijou Elementary School serves this neighborhood with 73.9% of the students receiving free or reduced cost lunch.



Current access across Bijou Meadow is hazardous and environmentally damaging



C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The Greenway is the Conservancy's most long-standing and only direct shared use trail project. (Conservancy support of other trails involved grants to other entities.) In 2002 the Conservancy concluded the nearly intact freeway right-of-way obtained from Caltrans was a desirable bike trail corridor and project planning began. The intent was to support environmental protection by helping to restructure the South Lake Tahoe transportation system to be less auto-dependent. To date, the Conservancy Board has authorized over \$2 million for planning, preliminary design, and permitting of the Greenway, including implementation of Phase 1a. Additional authorization will bring \$1 million as match to this application.



Simulation of Project connection in Bijou Meadow



Part B: Narrative Questions: **Detailed Instructions for: Question #2**

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location’s history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

Transportation System Safety Issues

Transportation infrastructure in South Lake Tahoe concentrates north/south auto and non-auto connections along two primary arterial roads – U.S. Highway 50 (Lake Tahoe Boulevard) and Pioneer Trail. Figure 4 identifies safety hazards related to these roadways. The Project will connect existing shared use trail segments and allow non-motorized users in the Mid-Town area direct connections to avoid these hazards. Table 2 and Figure 4 identify collision data near the Project area.

- U.S. Highway 50, a 5-lane highway, connects South Lake Tahoe directly to Sacramento and the Bay Area to the west and Carson City, Nevada to the east. It is the primary thoroughfare for both residents and visitors. Although recent improvements for bicyclists and pedestrians have been made, significant safety hazards remain.



Bicyclist travels the wrong way on U.S. Highway 50 to reach one of the limited crossings



- Pioneer Trail, a 2-lane arterial, is often used by visitors and residents as a bypass for the congestion along U.S. Highway 50.



Pioneer Trail with Class 2 lanes but no sidewalks

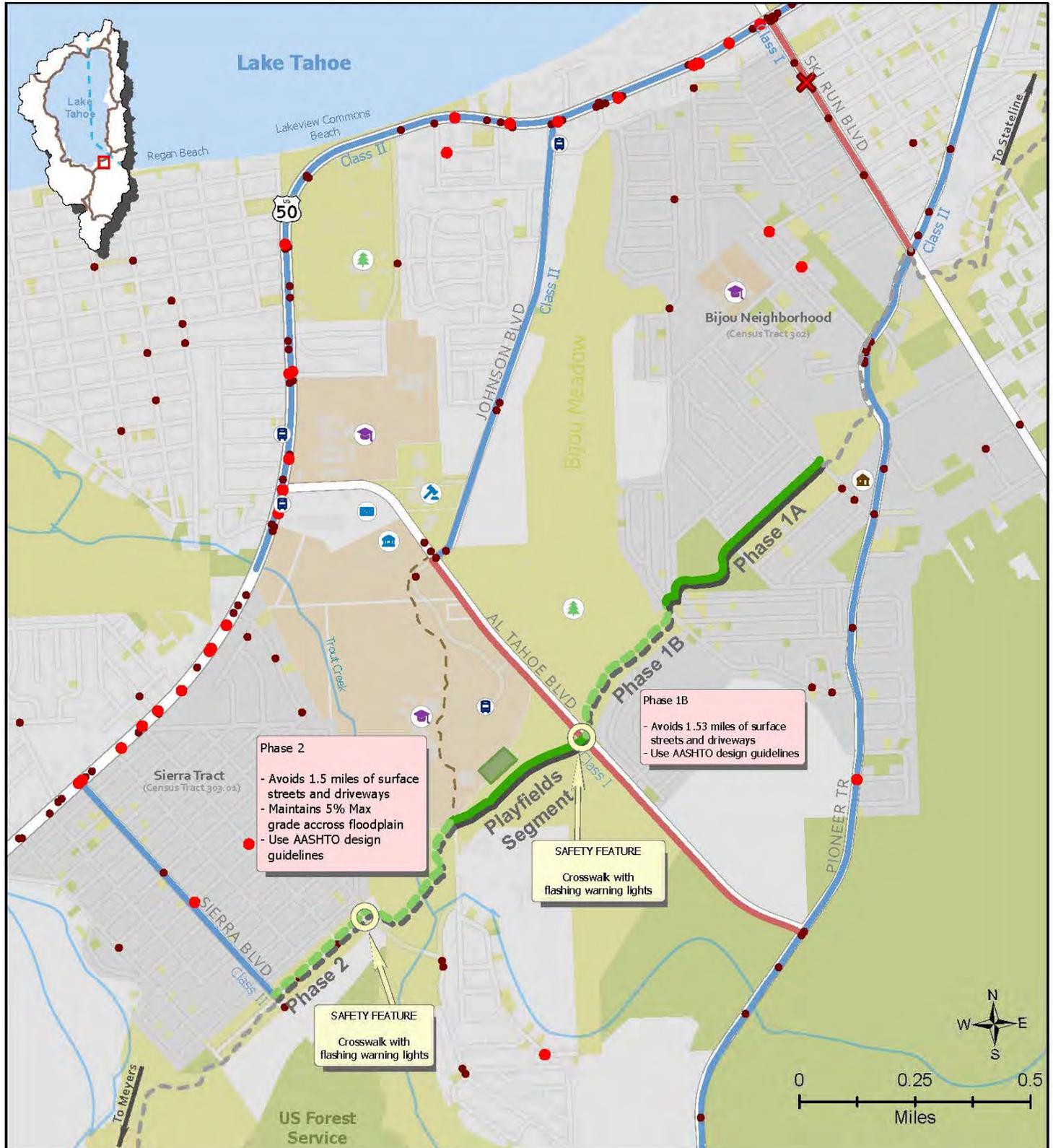
Safety Data

User surveys conducted in the Lake Tahoe region cite perceptions about safety as a major reason not to bicycle or walk more often.⁹ Furthermore, rates of motor vehicle death in South Lake Tahoe are higher than the statewide average at 12 deaths/100,000 people in South Lake Tahoe, compared to 7.8/100,000 statewide.¹⁰ Collision data for non-motorized users support these claims as shown in Table 2 and Figure 4. Additionally, a recent Lake Tahoe Basin-wide survey identified five intersections within one mile of the Project that need safety-related improvements. Three respondents had been involved in a collision at one of these intersections.¹¹ The Greenway would allow users to avoid all of these intersections.

Collision data for the area impacted by the Project is taken from Statewide Integrated Traffic Records System (SWTRS) for the five-year period January 1, 2008 – December 31, 2012 (the last date for which data is available).

Table 2					
<i>Bicycle and Pedestrian Accident Data</i>					
	2008	2009	2010	2011	2012
INJURY COLLISIONS					
Bicycle/Pedestrian	5	10	8	4	5
Vehicle	45	32	42	17	14
<i>Total Injury Collisions</i>	50	42	50	21	19
FATAL COLLISIONS					
Bicycle/Pedestrian	-	-	-	1	-
Vehicle	-	-	-	1	1
<i>Total Fatal Collisions</i>	-	-	-	2	1

Figure 4
Collision & Project Safety Measures



Phase 2

- Avoids 1.5 miles of surface streets and driveways
- Maintains 5% Max grade across floodplain
- Use AASHTO design guidelines

Phase 1B

- Avoids 1.53 miles of surface streets and driveways
- Use AASHTO design guidelines

SAFETY FEATURE

Crosswalk with flashing warning lights

SAFETY FEATURE

Crosswalk with flashing warning lights



Collisions

- ✕ Bike or Pedestrian (Fatality)
- Bike or Pedestrian
- All Other

Existing Bike Trails

- Class I
- Class II

California Tahoe Conservancy
May 2015

Map for reference Purposes only
Sources: TRPA, US Census, CTC





B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas:

(15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

Project Safety Measures

The Greenway will address the safety hazards noted above by creating a separated corridor exclusively for non-motorized transportation and providing a safe and attractive alternative. Table 3 highlights the benefits. See Figures 3 and 4 for an illustration of connections and barriers described.



Project will avoid congested commercial highway route



Project will create complete separation for non-motorized users



Table 3	
<i>Project Safety Benefits and Countermeasures</i>	
Existing Condition	Project Benefits
<i>Entire Greenway</i>	
Travel along congested corridors with multiple street and driveway crossings providing north/south connections through South Lake Tahoe.	Making the same north/south connections in a fully separated corridor with limited side street and driveway crossings.
<i>Phase 1b & 2 Project</i>	
From the south, travel along arterials and highways requiring 2.1 miles and approximately 70 side street and driveway crossings	Travel along a 10' wide shared use trail, making the connection in 0.62 miles with 1 street crossing (protected with a signed crosswalk and user activated warning lights)
From the north, travel along arterials requiring 1.9 miles and approximately 37 side street and driveway crossings	Travel along a 10' wide shared use trail, making the connection in 0.36 miles with 1 street crossing (protected with a signed crosswalk and user activated warning lights)
Travel along congested roadways	Travel through scenic natural landscapes including a new bridge with viewing area over Trout Creek
U.S. Highway 50 with multitude of confusing commercial and directional signage	Interpretive and wayfinding signage to improve enjoyment and route confidence
Disconnected or absent sidewalks and bike lanes of varying widths	Minimum 10' wide trail, expanding to 12' wide in boardwalk sections to allow safe passing without damage to wetland vegetation
Inconsistent ADA-compliant features	Trail grades 5% or less, with ADA pedestrian ramps at each entrance



Part B: Narrative Questions:
Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

A broad cross-section of the community rallied, wrote letters, and showed up at public meetings to encourage repurposing the freeway right-of-way acquired by Caltrans and transforming it into a non-motorized travel corridor. In response, Caltrans rescinded the freeway designation and, in 2000, transferred ownership of the corridor to the Conservancy. Throughout the following decade, the Conservancy worked with transportation experts and land use planners, as well as community organizations and neighbors to identify alignment options and shared use trail design details. The full list of public agencies, interest groups, and members of the public involved in all aspects of project development can be found in Table 4.

How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Public involvement occurred in every phase of the study, design, and evaluation of the Greenway, including the phases described in this application. Attachment I-3 includes a complete list of engagement opportunities including identification of notice efforts and meeting accessibility and amenities. The following paragraphs provide a general description of the various engagement methods; the project response to these input opportunities are identified in Table 4.

- *Public Meetings/Workshops.* Conservancy staff held workshops and meetings related to location alternatives and design needs. Workshops held by others included Greenway discussions including: Bijou/Al Tahoe Community Plan (two-year public land use planning



effort 1993-95), Bijou Area Plan (two-year public land use planning effort in 2014-15), and the development of the Bike and Pedestrian Plan (BPP) and its updates.

- *Presentations.* Conservancy staff made presentations to organized stakeholder groups and at community events such as Earth Day to encourage discussion and input. These occurred throughout project development and have included recent outreach to address phased project implementation.
- *Individual meetings.* Conservancy staff met as requested with members of the public to discuss specific features of the project plans.

B. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

Public input shaped the location and design details of the Greenway, particularly the project phases included in this application. During project development, public comments included strong desire to protect environmental resources and to provide safe, direct access to community services. As a result, the Project uses sections of boardwalk and causeway (asphalt pavement on permeable fill) as environmentally sensitive design strategies to provide direct travel routes between neighborhoods and important community activities. Additional input offered within the last year has driven further project refinement for a shorter route across Trout Creek; this is in current development and expected to receive project approval and CEQA clearance by December, 2015.



Public workshop for the Bike and Pedestrian Plan presenting the high priority projects including the Greenway



Table 4	
<i>Public Engagement and Project Response</i>	
Public Engagement	Project Response
<i>Public Workshops, Meetings, and Individual Neighbor Visits</i>	
<p><u>2003-05</u> During the feasibility study and early concept plans stage (1 contact for 40 persons total)</p> <p><u>2006-09</u> During the Preliminary Plans development phase in the entire 10-mile corridor (8 contacts for over 100 persons total)</p> <p><u>2010 -11</u> During the CEQA/NEPA and project approval period on the Revised 3.86 mile trail (4 contacts for 50 persons total)</p> <p><u>Since 2001</u> Throughout the process, meetings with 12 different individuals</p>	<ol style="list-style-type: none"> 1. Identification of multiple alternative routes, focusing primarily on the southern 6 miles of the original 10-mile study corridor. In 2010, the Conservancy refocused the project on the northern 3.86 miles in the central part of South Lake Tahoe. Continued input focusing on refining trail alignments to reduce environmental impacts and costs is underway. 2. Modification of many design elements to improve access and reduce neighbor concerns. This includes coordination with representatives of the disabled and senior communities. 3. Since project approval in 2011, purpose of the public workshops has been to retain interest and maintain public support for the project.
<i>Stakeholder Organizations</i>	
<p><u>2003 – present</u> Individual presentations and direct consultations (12 presentations):</p> <p>Tahoe Area Coordinating Council for the Disabled, South Lake Tahoe Recreation Commission, South Shore Transportation Management Agency, Lake Tahoe Bicycle Coalition, Alta Alpina Bicycling Club, Lake Tahoe Visitors Authority, Lake Tahoe South Chamber of Commerce, League to Save Lake Tahoe</p>	<ol style="list-style-type: none"> 1. High commitment to establishing connections to community services for disadvantaged and disabled community. 2. Design details that reduced impacts to wetlands and floodplains (boardwalks and causeways). 3. Creating connections to existing and future planned bicycle trails and routes. 4. Continued alignment refinements to reduce environmental effects and project cost.
<i>Public Agencies – through a Technical Advisory Committee (TAC) and direct consultations</i>	
<p><u>2003 – present</u></p> <p>Tahoe Metropolitan Planning Organization, Tahoe Transportation District, Tahoe Regional Planning Agency, City of South Lake Tahoe (Planning, Public Works, and Police and Fire), El Dorado County, South Tahoe Public Utility District, Liberty Energy</p>	<ol style="list-style-type: none"> 1. Improving non-auto network connectivity. 2. Planning for utility needs and avoiding utility conflicts. 3. Design details that reduce impacts to wetlands and floodplains and steep slopes.
<i>State and Federal Agencies – through a TAC and CEQA/NEPA consultation process</i>	
<p><u>2006 – present</u></p> <p>Caltrans, Department of Fish and Wildlife, State Historic Preservation Office, Office of the State Architect, Public Works Board, Lahontan Regional Water Quality Control Board, Washoe Tribe of California and Nevada, USDA Forest Service, Army Corps of Engineers</p>	<ol style="list-style-type: none"> 1. Modifications to the project description to incorporate environmental regulatory requirements. 2. Development of mitigation plans and monitoring requirements. 3. Project approvals for the 3.86 mile trail and construction permits for the initial Phase 1a segment (2015 construction). 4. Continued trail alignment refinements to reduce environmental impacts and costs.



A. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Although public input during final project design and construction is limited, the Conservancy uses a variety of outreach tools to keep the public informed about project progress. This includes information on the agency website, press releases, and public ceremonies such as ribbon cuttings upon project completion. Also, the Conservancy holds four to five public Board meetings per year where staff provide updates on ongoing projects and the public is invited to provide input on Conservancy projects.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)
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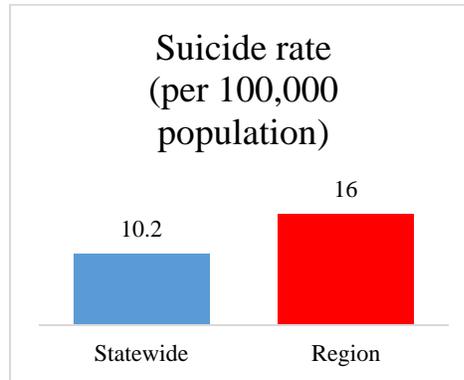
Residents of South Lake Tahoe suffer from a number of health problems. Multiple data sources combine to identify conditions above statewide averages: incidents of suicide, disproportionately poor health for low-income residents, disability, activity-limiting injuries, fatal motor vehicle accidents, and hypertension. The Draft 2015 Community Health Needs Assessment¹² (PRC 2015) provides a comprehensive assessment for the region served by Barton Health, the primary community hospital in South Lake Tahoe. (See Attachment K-3 for relevant sections.) As noted in Question #5, the entire city of South Lake Tahoe meets the standard as a disadvantaged community, so the findings from this community-wide health assessment provide the data for disadvantaged communities required by this question. Other sources include the Community Health Advisory Committee which meets regularly to discuss community health issues, the South Lake Tahoe unit of California Department of Rehabilitation, El Dorado County health reports, and census data for the directly-affected disadvantaged neighborhood census tracts.

The PRC 2015 identifies the top priority community health need as mental health, followed by substance abuse, access to health care, and heart disease/stroke. Low-income residents as a subset of the population report more health concerns and the PRC 2015 identifies the impacts of the priority health needs on low-income residents in South Lake Tahoe. Another South Lake Tahoe characteristic with health implications is the high disability rate which is compounded by lack of ADA accessible infrastructure. Relevant statistics are:

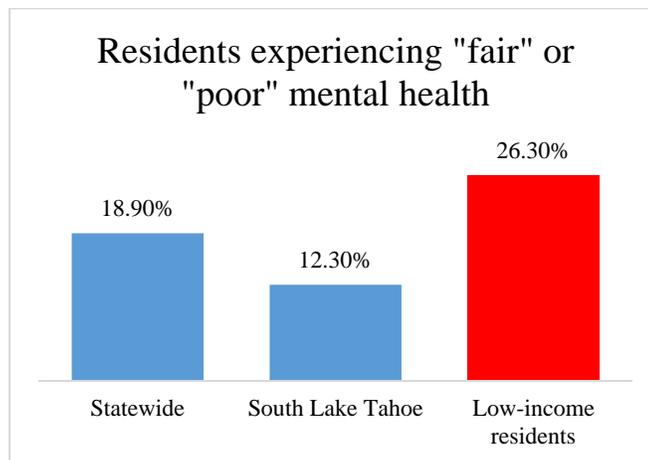


Mental Health

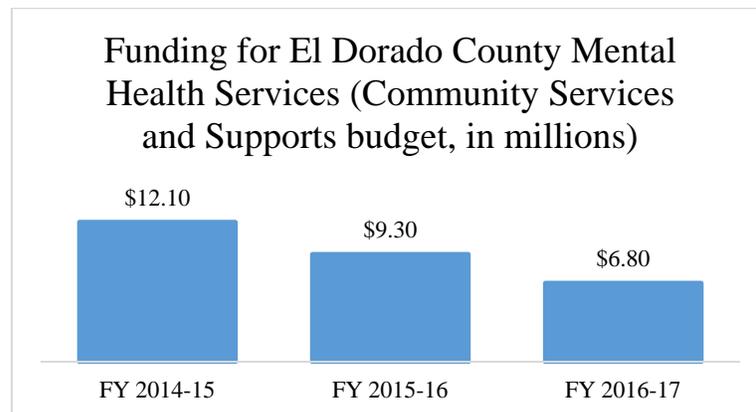
- *Suicide rate*¹³



- *Residents experiencing "fair" or "poor" mental health*¹⁴



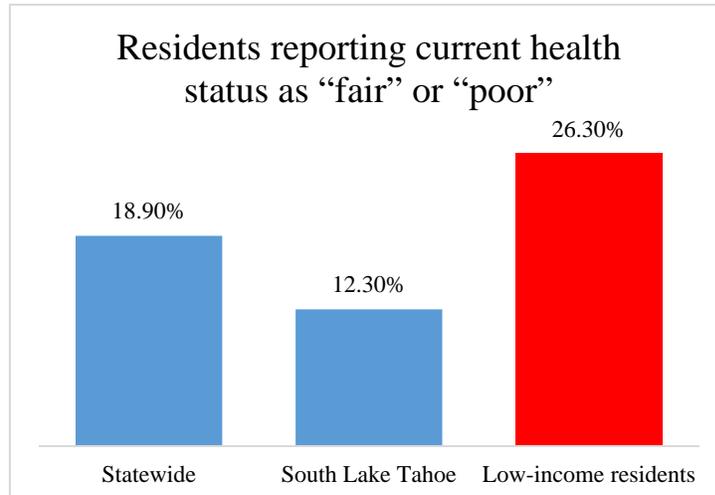
- *Community capacity to address*¹⁵



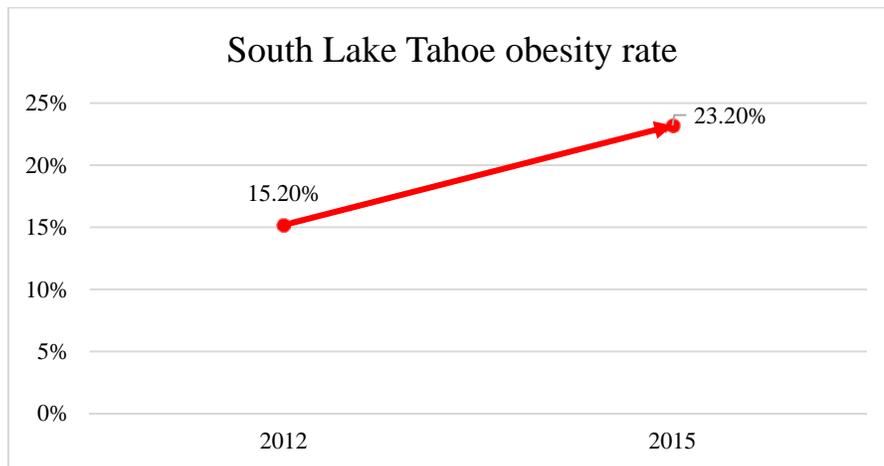


Other Concerns

- *Low-income residents reporting “fair” or “poor” health conditions*¹⁶



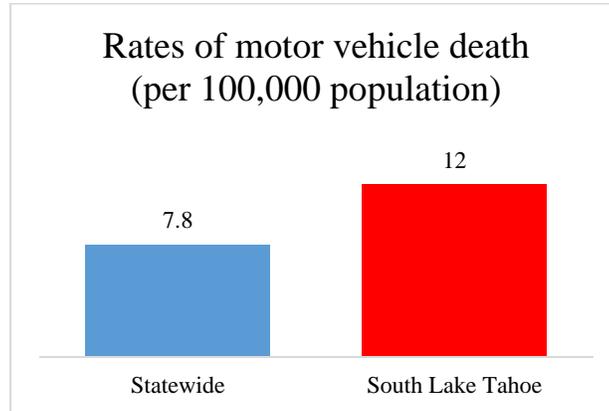
- *Obesity rates*¹⁷



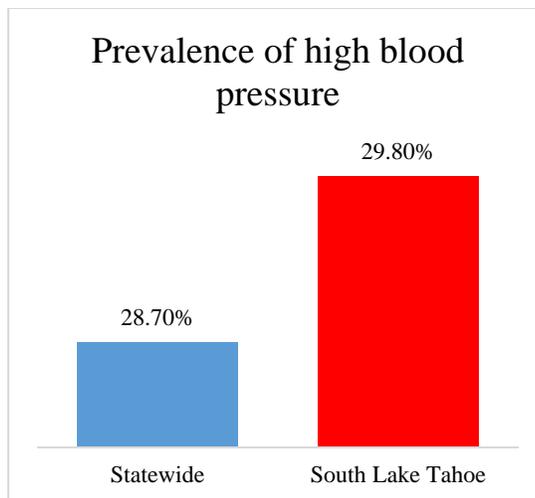
Note: While these figures are under statewide averages, the trend is negative.



- *Rates of motor vehicle death*¹⁸



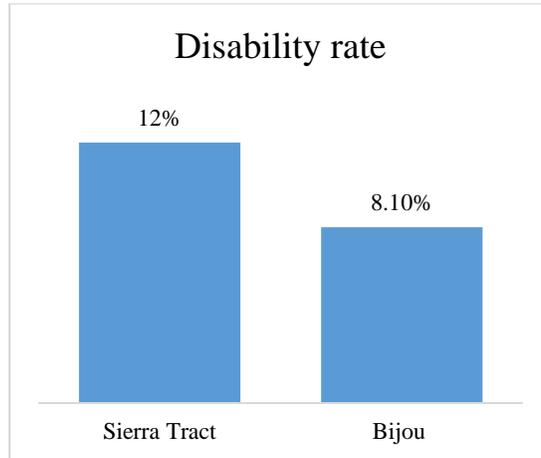
- *High blood pressure*¹⁹



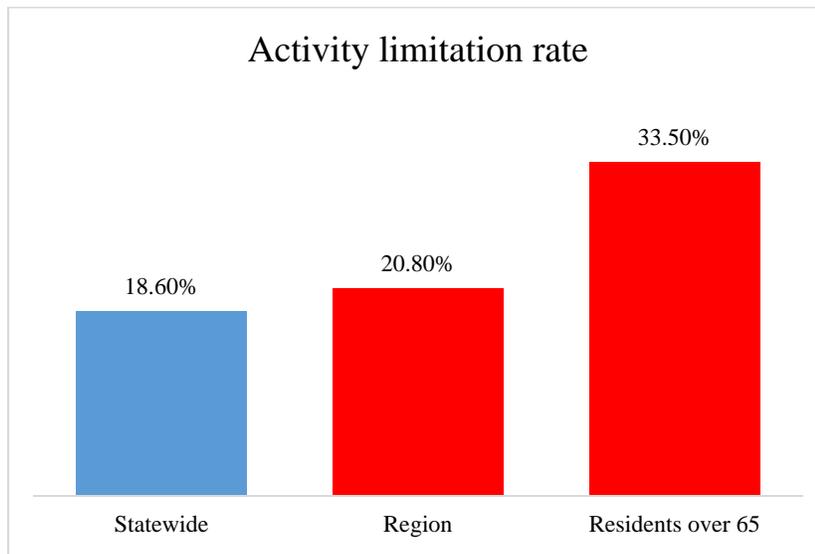


Disability

- *Disability rate*²⁰ (near the statewide average, yet with poor or absent existing access facilities). Disability conditions include (in order of prevalence): back/neck problems, walking problems, depression/anxiety/mental issues, and arthritis/rheumatism.²¹



- *Activity limitation rate*²² According to John Pillsbury, Rehabilitation Counselor, CA Dept. of Rehabilitation, South Lake Tahoe, the high rate of senior disabilities is compounded by an extreme shortage of affordable senior housing opportunities in South Lake Tahoe with wait lists often approaching ten years²³.





B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The Greenway will help improve high priority public health issues by increasing physical activity, improving mobility, and improving bike and pedestrian safety, especially for low-income residents living in the neighborhoods served directly by the Project.

Mental Health

As shown above, the region faces serious mental health problems with low-income residents disproportionately affected. A Canadian Medical Association Journal review of existing health literature confirms strong evidence of the benefits of regular physical activity in the prevention of depression – a root cause of suicide and mental health problems²⁴. A recent workshop held by community health providers considering the effects of active transportation confirmed this finding, adding the benefits of sunlight and access to nature in the fight against depression. The Project will address these issues as follows:

- Route short-cuts from disadvantaged neighborhoods will provide incentives to access needed community services with physical activity instead of using a private automobile.
- Project connections improve access to nearby mental health facilities including South Lake Tahoe Family Resource Center, Tahoe Turning Point Counseling Center, Foster Care Family Services, and El Dorado County Public Health Services.
- Trail alignment through diverse and highly scenic natural corridors provide easy access to natural landscapes.



The Project will improve access to family services throughout Mid-Town



Other Concerns

The Project will encourage over 1,680 active users/peak day as described in Question #1, including disadvantaged residents from the nearby neighborhoods. This activity addresses health needs described above as follows:

- Project features that incentivize active transportation will encourage increased physical activity and help address obesity and high blood pressure.
- The Tahoe Region Bicycle/Pedestrian Use Model predicts the Greenway will convert auto trips to bicycle or walking trips to reduce daily Vehicle Miles Travelled (VMT) by 354 miles²⁵, decreasing traffic congestion and exerting negative pressure on the rate of motor vehicle deaths. Diverting some bicycle trips from the congested roadways to a shared use trail will also decrease use conflicts that could lead to motor vehicle deaths.
- Improved access to active outdoor recreation areas such as Bijou Community Park and the El Dorado Community Playfields increases incentives for physical activity.

Disability

The Project will create ADA compliant direct connections to two neighborhoods with populations of low-income, disabled, and senior residents. The neighborhoods lack sidewalks or other accessible facilities to encourage physical activity for these groups. Providing a safe, stable surface allows persons with mobility limitations opportunities to exercise, socialize, and access natural landscapes – all benefits needed to decrease hypertension, obesity, and cardiovascular disease, as well as support improved mental health.



Disabled seniors can be isolated and need access to mental and physical health services. The Project will improve access for these users.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Public perception of the Lake Tahoe Region often focuses on real estate pictures of upscale homes and lavish resorts. The economic reality of the Region is a much more complex picture. Permanent residents, employed largely in the service sectors of the economy, find an increasingly difficult relationship between lower wages and the high cost of living. In South Lake Tahoe, these conditions are particularly acute as the economy transitions away from one dependent on the declining gaming industry to a more mixed, recreation based tourism.



Housing in the Sierra Tract is small and more affordable to rent and buy

Table 5 below demonstrates the Project's qualification as a disadvantaged community.



Table 5			
<i>Disadvantaged Community Status</i>			
	City of South Lake Tahoe	Sierra Tract Neighborhood (census tract 303.01)	Bijou Neighborhood (census tract 302)
Population ²⁶	21,448	2,004	4,971
Household median income ²⁷	\$41,004 67.1% of statewide	\$35,398 57.7% of statewide	\$45,532 74.5% of statewide
Students qualifying for free or reduced priced meals ²⁸			73.9% Bijou Elementary

B. For proposals located within disadvantaged community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.

100%. The Project falls wholly within the City of South Lake Tahoe. Additionally, it directly connects the Sierra Tract and Bijou Neighborhood census tracts.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The Project will provide direct and meaningful benefits to students and low-income residents in the Sierra Tract and Bijou Neighborhood by creating safe, direct bicycle and pedestrian connections to senior housing, schools, recreational facilities, and family resources. (See Figure 2 to locate these facilities and response to Question #1b for a complete list.) For some users, such as those who attend Bijou Elementary School or LTCC, the Greenway will have an immediate positive impact on daily life by shortening commute distances by more than a mile. More detail concerning services provided are illustrated below.



Bijou Elementary School

- Located 0.34 miles via Class 3 route from Phase 1a (2015 construction)
- 578 students (72% Hispanic)
- 73.9% receiving free or reduced cost lunch
- Dual immersion Spanish language program



Lake Tahoe Community College

- Direct access from Project
- 5,500 students/year
- 70% students receive financial aid
- Planned program expansion and development of a bicycle transit hub



South Lake Tahoe Family Resource Center

- Located 0.34 miles via Class 3 route from Phase 1a (2015 construction)
- Bilingual peer counseling & Spanish language parent training classes
- Child therapy services
- Free food and clothing



Kelly Ridge Senior Housing

- Located on Herbert Ave at terminus of Phase 1a (2015 construction)
- 33 units affordable, though not subsidized, senior housing
- Support services: recreation, health, food



El Dorado County Health Services

- Located 0.3 miles from the Project via connecting Class 1 trail
- On site health services such as immunizations, diabetes and other diagnostic tests, and flu shots

The nature of the Project connections maximize non-motorized access potential to user groups without cars and with mobility limitations. The shared use trail meets AASHTO design guidelines to create a fully accessible, all-weather trail that travels through highly scenic landscapes. Safety features include limited driveway and street crossings, the latter provided with dedicated crosswalks and flashing warning lights or stop signs.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”.

(3 points max.)

The Greenway concept originated with the potential of repurposing a freeway right-of-way for use as a non-motorized travel corridor.

Alternatives

In the developed core of South Lake Tahoe, opportunities to collect property needed for a long linear connection is limited so alignment alternatives to the Greenway project focused primarily on small deviations in response to environmental or neighbor concerns. This eliminated most costs associated with right-of-way purchase.

Design alternatives considered also responded to the unique circumstances in the Tahoe region. Development regulations protecting Tahoe’s sensitive environment are extremely rigorous. The only route available for long, linear connections through South Lake Tahoe requires crossing multiple drainages which are the focus of many restrictions. These features create the substantial barriers to access illustrated in Figure 3. Design techniques to cross these barriers, such as causeways, boardwalks and bridges, are *required* to avoid wetland and floodplain impacts. Although these techniques increase construction costs, they are the only means available to create the connectivity needed in South Lake Tahoe and they avoid the larger community costs associated with environmental degradation. To limit this as much as possible, the Project incorporates alignments that reduce the needed length of these crossings, thereby reducing costs.



Benefits

The benefits of this trail connection are described throughout this application. As a foundational element in the RTP, the Greenway is the corridor that will transform north/south movement in the core of South Lake Tahoe and make active transportation an attractive travel choice. The Project achieves primary benefits in the following ways:

- Constructing a separated trail with limited street crossings is the primary safety countermeasure of the Project. Others include adherence to ASHTO design standards and placing user activated warning lights at the two major crosswalks.
- Significantly reducing travel length to desired destinations and creating a scenic experience combine to create substantial incentive for choosing active transportation.
- Providing direct links between disadvantaged neighborhoods and community services offers low income residents improved access while encouraging a more active lifestyle.

This will address existing health concerns including mental health and heart conditions.

Cost Effectiveness

Public investment in shared use trail facilities is extremely cost effective in the Lake Tahoe Basin. The Tahoe Regional Planning Compact (Public Law 96-551) and the RTP prohibit expanding highways to accommodate additional capacity in order to protect the area's special environmental values. Therefore all increased transportation needs resulting from population growth or increased visitation must be met without new roadway construction. In this way, Tahoe Regional shared use trail projects, while they may involve more expensive construction techniques to limit environmental effects, avoid the highway construction costs often exceeding \$10 million/mile many communities face to meet transportation needs.



- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

The ATP Benefit/Cost Tool produced the following outcome:

20 Year Investment Analysis

\$14,436,786

\$4,027,000 for a ratio of 3.73

Funds Requested Analysis

\$14,436,786

\$1,928,000 for a ratio of 7.79

Feedback

See Attachment I-6 for reprints of the analysis input and results page, as well as feedback on the tool itself.



Part B: Narrative Questions
Detailed Instructions for: Question #7

QUESTION #7
LEVERAGING OF NON-ATP FUNDS (0-5 points)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The Project will leverage \$2,099,000 in local, state, and federal dollars as shown in Table 6. Attachment K-4 documents funding commitments. The leveraged component of the Project will account for 52% of the total project cost. Attachment B describes the proposed expenditure of these funds by fiscal year. Additional value brought to the project includes Conservancy staff time, estimated at \$100,000, and the value of the property obtained from Caltrans when the former freeway designation was rescinded. The value in 2000 at the time of transfer was established as \$5.5 million.

Table 6 <i>Leveraging Non-ATP Funds</i>		
Source	Authority	Amount
Proposition 84 and Lake Tahoe Conservancy Account ¹ <i>California Tahoe Conservancy</i>	May 9, 2014 – Conservancy Board approved funds for ATP application for the design and construction of Phases 1 and 2 of the Greenway.	\$ 1,000,000
Congestion Mitigation and Air Quality Improvement Program (CMAQ) ¹ <i>Tahoe Transportation District</i>	April 25, 2014 – TTD was awarded \$399,000 funds for design and construction of the Greenway.	\$ 399,000
Measure F (voter-approved bonds) ² <i>Lake Tahoe Community College</i>	May 19, 2015 – LTCC Board approved use of Measure F funds as a contribution for the Greenway Phases 1b & 2 Project ATP application.	\$ 700,000
TOTAL NON-ATP FUNDS		\$ 2,099,000

¹All project elements are eligible costs for this funding source.

²Project elements within the Phase 2 project area are eligible costs for this funding source.



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)**

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

No

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative: Community Conservation Corps representative:

Name: Wei Hsieh

Name: Danielle Lynch

Email: atp@ccc.ca.gov

Email: inquiry@atpcommunitycorps.org

Phone: (916) 341-3154

Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

Tree and stump removal, site restoration, fence and sign fabrication and installation, and other tasks as negotiated.

Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)



- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

See Attachment I-8 for CCC correspondence.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

A. *Applicant:* Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The Conservancy has never received Local Assistance Program funds from Caltrans or the Federal Highway Administration. However, the Conservancy has received implementation funds from US Army Corps of Engineers, and US Bureau of Reclamation, as well as CALFIRE, California Dept. of Forestry, and California Department of Fish and Wildlife. Total funds received and expended, all without "reportable conditions" resulting from the required annual audit, are: \$4,990,418. The Conservancy intends to initiate the Master Agreement process in June, 2015.

The Conservancy has diverse experience delivering large and small implementation projects. As a State agency, the Conservancy's project delivery process utilizes the services of a full-time grants manager and follows the statutory requirements expressed in the State Administrative Manual and the State Contract Manual. For small restoration projects, the Conservancy provides all aspects of project delivery. For more complex projects such as the proposed Project, the Conservancy contracts project management services with the California Department of General Services, the State's primary project implementation agency (outside of Caltrans needs). A sample of direct projects implemented by the Conservancy include:

- Carnelian Bay Lake Access and Water Quality Improvement Project –\$3.8 million
- North Tahoe Beach Center Lake Access Project - \$3.2 million
- Lower Blackwood Creek Restoration Project –\$3,474,326
- South Tahoe Greenway Shared Use Trail, Phase 1a Project – Project Bid Cost: \$405,474

B. *Caltrans response only:* Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "I-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K



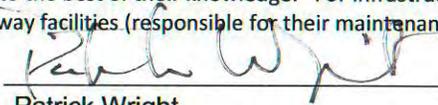
Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: May 29, 2015
Name: Patrick Wright Phone: (530) 543- 6002
Title: Executive Director e-mail: Patrick.Wright@tahoe.ca.gov

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ 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>



Part C: Attachment B Project Programming Request

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:					
Project Title: South Tahoe Greenway Shared Use Trail Phases 1b & 2					
District	County	Route	EA	Project ID	PPNO
3	El Dorado	VAR			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				231	79			310	
PS&E				308				308	
R/W				16				16	
CON					3,143	250		3,393	
TOTAL				555	3,222	250		4,027	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				171	69			240	
PS&E				228				228	Notes:
R/W				12				12	
CON					1,276	172		1,448	
TOTAL				411	1,345	172		1,928	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:					
Project Title: South Tahoe Greenway Shared Use Trail Phases 1b & 2					
District	County	Route	EA	Project ID	PPNO
3	El Dorado	VAR			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 3:	California Tahoe Conservancy - Proposition 84								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				60	10			70	
PS&E				80				80	Notes:
R/W				4				4	
CON					768	78		846	
TOTAL				144	778	78		1,000	

Fund No. 4:	Tahoe Transportation District - CMAQ								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON					399			399	
TOTAL					399			399	

Fund No. 5:	Lake Tahoe Community College Measure F (voter-approved bonds)								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON					700			700	
TOTAL					700			700	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									



Part C: Attachment C **Engineer's Checklist**

Jennifer Roman, JWA Consulting Engineers, provided engineering services for the Greenway Shared Use Trail preliminary plans.

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: JMR
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: JMR
 - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: JMR
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** Engineer's Initials: JMR
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: JGR

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: JGR

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: JGR

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: JGR

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Roman, Jennifer

Title: Senior Engineer

Engineer License Number C054137

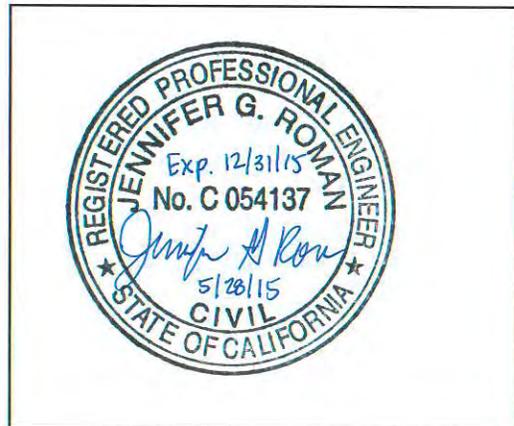
Signature: Jennifer A Roman

Date: 5/28/15

Email: jroman@esengr.com

Phone: (775)588-7178 x.106

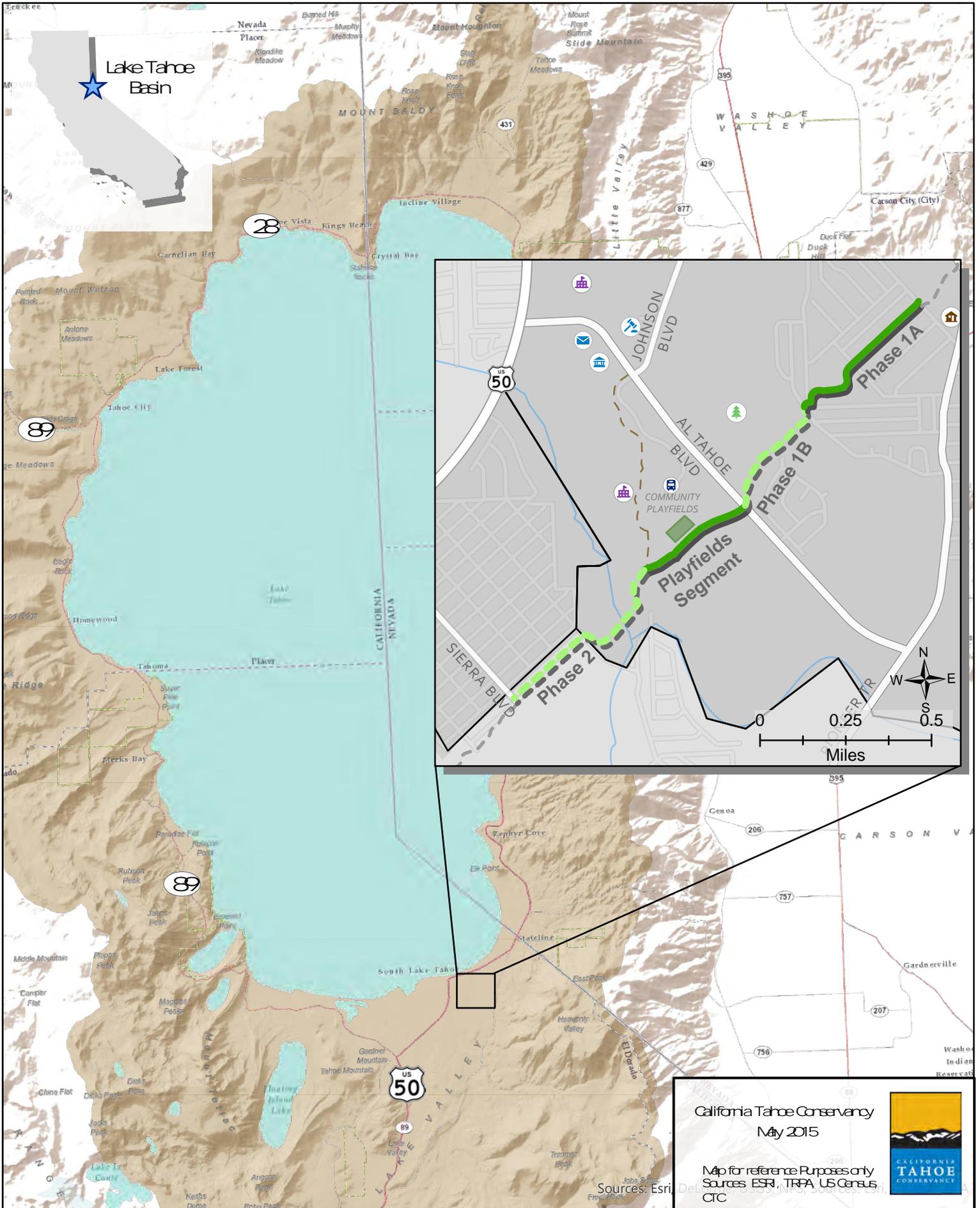
Engineer's Stamp:





Part C: Attachment D **Location Map**

Attachment D Location Map





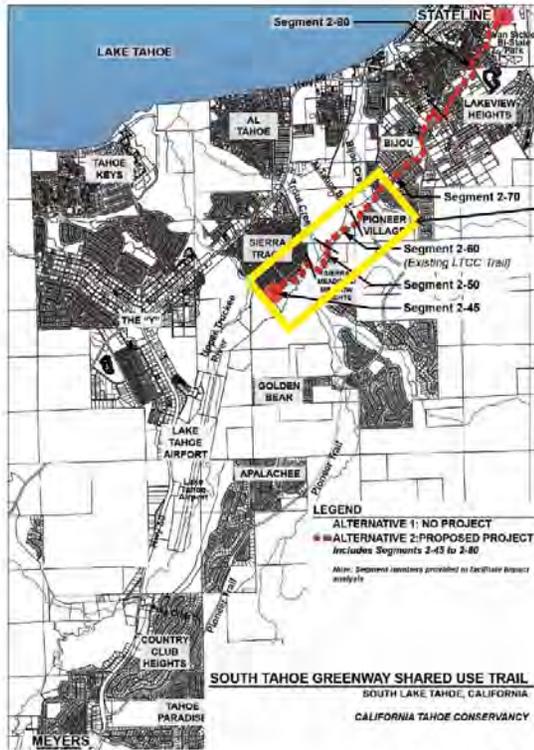
Part C: Attachment E **Preliminary Plans**

The following pages include the plan sheets relevant for the South Tahoe Greenway Phases 1b & 2 Project. The preliminary plans received approval from the California Tahoe Conservancy, Tahoe Regional Planning Agency, and the City of South Lake Tahoe in 2011. A modified alignment through the Trout Creek wetland area is shown and is the subject of current CEQA evaluation and project approval revision, expected in December, 2015.

SOUTH TAHOE GREENWAY

SOUTH LAKE TAHOE, CA

PRELIMINARY DESIGN PROJECT SUBMITTAL
NOT FOR CONSTRUCTION
JANUARY 3, 2011



Sheet Index

Site Drawings:

SHEET TITLE	SHEET NO.
PROJECT AREA AND TRAIL CONTEXT PLAN - ALTERNATIVE 2.00	10.00-01 - 10.00-02
PROLIMINARY GRADING AND MATERIALS	
SEGMENT 2.45	11.2.00-01 - 11.2.00-04
SEGMENT 2.50	11.2.00-05 - 11.2.00-07
SEGMENT 2.80	11.2.00-08 - 11.2.00-11
SEGMENT 2.70	11.2.00-12 - 11.2.00-15
TRAIL DETAILS	16.1 - 16.4

Phase 1b & 2



Location Map

CALIFORNIA TAHOE CONSERVANCY
Sue Rae Irelan
1061 Third Street
South Lake Tahoe, CA 96150
Tel: (530) 525-9137
Facsimile: (530) 525-1646
www.ctahoe.org

LANDSCAPE ARCHITECT:
DESIGNWORKSHOP - TAHOE
Steve Noll/Stephanie Grigsby
128 Market Street, Suite 3
Stalene, NV 89449
P.O. Box 5686
Tel: (775) 588-5929
Facsimile: (775) 588-1559
info@designworkshop.com
sgrigsby@designworkshop.com

CIVIL ENGINEER:
JWA Consulting Engineers
Jennifer Roman
P.O. Box 1819
Zephyr Cove, NV 89448
Tel: (775) 588-7178
Facsimile: (775) 588-1726
jroman@jwaconsultingengineers.com

DRAWING NOTES

- Contour intervals are at 1'
- Project Area Boundary may extend outside of Drawing Sheet on "L" Sheet Series. Refer to "T" Sheet Series to view Project Area Boundary location. See below for a description of how the Project Area was determined.
- Powerpoles impacted by trail grading or alignment may be relocated.
- User management fences are to be provided at all entries and exits of boardwalks to direct users to stay on alignment.
- Grade breaks are shown and noted along the trail alignment. Grades are listed in 1/4 increments. Rotation describes where grade breaks occur for rest intervals and where flexible grades have been applied to minimize disturbance.
- Cut and fill slopes are graded at 3:1.
- Drainage approach is described in a separate drainage report and not illustrated or noted on the plan sheets. The basic strategy for drainage is sheet flow and infiltration.
- Trail restoration and disturbance restoration approaches are described in a separate restoration report.
- Trails to be decommissioned and restored and receive Best Management Practices (BMPs) are shown on the "T" Sheet Series. Restoration details and strategies are described in a separate report.
- An ornamental landscape plan and irrigation is not anticipated. Revegetation strategies include native plant species as described in the Restoration Report. Restoration strategies for screening of user management purposes are described in the report.
- Coverage information is shown on the "T" Sheet Series. Coverage summaries are provided by Segment number and land capability. A detailed breakdown of coverage information is provided in a separate file.
- Wall widths may vary due to allowances made for layback of concrete block walls and/or rock walls.
- No lighting is planned along the trail.
- Boardwalks are used to minimize disturbance to existing grade and vegetation. The following strategy is applied for use of boardwalks.
 - Boardwalk is used in SEZ areas that show signs of surface flow or thick meadow grass.
 - Trails directly adjacent to roadways in SEZ areas do not use either the boardwalk or permeable fill applications as they may not be as functional in such an application.
 - Transition of materials is made between the SEZ boundary designation and the setback.
 - Boardwalks 30" above grade or less use a curb rail and not full railing system. Boardwalks greater than 30" above grade use a railing.
 - Boardwalks with railings are 12" in width to accommodate movement of bike handle bars away from railings and maintain a useable space of 10".
 - Boardwalks north of Sierra Tract are 12" in width to accommodate for movement away from boardwalk edge and to account for a potentially higher volume of use.
 - Boardwalks should maintain 6" clearance between bottom of structure and finished grade to allow for small animals to pass underneath.
 - A low profile boardwalk is preferred as is allows large mammals to pass over the trail.
 - Boardwalks may be used in areas of higher land capability and in SEZ areas that do not show signs of surface flow in order to minimize cut and fill in steep terrain.
- Raised asphalt trails on permeable fill are used in SEZ areas that do not show signs of surface flow.
- Land capability information is compiled from the following sources.
 - Areas of Alternative 2 which have TRPA verified classifications will use those classifications.
- Portions of different alternatives are anticipated to be visible from the following scenic resources: US 89 and Pioneer Trail.
- Seating opportunities are not called out on the plan sheets. The strategy for amenities would be to provide seating at lookout areas such as the bridge widening at Trout Creek, pedestrian destination points such as the trail loop within the Sunset Stables area, and after long stretches of steep grades (over 5%). Signage will be provided at trail entry points from neighborhoods to note parking restrictions and appropriate parking locations. Signage for major trail connectors and other defined trail systems may be included along the trail but are not noted on the plan sheets.
- Specific trees to be removed are not shown on the plans. A summary of the number, species, and size of trees removed are shown on the plan sheets. Counts are summarized per plan sheet. A detailed list of trees removed per sheet is available in a separate spreadsheet.

Trail construction will be aimed at "field-fitting" trail to maneuver around trees and use buffers to minimize tree removal and large grading requirements.

- Project Area Boundary is determined as follows:
- The entirety of each APN that the main trail and all neighborhood connections cross for all Conservancy and USFS parcels smaller than 20 acres; and
 - The entire former Caltrans ROW Corridor, whether or not the trail passes through the individual APNs associated with the ROW acquisition.
- For all USFS parcels and CTC parcels over 20 acres in size, include a corridor 300' wide following the main trail (or distance up to public property boundary) that encompasses the fuels reduction areas, related trail amenities and interpretive areas, many restored/unroad access trails, and other opportunities for erosion control/SEZ enhancement. Define a narrower corridor (150' total width) around improved neighborhood connectors. If a corridor approach to the neighborhood connectors would isolate small pockets of public property, expand the project area to encompass the pockets.
- Where the trail enters other public parcels including all road rights-of-way, the airport, and the fire station, define the project area very narrowly to include only new trail project features. For land coverage calculation, assume all parcels are at or over allowed land coverage and calculate trail coverage needs separately for each ROW segment, assuming that all required coverage will be transferred. In this way, the project area will be continuous, although some sections of the project area will not contribute base allowable land coverage for calculation purposes. This will make a marked difference in coverage transfer needs between the major alternatives.

MATERIALS SYMBOL LEGEND

Asphalt Trail On Grade - 10' Wide	Asphalt Trail On Grade - 12' Wide	Asphalt Trail On Grade - 14' Wide	Asphalt Trail On Grade - 16' Wide
Raised Asphalt Trail On Permeable Fill - 10' Wide	Raised Asphalt Trail On Permeable Fill - 12' Wide	Raised Asphalt Trail On Permeable Fill - 14' Wide	Raised Asphalt Trail On Permeable Fill - 16' Wide
Boardwalk Trail On Fill - 12' Wide	Boardwalk Trail On Fill - 14' Wide	Boardwalk Trail On Fill - 16' Wide	Boardwalk Trail On Fill - 18' Wide
Boardwalk Trail on 12' Wide	Boardwalk Trail on 14' Wide	Boardwalk Trail on 16' Wide	Boardwalk Trail on 18' Wide
Boardwalk Trail on 20' Wide	Boardwalk Trail on 24' Wide	Boardwalk Trail on 28' Wide	Boardwalk Trail on 32' Wide

LINEWORK LEGEND

Proposed Area Boundary	Trail Alignment	Trail Right-of-Way Boundary	Trail Setback
Trail Alignment	Trail Right-of-Way Boundary	Trail Setback	Trail Right-of-Way Boundary
Trail Alignment	Trail Right-of-Way Boundary	Trail Setback	Trail Right-of-Way Boundary
Trail Alignment	Trail Right-of-Way Boundary	Trail Setback	Trail Right-of-Way Boundary

ACRONYM LEGEND

AC	Asphalt Concrete	CC	Concrete
BY	Bottom of Wall	FF	Finished Floor
CC	Centerline	FF	Finished Floor
CC	Centerline	FF	Finished Floor
CC	Centerline	FF	Finished Floor

SITE DETAIL KEYNOTES: PAVING AND BOARDWALKS

1.1	10' Asphalt Trail On Grade	16.1
1.2	Drinking Fountain	16.1
1.3	Combed 12" Boardwalk On-Slope	16.1
1.4	14' Trail	16.1
1.5	12" Boardwalk With Rail	16.1
1.6	12" Boardwalk With Rail	16.1
1.7	Not Used	16.2
1.8	12" Boardwalk With No Rail	16.2
1.9	Halfway Boardwalk Extension	16.2
1.10	Boardwalk Curb Detail	16.2
1.11	Boardwalk End Joint Connection	16.2
1.12	Normal Asphalt Trail On Permeable Fill	16.1
1.13	Bridge	16.3

RKE CROSSINGS

2.1	Blank Crossing of Local Road	16.3
2.2	Blank Crossing of Connector Road Intersection	16.3
2.3	Blank Crossing - Signal	16.3
2.4	Priority Road Crossing at Intersection - Signal Crossing	16.4
2.5	Secondary Road Crossing at Intersection - Signal Crossing	16.4
2.6	Blank Crossing with Warning Signal	16.4
2.7	Signalized Intersection Crossing With Pedestrian Activated Phase	16.4

SITE WALLS AND EMBANKMENTS

3.1	Retaining Wall With Vinyl Siding	16.5
3.2	Retaining Wall With Drain Pipe	16.5
3.3	Retaining Both Sides With Vinyl Siding	16.5
3.4	Module Block Retaining Wall	16.5

RAILINGS AND BARRIERS

4.1	Boardwalk Railing	16.6
4.2	Boardwalk Curb	16.6
4.3	Post Rail System Detail	16.6
4.4	Post Rail System Detail	16.6
4.5	Self Rail Fence	16.6
4.6	42" High Woodslat Safety Fence	16.6
4.7	Hardware of Guardrail to 42" High Fence	16.6

SECTIONS AND ELEVATIONS

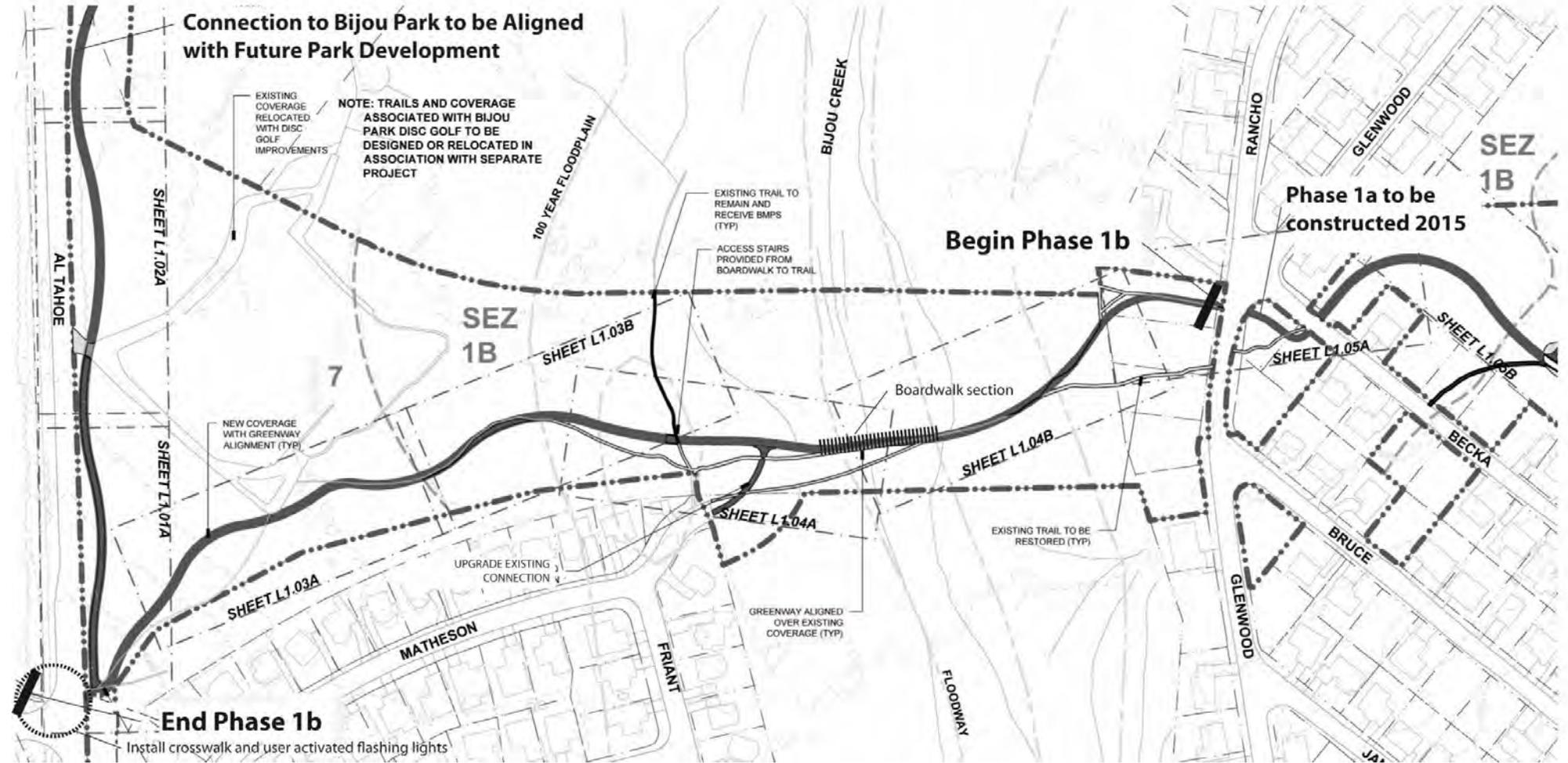
5.1	Asphalt Trail Adjacent to Retaining Wall	16.7
5.2	Asphalt Trail on Flat Terrain	16.7
5.3	Asphalt Trail on Moderate Sloping Terrain	16.7
5.4	Asphalt Trail on Steeply Sloping Terrain	16.7
5.5	Boardwalk With Railing	16.7
5.6	Boardwalk Without Railing	16.7
5.7	Trail Within Constrained Right-of-Way	16.7
5.8	Trail Within Unconstrained Right-of-Way	16.6
5.9	Trail Along One-Way Street	16.8
5.10	Trail Within Public Property Along Roadway	16.8

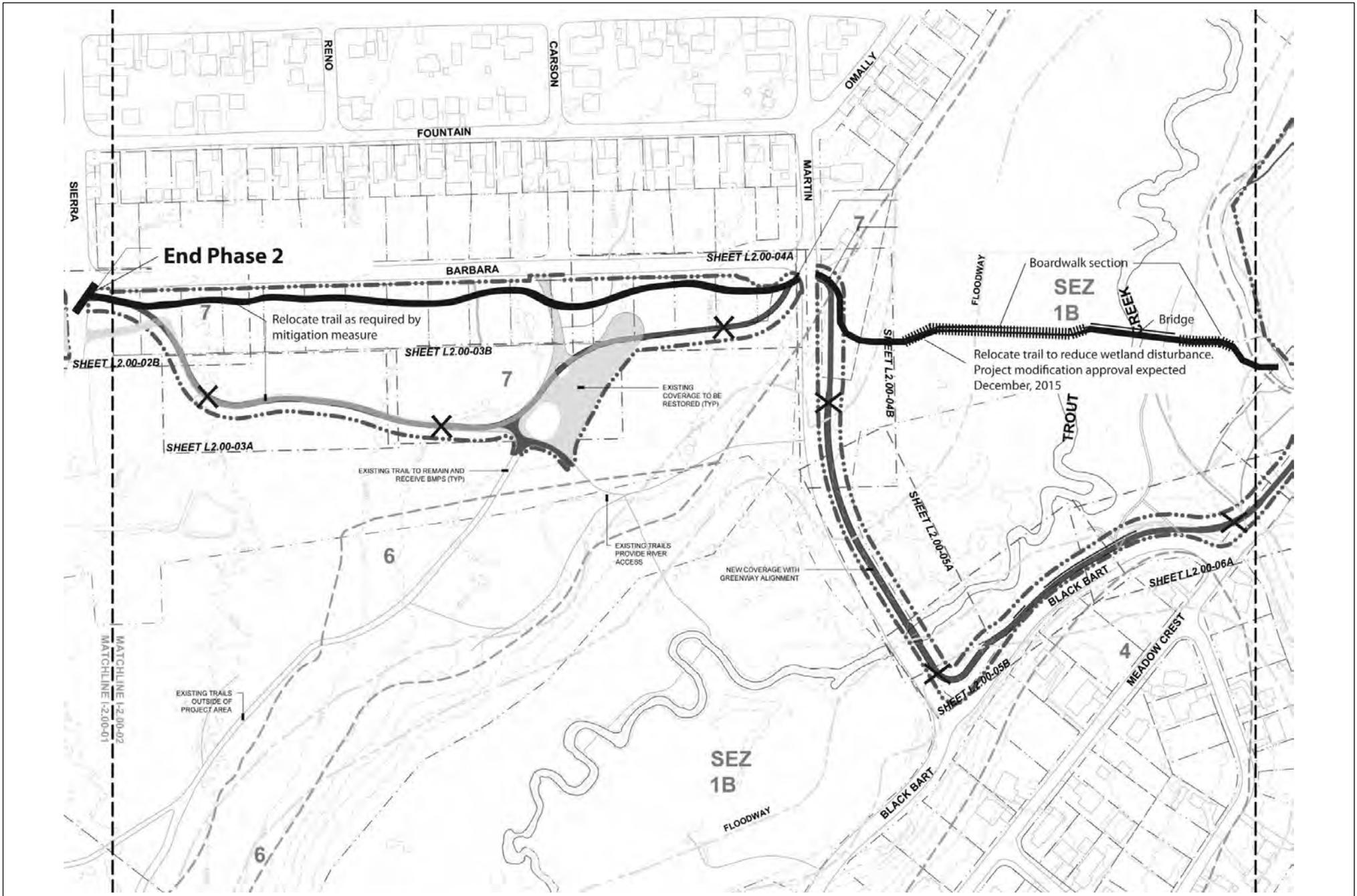
PLANTING AND VEGETATION

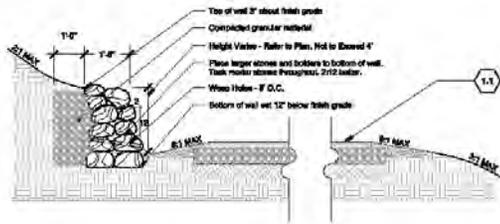
6.1	Railway Trail Restroom	16.8
6.2	Trail Crossing	16.8
6.3	Shrub Planting	16.8

Bijou Park

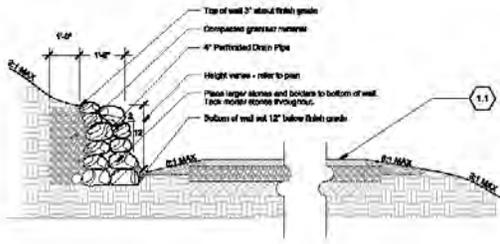
Connection to Bijou Park to be Aligned with Future Park Development



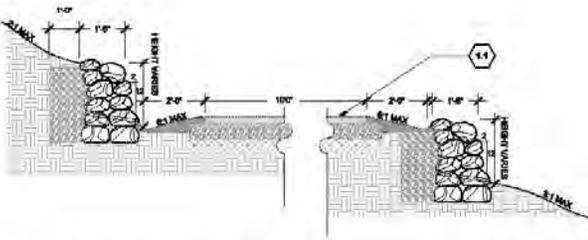




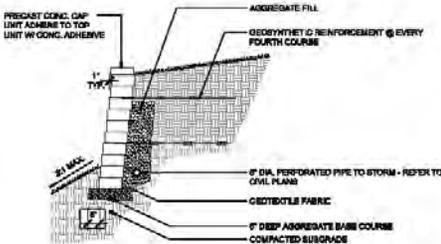
1 Retaining Uphill With Weep Holes 3/8"=1'



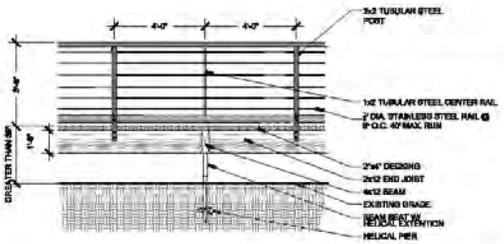
2 Retaining Uphill With Drain Pipe 1/12"=1'



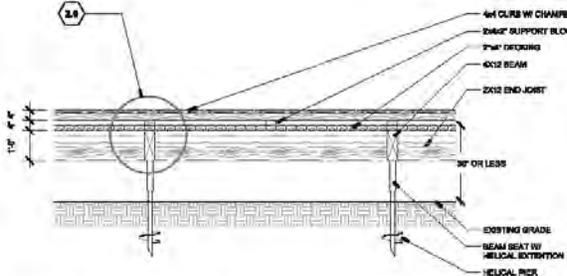
3 Retaining Both Sides With Weep Holes 3/8"=1'



4 Modular Block Retaining Wall 3/8"=1'



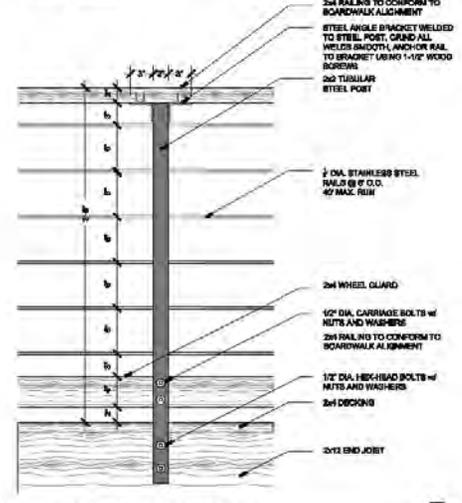
5 Boardwalk Railing 3/8"=1'



6 Boardwalk Curb 1/2"=1'

SITE DETAIL KEYNOTES: DETAILSHEET

1.0 PAVING AND BOARDWALKS	
1.1 1/2\"/>	LA.1
1.2 Gravel/Gravel	LA.1
1.3 Contoured 1/2\"/>	LA.1
1.4 Not Used	
1.5 1/2\"/>	LA.1
1.6 1/2\"/>	LA.1
1.7 Not Used	
1.8 1/2\"/>	LA.2
1.9 Natural Grass/Gravel Extension	LA.2
1.10 Interlocking Core Joints	LA.2
1.11 Interlocking Joint Concrete	LA.2
1.12 Rubbed Asphalt Trail On Permeable Fill	LA.1
1.13 Bridge	LA.2
2.0 BIKE CROSSINGS	
2.1 Blue Coating of Local Road	LA.2
2.2 Blue Coating of Connector Road Intersection	LA.2
2.3 MultiBlock Coating - Signal	LA.2
2.4 Primary Road Coating at Intersection - Signal Crossing	LA.4
2.5 Secondary Road Coating at Intersection - Signal Crossing	LA.4
2.6 MultiBlock Coating with Warning Signal	LA.4
2.7 Signalized Intersection Coating With Precastive Adhesive Panels	LA.4
3.0 SITE WALLS AND EMBANKMENTS	
3.1 Retaining Light With Weep Holes	LA.2
3.2 Retaining Light With Drain Pipe	LA.2
3.3 Retaining Both Sides With Weep Holes (Modular Block Retaining Wall)	LA.2
4.0 RAILINGS AND BARRIERS	
4.1 Boardwalk Railing	LA.2
4.2 Boardwalk Curb	LA.2
4.3 Pre-Cast Concrete Detail	LA.2
4.4 Post-Rail Station Detail	LA.2
4.5 Sign Post Detail	LA.2
4.6 4\"/>	LA.2
4.7 Interface of Concrete to 4\"/>	LA.2
5.0 SECTIONS AND ELEVATIONS	
5.1 Asphalt Trail Adjacent to Retaining Wall	LA.7
5.2 Asphalt Trail on Flat Terrain	LA.7
5.3 Asphalt Trail on Moderately Sloping Terrain	LA.7
5.4 Interlocking Core Joint	LA.7
5.5 Boardwalk Without Railing	LA.7
5.6 Trail With Concrete/Asphalt Right-of-Way	LA.7
5.7 Trail With a Moderate Right-of-Way	LA.8
5.8 Trail Along One-Way Street	LA.8
5.9 Trail With Public Parks Along Roadway	LA.8
6.0 PLANTING AND REVEGETATION	
6.1 Rubbed Asphalt Trail	LA.8
6.2 Trail Coating	LA.8
6.3 Grass Planting	LA.8



7 Post-Rail Elevation Detail 1/4"=1'

REVISED DATE: 1/20/11

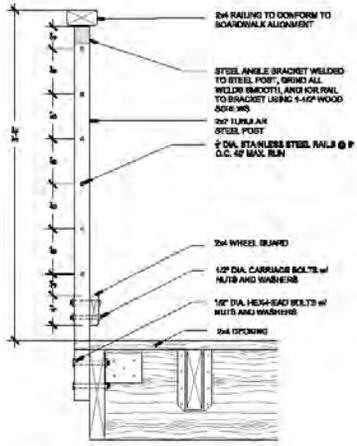
REVISIONS	
8/1/2009	Interim Design Review
8/18/2009	Interim Design Review
8/18/2009	Interim Design Review
10/22/09	Interim Plan Complete
11/20/11	Interim Plan Complete

Preliminary
Design Project
Submittal

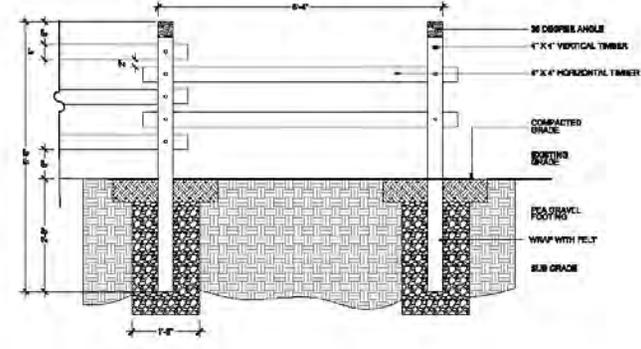
PROJECT NUMBER: 4321

Site Details

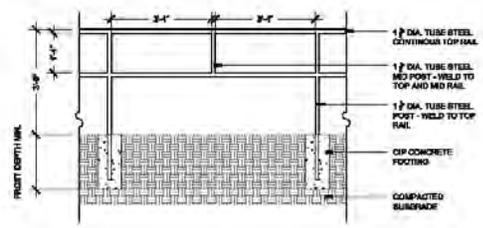
Sheet Name
L6-5



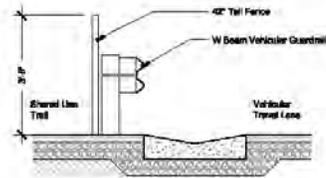
1 Post-Rail Section Detail 1/2"x1"



2 Split Rail Fence 3/4"x1"



3 42" High Roadside Safety Fence 1/2"x1"



4 Interface of Guardrail to 42" High Fence N.T.S.

SITE DETAIL KEYNOTES: DETAILSHEET

- 1.0 PAVING AND BOARDWALKS**
- 1.1 1" Asphalt Trail On Grade
 - 1.2 Dashed Lines
 - 1.3 Compacted 12" Basecourse On Slope
 - 1.4 Not Used
 - 1.5 4" Boardwalk With Rail
 - 1.6 12" Boardwalk No Rail
 - 1.7 Not Used
 - 1.8 12" Boardwalk With No Rail
 - 1.9 Wetbed Seams Parallel Direction
 - 1.10 Boardwalk Curb Closes
 - 1.11 Boardwalk Curb Joint Concrete
 - 1.12 Retain Asphalt Trail On Unimproved PB
 - 1.13 Same
- 2.0 BIKE CROSSINGS**
- 2.1 Bike Crossing of Local Road
 - 2.2 Bike Crossing of Crosser Road Intersection
 - 2.3 McRoad Crossing - Signed
 - 2.4 Primary Road Crossing at Intersection - Signed Crossing
 - 2.5 Secondary Road Crossing at Intersection - Signed Crossing
 - 2.6 McRoad Crossing with Warning Sign
 - 2.7 Signed Intersection Crossing With Pedestrian Accessible Phase
- 3.0 SITE WALLS AND EMBANKMENTS**
- 3.1 Retaining Wall With Weep Holes
 - 3.2 Retaining Wall With Drain Pipe
 - 3.3 Retaining Wall With Weep Holes
 - 3.4 Masonry Retaining Wall
- 4.0 RAILINGS AND BARRIERS**
- 4.1 Boardwalk Railing
 - 4.2 Boardwalk Curb
 - 4.3 Post-Rail Section Detail
 - 4.4 Post-Rail Section Detail
 - 4.5 42" High Roadside Safety Fence
 - 4.6 42" High Roadside Safety Fence
 - 4.7 Interface of Guardrail to 42" High Fence
- 5.0 SECTIONS AND ELEVATIONS**
- 5.1 Asphalt Trail Adjacent to Retaining Wall
 - 5.2 Asphalt Trail on Full Terrain
 - 5.3 Asphalt Trail on Moderately Sloping Terrain
 - 5.4 Asphalt Trail on Steeply Sloping Terrain
 - 5.5 Boardwalk With Railing
 - 5.6 Boardwalk Without Railing
 - 5.7 Trail Within Constrained Right-of-Way
 - 5.8 Trail Within Moderate Right-of-Way
 - 5.9 Trail Along One-Way Street
 - 5.10 Trail Within Public Right-of-Way
- 6.0 PLANTING AND REVEGETATION**
- 6.1 Retain Trail Retention
 - 6.2 Trail Crossing
 - 6.3 Slope Planting

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 Roger • Tom • Brent
 Edward • M. • Catherine

**SOUTH TAHOE
 GREENWAY
 CALIFORNIA TAHOE
 CONSERVANCY**
 SOUTH LAKE TAHOE, CALIFORNIA

ISSUE DATE: 1/20/11

REVISIONS	DATE	DESCRIPTION
1	1/20/11	Preliminary Design
2	2/13/2011	Preliminary Design
3	2/13/2011	Preliminary Design
4	2/13/2011	Preliminary Design
5	2/13/2011	Preliminary Design
6	2/13/2011	Preliminary Design
7	2/13/2011	Preliminary Design
8	2/13/2011	Preliminary Design
9	2/13/2011	Preliminary Design
10	2/13/2011	Preliminary Design
11	2/13/2011	Preliminary Design
12	2/13/2011	Preliminary Design
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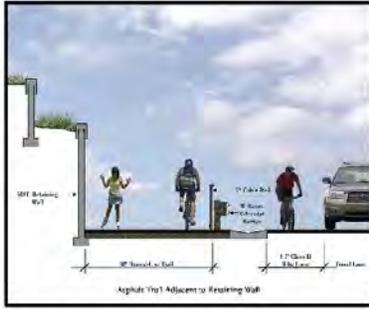
PRELIMINARY
 Design Project
 Submittal

PROJECT NUMBER: 432

Site Details

L6-6

Attachment E



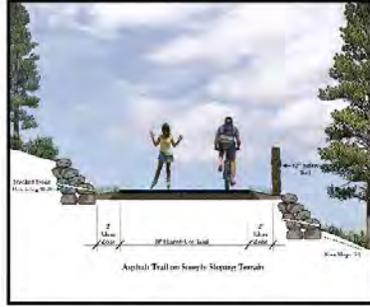
1 Asphalt Trail Adjacent to Retaining Wall 5.1
N.T.S.



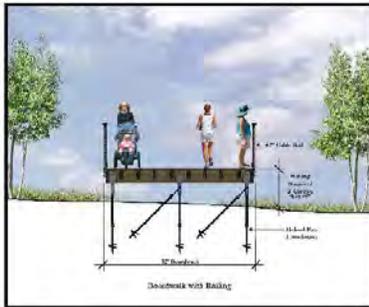
2 Asphalt Trail on Flat Terrain 5.2
N.T.S.



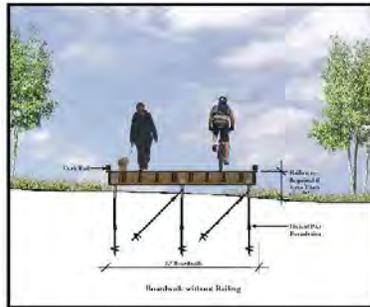
3 Asphalt Trail on Moderately Sloping Terrain 5.3
N.T.S.



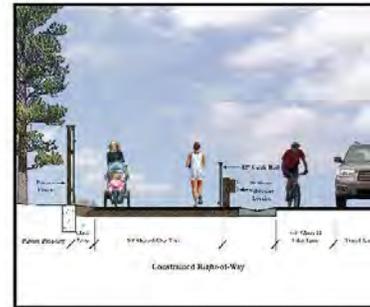
4 Asphalt Trail on Steeply Sloping Terrain 5.4
N.T.S.



5 Boardwalk With Railing 5.5
N.T.S.



6 Boardwalk Without Railing 5.6
N.T.S.



7 Trail Within Constrained Right Of Way 5.7
N.T.S.

SITE DETAIL KEYNOTES:

KEYNOTE	DESCRIPTION	DETAIL/SHEET
1.0 PAVING AND BOARDWALKS		
1.1	12' Asphalt Trail On Grade	1.0.1
1.2	Drainage Layer	1.0.1
1.3	Continuous 12' Boardwalk On Slope	1.0.1
1.4	Half Used	1.0.1
1.5	12' Boardwalk With Rail	1.0.1
1.6	12' Boardwalk No Rail	1.0.1
1.7	6" Used	1.0.2
1.8	10' Boardwalk Wide No Rail	1.0.2
1.9	Half Used Boardwalk Extension	1.0.2
1.10	Boardwalk Curb Detail	1.0.2
1.11	Boardwalk End Joint Connection	1.0.2
1.12	Raised Asphalt Trail On Permeable Fill	1.0.3
1.13	Bridge	1.0.3
2.0 BIKE CROSSINGS		
2.1	Edge Crossing of Local Road	1.0.3
2.2	Edge Crossing at On-Side Road Intersection	1.0.3
2.3	Mid-Street Crossing - Signed	1.0.3
2.4	Primary Road Crossing at Intersection	1.0.4
2.5	Signed Crossing	1.0.4
2.6	Secondary Road Crossing at Intersection - Signed Crossing	1.0.4
2.7	Mid-Street Crossing with Warning Sign at Signalized Intersection Crossing With Pedestrian Asphalt Pavement	1.0.4
2.8	Mid-Street Crossing with Warning Sign at Signalized Intersection Crossing	1.0.4
3.0 SITE WALLS AND EMBANKMENTS		
3.1	Retaining Wall With Heavy Holes	1.0.5
3.2	Retaining Wall With Drain Pipe	1.0.5
3.3	Retaining Wall With Heavy Holes	1.0.5
3.4	Modular Block Retaining Wall	1.0.5
4.0 RAILINGS AND BARRIERS		
4.1	Boardwalk Railing	1.0.6
4.2	Boardwalk Curb	1.0.6
4.3	Post-Rail Elevation Detail	1.0.6
4.4	Post-Rail Section Detail	1.0.6
4.5	Spill Rail Fence	1.0.6
4.6	42" High Roadside Safety Fence	1.0.6
4.7	Installation of Boardwalk to 42" High Fence	1.0.6
5.0 SECTIONS AND ELEVATIONS		
5.1	Asphalt Trail Adjacent to Retaining Wall	1.0.7
5.2	Asphalt Trail on Flat Terrain	1.0.7
5.3	Asphalt Trail on Moderately Sloping Terrain	1.0.7
5.4	Asphalt Trail on Steeply Sloping Terrain	1.0.7
5.5	Boardwalk With Railing	1.0.7
5.6	Boardwalk Without Railing	1.0.7
5.7	Trail Within Constrained Right-of-Way	1.0.7
5.8	Trail Along One-Way Street	1.0.8
5.9	Trail Within Public Right-of-Way	1.0.8
6.0 PLANTING AND REVEGETATION		
6.1	Native Tree Installation	1.0.8
6.2	Trail Planting	1.0.8
6.3	Shrub Planting	1.0.8

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SOUTH TAHOE GREENWAY CALIFORNIA TAHOE CONSERVANCY
SOUTH LAKE TAHOE, CALIFORNIA

ISSUE DATE: 10/2011

REVISIONS	DATE	DESCRIPTION
07/2009		Preliminary Design Review
01/10/2008		Preliminary Design Review
01/10/2008		Preliminary Design Review
02/01/2008		Preliminary Plan Submittal
08/2009		Preliminary Plan Submittal
07/2011		Preliminary Plan Submittal

Preliminary Design Project Submittal

PROJECT NUMBER: 4323

Site Details

SHEET NUMBER
L6-7

Attachment E



Part C: Attachment F **Existing Condition Photos**

The following photos illustrate existing conditions in the project area. Figure F-1 identifies the photo locations.

1

Northern edge of Bijou Meadow. The trail will follow the volunteer pathway and meet Phase 1a at the street.





2

In Bijou Meadow. The trail alignment will follow the volunteer path on the right. The path to the left will be restored.



3

Entrance to Phase 1b from Al Tahoe Blvd. The trail will follow the volunteer footpath.





4

Junction of existing trails on LTCC property. Phase 2 will begin here and run to the left.



5

Entrance to Trout Creek wetland from the north. The trail will follow the open meadow shown here.





6

At the southern side of Trout Creek wetland where the trail will meet Martin Ave.



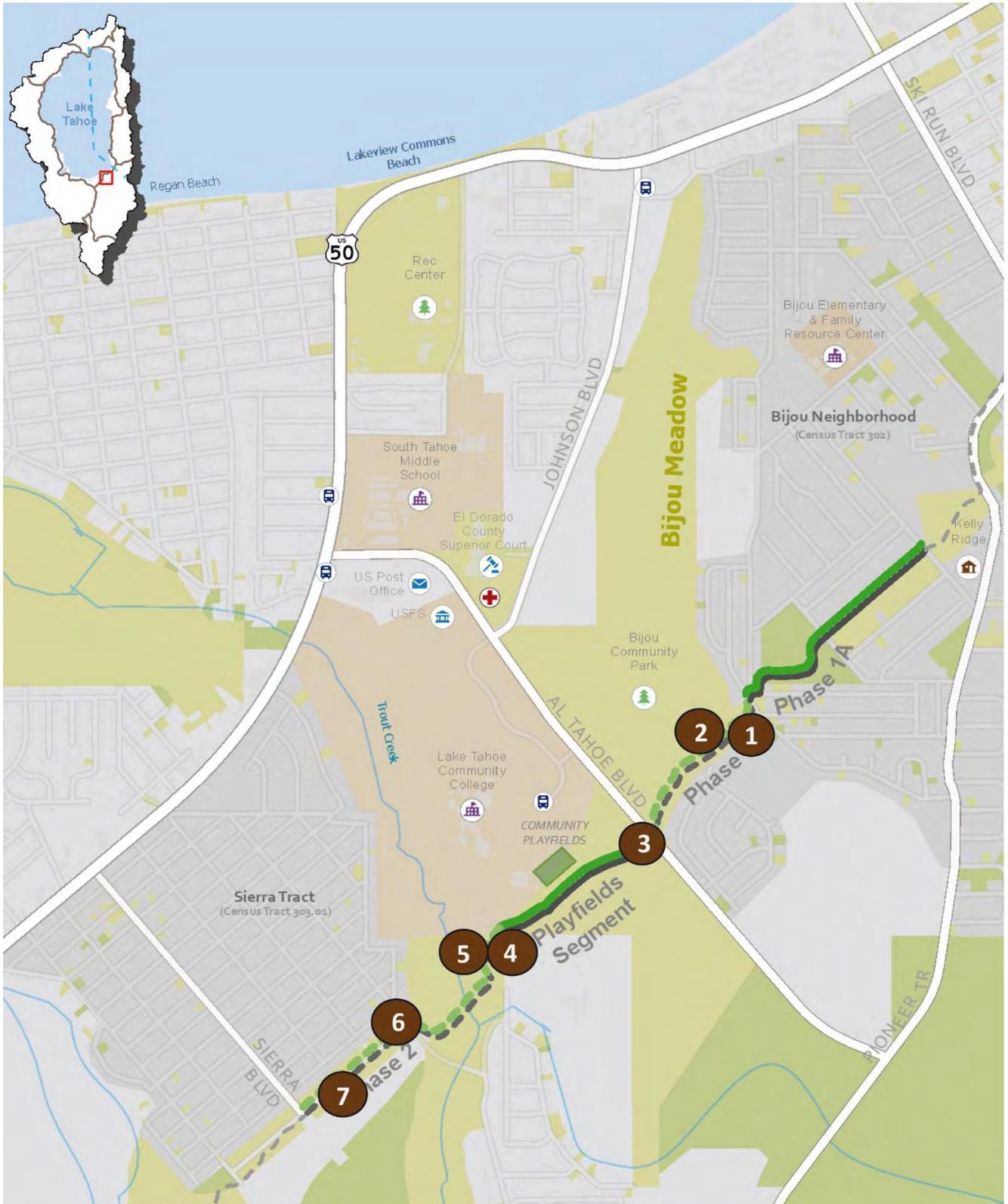
7

The southern terminus of the trail at Sierra Blvd.



Figure F-1

Photo Point Locations





Part C: Attachment G **Engineer's Estimate**

This Engineer's Estimate was prepared by the Conservancy Project Manager, Sue Rae Irelan, with approval by Jennifer Roman, P.E.

Detailed Engineer's Estimate and Total Project Cost

South Tahoe Greenway Shared Use Trail Phases 1b & 2

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	California Tahoe Conservancy		
Application ID:	03-California Tahoe Conservancy-01	Prepared by:	Sue Rae Irelan
Date:	5/27/2015		
Project Description:	Construction 5,150 linear feet Shared Use Trail across Bijou Meadow and Trout Creek, completing community connections between Herbert Ave. and Sierra Tract.		
Project Location:	South Lake Tahoe, CA		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate <u>(for Construction Items Only)</u>						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization, clearing, grubbing, site prep	5,070	LF	\$35.00	\$177,450	100%	\$1,775						
2	Tree/stump removal (interior to site)	50	EA	\$280.00	\$14,000	100%	\$140					100%	\$140
3	AC paving (10' wide; 4" over 6" AB)	28,000	SF	\$8.00	\$224,000	100%	\$2,240						
4	Causeway (AC over permeable fill)	18,200	SF	\$17.00	\$309,400	100%	\$3,094						
5	ADA Ramp	4	EA	\$3,400.00	\$13,600	100%	\$136						
6	Misc Paving	400	SF	\$9.00	\$3,600	100%	\$36						
7	Boardwalk (12' wide, no rail)	760	LF	\$1,400.00	\$1,064,000	100%	\$10,640						
8	Boardwalk rail	100	LF	\$290.00	\$29,000	100%	\$290						
9	Bridge (12' wide)	150	LF	\$2,800.00	\$420,000	100%	\$4,200						
10	Flashing warning light at crosswalk	4	EA	\$2,800.00	\$11,200	100%	\$112						
11	Striping and Pavement Markings	4,000	LF	\$0.50	\$2,000	100%	\$20						
12	Signing (wayfinding, interpretive, directional)	16	EA	\$310.00	\$4,960	100%	\$50						
13	Fencing	100	LF	\$30.00	\$3,000	100%	\$30					100%	\$30
14	Site Restoration (seeding)	10500	SF	\$1.00	\$10,500	100%	\$105	100%	\$105			100%	\$105
15	Site Restoration (sod salvage, willow tree)	7,000	SF	\$4.00	\$28,000	100%	\$280	100%	\$280			100%	\$280
16	Dewatering (bridge footings)	4	EA	\$28,000	\$112,000	100%	\$1,120						
17	Mitigation (archaeologist on site)	640	HRS	\$170.00	\$108,800	100%	\$1,088						
Subtotal of Construction Items:					\$2,535,500		\$25,355		\$385				\$555
Construction Item Contingencies (% of Construction Items):				20.00%	\$507,100								
Total (Construction Items & Contingencies) cost:					\$3,043,000								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 310,000		
Plans, Specifications and Estimates (PS&E):	\$ 308,000		
Total PE:	\$ 618,000	20.31%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ 16,000		
Acquisitions and Utilities:	\$ -		
Total RW:	\$ 16,000		
Construction (CON)			
Construction Engineering (CE):	\$ 350,000	10.32%	15% Max
Total Construction Items & Contingencies:	\$3,043,000		
Total CON:	\$ 3,393,000		
Total Project Cost Estimate:		\$ 4,027,000	



Part C: Attachment I

Attachment I includes the following:

I-Screening Criteria: Regional Transportation Plan

I-1: Use Model Methodology

I-3: Public Participation

I-6: Benefit-Cost Assessment

I-8: California Conservation Corps



Part C: Attachment I – Screening Criteria **REGIONAL TRANSPORTATION PLAN**

The following excerpt from the Lake Tahoe Regional Transportation Plan lists the Greenway as priority project #22.



Tahoe
Metropolitan
Planning
Organization



TAHOE
REGIONAL
PLANNING
AGENCY

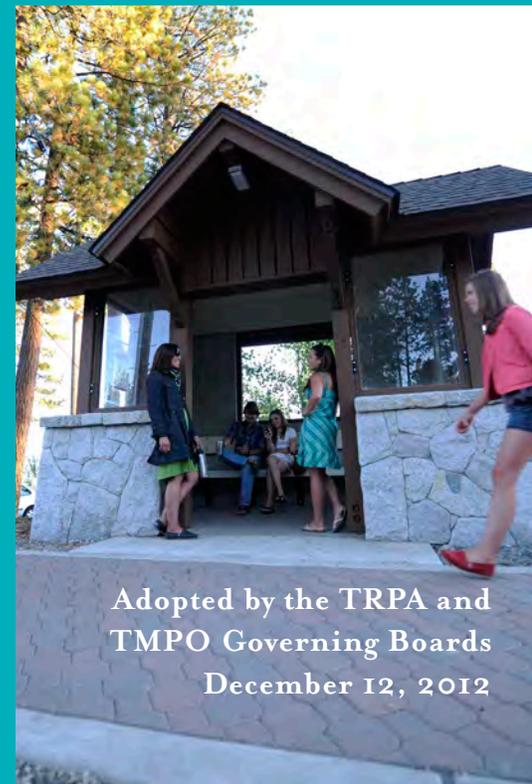


REGIONAL TRANSPORTATION PLAN MOBILITY 2035

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY



Attachment I-
Screening Criteria



Adopted by the TRPA and
TMPO Governing Boards
December 12, 2012



6. Funding and Implementation Strategy



Introduction

Mobility 2035 presents an ambitious set of transportation capital projects as well as new and expanded demand management and system management programs. These investments will contribute to a more sustainable and prosperous Tahoe Region. This chapter presents a plan for putting these ideas into action.

To successfully implement the plan, the Tahoe Region will need to secure funding from a variety of sources. Funding needs include both capital funds to build facilities, as well as ongoing operations and maintenance funds. Finding the necessary funding to pay for ambitious programs will be a challenge, relying on both traditional funding sources and creative new approaches to revenue generation. This chapter represents the financial investment strategy that regional partners will use as a guide in raising the federal, state, and regional transportation funding needed to implement the transportation projects proposed in this plan.

Putting the plan into action will also depend on close collaboration between the regional agencies, local jurisdictions, and the private sector. This chapter also identifies the important next steps for moving programs toward implementation.

Tier 1 Project List (Financially Constrained Scenario)

Federal law requires that long-range transportation plans and Transportation Improvement Programs (TIPs) be *fiscally constrained*. To meet these requirements, this section presents the transportation projects and programs proposed in this plan (Figures 6-3 and 6-4), along with their estimated cost.

The Tier 1 project list is based on extensive discussions with the local jurisdictions, state departments of transportation, and regional planning and implementation partners. The list reflects high priority projects that are currently in development, or are needed to meet the vision and goals of transportation planning for the Region. Project implementers provided the projects, cost estimates, and expected timing for each project listed. Due to revenue constraints, in some cases TMPO pushed project timelines further out than was indicated by local partners. The timelines shown are for planning purposes only and in no way limit projects once funding becomes available.

Some of the projects on the list may be wholly or partially funded by non-transportation dollars. Water quality and TMDL projects in particular may fall into this category.

As stated in the federal transportation bill³, costs of future transportation projects must use “year of expenditure dollars” rather than “constant dollars.” This means that they must account for inflation to better reflect the time-based value of money, and the potential change in costs at the time of implementation. In order to reflect this provision, the TMPO has adjusted projected costs for future projects assuming a two percent annual adjustment for inflation. This inflation adjustment does not assume any additions to project development costs due to regulatory changes. If costs do change in this regard, *Mobility 2035* will be amended to capture these changes.

PROJECT PRIORITIZATION

The projects included on the Tier 1 project list have been selected as priority projects based on their potential to most expeditiously and effectively achieve the Vision, Goals and Policies presented in Chapter 2. Priority projects are those that help the Region meet TRPA environmental threshold standards, reduce greenhouse gas impacts, improve mobility, and serve the needs of traditionally under-represented groups. Priority projects for each project category are most often identified through more detailed studies or plans, such as short-range transit studies, or the Lake Tahoe Region Bicycle and Pedestrian Plan.

Attachment I-Screening
Criteria

³ Title 23 CFR Part 450.322(f) (10) (iv)

Figure 6-3 Tier 1 Constrained Scenario Project List: Cost and Implementation Steps

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Corridor Revitalization										
1	A	B	C	Kings Beach Commercial Core Improvement Project	\$35,000,000	Bike/Ped/WQ	Placer	Placer	2015	\$36,414,000
2	A	B	C	State Route 89/Fanny Bridge Community Revitalization Project	\$20,000,000	Bridge/ Intersection	Placer	Placer	2018	\$22,081,616
3		B	C	US 50 South Shore Community Revitalization Project	\$75,000,000	Bike/Ped/WQ	El Do/Douglas	TTD	2017	\$81,182,412
4		B	C	Sierra Boulevard Complete Streets Project from US HWY 50 to Barbara Avenue (includes US 50 and Sierra Boulevard intersection improvements)	\$3,155,000	Safety/Bike/Ped/WQ	CSLT	CSLT	2015	\$3,282,462
Corridor Revitalization Total					\$133,155,000					\$142,960,490
Transit Strategies										
5	A		C	Lake Tahoe Waterborne Transit Project	\$42,200,000	Transit Capital	NV/CA	TTD	2015	\$43,904,880
6	A		C	Lake Tahoe Waterborne Transit Operations	\$4,600,000	Transit Operations	NV/CA	TTD	2015-2023	\$41,400,000
									2024-2035	\$55,200,000
7		B	C	BlueGo Service Operational Enhancements	\$749,500	Transit Operations	El Do/Douglas	TTD	2016-2023	\$7,009,091
									2024-2035	\$12,748,825
8		B	C	BlueGo Transit Capital Enhancements	\$9,940,000	Transit Capital	El Do/Douglas	TTD	2016	\$2,122,416
									2018	\$3,312,242
									2022	\$5,903,757
9		B	C	TART Service Operational Enhancements	\$734,867	Transit Operations	Placer	Placer	2016-2023	\$6,872,248
									2024-2035	\$12,499,921
10		B	C	TART Transit Capital Enhancements	\$1,896,300	Transit Capital	Placer	Placer	2016	\$2,012,369
11		B	C	East Shore Service Operational Enhancement	\$518,000	Transit Operations	Various locations	Various	2016-2023	\$4,845,927
									2024-2035	\$8,811,062
12		B	C	East Shore Transit Capital Enhancement	\$5,200,000	Transit Capital	Various locations	TTD	2016	\$5,518,282
13		B	C	Inter-Regional Service Operational Enhancement (cost shown is annual subsidy required, not total cost)	\$560,512	Transit Operations	Various locations	Various	2016-2023	\$5,241,734
									2024-2035	\$9,534,182
14		B	C	Inter-Regional Transit Capital Enhancement	\$3,793,751	Transit Capital	Various locations	Various	2016	\$4,025,959
15	A		C	City of South Lake Tahoe (TVL) Aviation Capital	\$17,850,000	AIP Capital	CSLT	CSLT	2024	\$22,194,231
Transit Strategies Total					\$88,042,930					\$253,157,127

Attachment I-Screening Criteria

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Bike and Pedestrian Strategies										
16		B	C	Pioneer Trail Pedestrian Upgrades Project from Lake Tahoe Blvd/US Hwy 50 to Larch Avenue	\$1,500,000	Sidewalk	CSLT	CSLT	2014	\$1,530,000
17		B	C	Harrison Avenue from Lakeview Ave to Los Angeles Ave	\$1,200,000	C-I/Shared Use	CSLT	CSLT	2014	\$1,224,000
18	A	B	C	Nevada Stateline to Stateline Bikeway from Incline Village to Sand Harbor	\$10,000,000	C-I/Shared Use or Class II/ Bike Lane	Washoe	Washoe/NDOT/TTD	2023	\$12,189,944
19	A	B	C	Sawmill Road from Echo View Estates to US Hwy 50	\$1,500,000	C-I/Shared Use	EI Do	EI Do	2014	\$1,530,000
20		B	C	Lake Tahoe Blvd from D Street to Boulder Mountain Drive	\$2,700,000	C-I /Shared Use and Class II/Bike Lane	EI Do	EI Do	2014	\$2,754,000
21		B	C	Dollar Creek Shared-Use Trail	\$2,500,000	C-I /Shared Use	Placer	Placer	2015	\$2,601,000
22	A	B	C	South Tahoe Greenway from Sierra Tract to Stateline Phase I	\$5,000,000	C-I /Shared Use	CSLT	CTC	2015	\$5,202,000
23	A	B	C	Nevada Stateline to Stateline South Demo from Stateline to Round Hill Pines Beach	\$9,000,000	C-I/ Shared Use	Douglas	TTD	2014	\$9,180,000
24	A	B	C	US Hwy 50-El Dorado Beach Trail from El Dorado Beach to Ski Run Boulevard	\$2,950,000	C-I/ Shared Use	CSLT	CSLT	2015	\$3,069,180
25		B	C	Homewood Multi-Use Trail from Fawn Street to Cherry Street	\$1,950,000	C-I/ Shared Use	Placer	TCPUD	2014	\$1,989,000
26		B	C	West Shore Bike Trail Extension - from Meeks Bay to Sugar Pine Point State Park	\$2,000,000	C-I/ Shared Use	Placer	TCPUD/TTD	2015	\$2,080,800
27		B	C	US Hwy 50 from Existing Linear Park Trail to Park Avenue	\$374,000	C-I/ Shared Use	CSLT	CSLT	2023	\$455,904
28		B	C	South Lake Tahoe Bicycle Bridges Repair	\$230,000	C-I/ Shared Use	CSLT	CSLT	2013	\$230,000
29		B	C	US Hwy 50 - From Kingsbury Grade to Lake Parkway	\$130,000	Sidewalk	Douglas	Douglas	2015	\$135,252
30		B	C	Third Street - Safe Routes to School Improvements	\$300,000	C-III /Bike Route/Sidewalk	CSLT	CSLT	2016	\$318,362
31		B	C	Tahoe Island Drive Safe Routes to School Project	\$560,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2016	\$594,276
32		B	C	Washington Avenue Safe Routes to School Project	\$180,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2024	\$223,807
33		B	C	Blackwood Avenue Safe Routes to School Project	\$210,000	Sidewalk	CSLT	CSLT	2024	\$261,109
34		B	C	Spruce Avenue Safe Routes to School Project	\$300,000	Sidewalk	CSLT	CSLT	2024	\$373,012
35		B	C	Nevada Stateline to Stateline from Crystal Bay to Incline	\$20,000,000	C-1/Shared Use	Washoe	TTD	2022	\$23,901,851
36	A	B	C	Washoe County Master Plan Bike/Ped Improvements	\$690,000	C-I, C-II, C-III, Sidewalk	Washoe	Washoe	2015	\$717,876
37	A	B	C	Lake Parkway Sidewalk	\$580,000	Sidewalk	Douglas	NDOT	2013	\$580,000
38		B	C	Park Ave (West) - from Pine Blvd to US Hwy 50/End of Linear Park Path	\$121,000	C-I/ Shared Use	CSLT	CSLT	2025	\$153,457
39		B	C	US Hwy 50 - City of South Lake Tahoe City Limits to Sawmill Blvd	\$2,900,000	C-I/ Shared Use	EI Do	EI Do	2024	\$3,605,785
40		B	C	Al Tahoe Trail - from Lake Tahoe Blvd/US Hwy 50 to Al Tahoe Bike Trail	\$793,000	C-I /Shared Use	CSLT	CSLT	2016	\$841,538
41		B	C	West Shore Trail Improvements - from SR 28/89 to Tahoma	\$700,000	C-I/ Shared Use	EI Do/ TCPUD	EI Do/TCPUD	2020	\$804,080
42		B	C	Truckee River Trail Widening - from Tahoe City to Squaw Valley	\$1,875,000	C-I/ Shared Use	Placer	TCPUD	2024	\$2,331,327
43		B	C	Sunnyside to Sequoia Trail - from Sunnyside Resort to Lower Sequoia/SR 89	\$975,000	C-I/ Shared Use	Placer	TCPUD	2018	\$1,076,479
44		B	C	National Avenue East Side - from Toyon Road to Existing Forest Service Path	\$480,000	C-I/ Shared Use	Placer	Placer	2017	\$519,567
45		B	C	Venice Drive - from Tahoe Keys to 15th Street	\$35,000	C-III /Bike Route	CSLT	CSLT	2019	\$39,416
46		B	C	Class I Path Reconstruction	\$700,000	Class I	CSLT	CSLT	2014	\$714,000
Bike and Pedestrian Strategies Total					\$72,433,000					\$81,227,024



Part C: Attachment I-1 **USE MODEL METHODOLOGY**

Predictions of future use for this application used the TMPO Tahoe Regional Bicycle and Pedestrian Use Model. The following pages include an introduction to the model excerpted from methodology memo (LSC Transportation Consultants Inc. 2009. *Lake Tahoe Basin Bicycle and Pedestrian Use Model* 1. Prepared for Tahoe Regional Planning Agency) and the model run input pages prepared for the Greenway Mitigated Negative Declaration (Fehr and Peers. 2011. *South Tahoe Greenway Draft Initial Study/Mitigated Negative Declaration/Initial Environmental Checklist/Environmental Assessment*, Appendix M. Prepared for the California Tahoe Conservancy)



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Tahoe Region Bicycle and Pedestrian Use Models

October 7, 2009

As part of the Tahoe Basin Bicycle / Pedestrian Master Plan, LSC Transportation Consultants, Inc. with assistance from Alta Planning has developed linked bicycle and pedestrian use level estimation models for travel corridors in the Tahoe Region. This model is based upon observed facility use levels in the Tahoe Region, data regarding the characteristics of individual facility users, as well as demographic and travel data for the Tahoe region. Note that this model is for relatively urban or inter-community travel corridors, and is not applicable to mountain bike trails.

This model has been developed to meet the following criteria:

- It is fully “transparent,” providing the methodology and equations to the TRPA and other interested parties.
- It provides disaggregated estimates of travel corridor estimates by residents versus visitors.
- It reflects the characteristics of nearby land uses, including permanent population and visitor population.
- It reflects differences in specific facility characteristics, such as the presence of road crossings and presence of long sustained grades.
- Annual use level values reflect the “seasonality” of overall demand in the Tahoe Region, given both the winter conditions and the variation in visitor activity levels.

Use models for both bicycle and pedestrian modes have been developed (other users, such as rollerbladers, are included as pedestrians). Due to the lack of adequate pedestrian use data beyond Class I facilities, the pedestrian use model is limited to Class I facilities only. In addition, the bicycle model does not consider Class III facilities, as the data for bicycle use of Class III facilities is very limited and actual use depends on factors such as connectivity to Class I or II facilities that cannot be reflected in this regional model.

The single page to be used by the analyst summarizing the models is shown in Table A. A separate memo entitled “Tahoe Region Bicycle and Pedestrian Use Models User Instructions” provides step-by-step instructions to the analyst that simply wants to apply the model, avoiding the detailed discussion of the methodology development presented below.

Tahoe Region Bicycle/Pedestrian Trail Usage Model Results

TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model

At Location of Peak Demand in Corridor

Location	Greenway, Sierra Tract to Ski Run Blvd, Table B S2 (Segments 2-45, 2-50, 2-70)
Scenario	Class I/Shared Use Path: Stand Alone Segments 2-45, 2-50, 2-70
Analyst	KC, KF, SRI, RB

Corridor	Maximum Feasible Demand	Use Factor -- Reduction from Maximum (5)						Multi-plicative Total	Daily Use Estimate	Peak Hour Factor (6)	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate
		Class	Grade	Continuity	Maintenance	Recreational Value	Congestion						
BICYCLISTS													
Resident Bike to Facility	360	Note 1	0%	5%	0%	9%	13%	25%	271				
Visitor Bike to Facility	140	Note 1	0%	8%	0%	18%	6%	29%	100				
Bicyclists Drive to Facility	32	Note 2	0%	8%	0%	30%	4%	38%	20	0.000	0	0.0	0
Total -- Best Estimate									391		0		0
High End of Estimate Range									489		0		0
Low End of Estimate Range									293		0		0
PEDESTRIANS													
Resident Walk to Facility	220	Note 3	--	0%	2%	0%	9%	10%	177				
Visitor Walk to Facility	100	Note 3	--	0%	4%	0%	24%	5%	70				
Pedestrians Drive to Facility	21	Note 4	--	0%	8%	0%	28%	5%	13				
Total -- Best Estimate									260	0.000	0	0.0	0
High End of Estimate Range									390		0		0
Low End of Estimate Range									130		0		0
TOTAL -- Best Estimate									651		0		0
High End of Estimate Range									879		0		0
Low End of Estimate Range									423		0		0
Notes													
1. From Table B													
2. 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.													
3. From Table C													
4. 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.													
5. From Table D													
6. 0.153 for Class I facility, 0.096 for Class II facility													
7. 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.													
LSC Transportation Consultants, Inc.													

TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model

At Location of Peak Demand in Corridor

Location	Greenway, Ski Run Blvd to Stateline S1 (Segment 2-80)
Scenario	Class I/Shared Use Path: Stand Alone Segment 2-80
Analyst	KC, KF, SRI, RB

Use Factor -- Reduction from Maximum (5)

Maximum Feasible Demand

Peak Hour Use Estimate

Annual / Daily Factor (7)

Annual Use Estimate

Daily Use Estimate

Peak Hour Factor (6)

Peak Hour Use Estimate

Annual / Daily Factor (7)

Annual Use Estimate

BICYCLISTS

Corridor	Class	Grade	Continuity	Maintenance	Recreational Value	Congestion	Multiplicative Total	Daily Use Estimate	Peak Hour Factor (6)	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate
Resident Bike to Facility	0%	40%	35%	0%	15%	26%	75%	233				
Visitor Bike to Facility	0%	60%	44%	0%	26%	10%	85%	677				
Bicyclists Drive to Facility	0%	65%	49%	0%	53%	8%	92%	19				
Total -- Best Estimate								929	0.000	0	0.0	0
High End of Estimate Range								1,161		0		0
Low End of Estimate Range								697		0		0

PEDESTRIANS

Corridor	Class	Grade	Continuity	Maintenance	Recreational Value	Congestion	Multiplicative Total	Daily Use Estimate	Peak Hour Factor (6)	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate
Resident Walk to Facility	--	20%	4%	0%	12%	23%	48%	68				
Visitor Walk to Facility	--	36%	7%	0%	30%	8%	62%	222				
Pedestrians Drive to Facility	--	37%	16%	0%	40%	13%	72%	11				
Total -- Best Estimate								301	0.000	0	0.0	0
High End of Estimate Range								452		0		0
Low End of Estimate Range								151		0		0

TOTAL -- Best Estimate

High End of Estimate Range	1,230	0	0	0
Low End of Estimate Range	1,613	0	0	0
	847	0	0	0

Notes

- From Table B
- 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.
- From Table C
- 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.

5. From Table D

6. 0.153 for Class I facility, 0.096 for Class II facility

7. 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.

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Network Effect

Instructions: Enter information in yellow highlighted cells
Results are in green highlighted cells.

Scenario: Segment 2-45,2-50,2-70 Plus Segment 2-80

From Corridor A: 2-45,2-50,2-70 (S2) 2-80 (S1)
To Corridor B:
Adjust Stand Alone Corridor B: Segment 2-80

Bicycles

Step 1: Identify total resident trips from Corridor A to B (Table L) and total visitor trips from Corridor A to B (Table M)

Total Resident Trips: 4284
Total Visitor Trips: 2368

Step 2: Multiply Step 1 Result by the Calibrated Optimal rate for residents and visitors (Table D).

Calibrated Optimal Rate - Residents: 0.12
Calibrated Optimal Rate - Visitors: 0.11

Total Resident Trips * Calibrated Optimal Rate: 514
Total Visitor Trips * Calibrated Optimal Rate: 260

Step 3: Determine Proportion of Total Demand from Corridor A that would continue to Corridor B.

Distance between end of Corridor A to Midpoint in Corridor B: 0.7 miles
Compare to average trip lengths (2.4 miles for bicycling; 1.5 miles for walking also see graph to the right)
Proportion of trips originating in Corridor A that continue to Corridor B based on distance (estimate): 9.7%

Estimate the proportion of trips originating in Corridor A that continue to Corridor B based on land uses near Corridor B: 100%

Estimate the proportion of trips affected by geographical barriers (grades...) that would discourage traveling between corridors: 50%

Total Proportion of trips from Corridor A to Corridor B (combination of three estimates): 49%

Step 4: Multiply Step 2 Result by Step 3 Result to obtain additional feasible demand for Corridor B.

Additional feasible resident demand: 249
Additional feasible visitor demand: 126

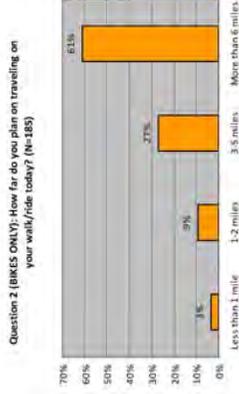
Step 5: Add Step 4 result (additional feasible demand) to the intra corridor maximum feasible demand.

Intra Corridor Maximum Feasible Demand (Model Table B):
Resident: 950
Visitor: 4510

Network Effect

Total Max Feasible Demand Residents: 1199
Total Max Feasible Demand Visitors: 4636

Enter these values in model for "Maximum Feasible Demand" for Corridor B.



Source: TCORP Lake Tahoe Basin - Bike Trail Survey July 2007

Pedestrians

Step 1: Identify total resident trips from Corridor A to B (Table L) and total visitor trips from Corridor A to B (Table M)

Total Resident Trips:
 Total Visitor Trips:

Step 2: Multiply Step 1 Result by the Calibrated Optimal rate for residents and visitors (Table I).

Calibrated Optimal Rate - Residents:
 Calibrated Optimal Rate - Visitors:

Total Resident Trips * Calibrated Optimal Rate:
 Total Visitor Trips * Calibrated Optimal Rate:

Step 3: Determine Proportion of Total Demand from Corridor A that would continue to Corridor B.

Distance between end of Corridor A to Midpoint in Corridor B: miles
 Compare to average trip lengths (2.4 miles for bicycling; 1.5 miles for walking also see graph to the right)
 Proportion of trips originating in Corridor A that continue to Corridor B based on distance (estimate):

Estimate the proportion of trips originating in Corridor A that continue to Corridor B based on land uses near Corridor B:

Estimate the proportion of trips affected by geographical barriers (grades...) that would discourage traveling between corridors:

Total Proportion of trips from Corridor A to Corridor B (combination of three estimates):

Step 4: Multiply Step 2 Result by Step 3 Result to obtain additional feasible demand for Corridor B.

Additional feasible resident demand:
 Additional feasible visitor demand:

Step 5: Add Step 4 result (additional feasible demand) to the Intra corridor maximum feasible demand.

Intra Corridor Maximum Feasible Demand (Model Table C):
 Residents:
 Visitor:

Network Effect
 Total Max Feasible Demand Residents:
 Total Max Feasible Demand Visitors:

Enter these values in model for "Maximum Feasible Demand" for Corridor B.



Source: TCORP Lake Tahoe Basin - Bike Trail Survey July 2007

Network Effect

Instructions: Enter information in yellow highlighted cells
Results are in green highlighted cells.

Scenario: Segment 2-45, 2-50, 2-70 Plus Segment 2-80

From Corridor A	To Corridor B
2-80 (S1)	2-45, 2-50, 2-70 (S2)
Adjust Stand Alone Corridor B: Segments 2-45, 2-50, 2-70	

Bicycles

Step 1: Identify total resident trips from Corridor A to B (Table L) and total visitor trips from Corridor A to B (Table M).

Total Resident Trips:	4269
Total Visitor Trips:	3024

Step 2: Multiply Step 1 Result by the Calibrated Optimal rate for residents and visitors (Table D)

Calibrated Optimal Rate - Residents:	0.12
Calibrated Optimal Rate - Visitors:	0.11

Total Resident Trips * Calibrated Optimal Rate:	512
Total Visitor Trips * Calibrated Optimal Rate:	333

Step 3: Determine Proportion of Total Demand from Corridor A that would continue to Corridor B.

Distance between end of Corridor A to Midpoint in Corridor B: 1.17 miles
Compare to average trip lengths (2.4 miles for bicycling; 1.5 miles for walking also see graph to the right)
Proportion of trips originating in Corridor A that continue to Corridor B based on distance (estimate): 97%

Estimate the proportion of trips originating in Corridor A that continue to Corridor B based on land uses near Corridor B: 70%
Estimate the proportion of trips affected by geographical barriers (grades...) that would discourage traveling between corridors: 0%

Total Proportion of trips from Corridor A to Corridor B (combination of three estimates): 68%

Step 4: Multiply Step 2 Result by Step 3 Result to obtain additional feasible demand for Corridor B.

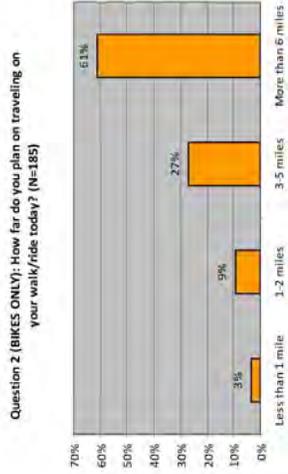
Additional feasible resident demand	348
Additional feasible visitor demand	226

Step 5: Add Step 4 result (additional feasible demand) to the intra corridor maximum feasible demand.

Intra Corridor Maximum Feasible Demand (Model Table B):	Residents: 360	Visitor: 140
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Network Effect	
Total Max Feasible Demand Residents	708
Total Max Feasible Demand Visitors	366

Enter these values in model for "Maximum Feasible Demand" for Corridor B.



Source: TCORP Lake Tahoe Basin - Bike Trail Survey July 2007

Pedestrians

Step 1: Identify total resident trips from Corridor A to B (Table L) and total visitor trips from Corridor A to B (Table M).

Total Resident Trips:	4269
Total Visitor Trips:	3024

Step 2: Multiply Step 1 Result by the Calibrated Optimal rate for residents and visitors (Table I).

Calibrated Optimal Rate - Residents:	0.04
Calibrated Optimal Rate - Visitors:	0.03

Total Resident Trips * Calibrated Optimal Rate:	171
Total Visitor Trips * Calibrated Optimal Rate:	91

Step 3: Determine Proportion of Total Demand from Corridor A that would continue to Corridor B.

Distance between end of Corridor A to Midpoint in Corridor B: 1.17 miles
 Compare to average trip lengths (2.4 miles for bicycling; 1.5 miles for walking also see graph to the right)
 Proportion of trips originating in Corridor A that continue to Corridor B based on distance (estimate): 76%

Estimate the proportion of trips originating in Corridor A that continue to Corridor B based on land uses near Corridor B:
 Estimate the proportion of trips affected by geographical barriers (grades...) that would discourage traveling between corridors

Total Proportion of trips from Corridor A to Corridor B (combination of three estimates): 53%

Step 4: Multiply Step 2 Result by Step 3 Result to obtain additional feasible demand for Corridor B.

Additional feasible resident demand	91
Additional feasible visitor demand	48

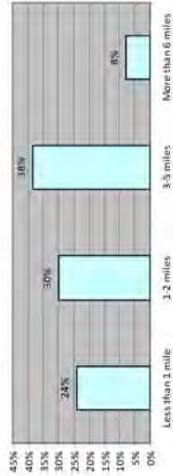
Step 5: Add Step 4 result (additional feasible demand) to the intra corridor maximum feasible demand.

Intra Corridor Maximum Feasible Demand (Model Table C):	Residents: 220	Visitor: 100
---	----------------	--------------

Network Effect	
Total Max Feasible Demand Residents	311
Total Max Feasible Demand Visitors	148

Enter these values in model for "Maximum Feasible Demand" for Corridor B.

Question 2 (WALKERS/SKATES/BLADES ONLY): How far do you plan on traveling on your walk/ride today? (N=154)



Source: TCORP Lake Tahoe Basin - Bike Trail Survey July 2007

70%
0%

TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model

At Location of Peak Demand in Corridor

Location	Greenway, Sierra Tract to Ski Run Blvd, Table B S2 (Segments 2-45, 2-50, 2-70)
Scenario	Class I/Shared Use Path: Entire Greenway
Analyst	KC

Corridor	Maximum Feasible Demand	Use Factor -- Reduction from Maximum (5)					Daily Use Estimate	Peak Hour Use Estimate	Peak Hour Factor (6)	Annual / Daily Factor (7)	Annual Use Estimate
		Class	Grade	Continuity	Maintenance Value	Recreational Congestion					
BICYCLISTS											
Resident Bike to Facility	708	Note 1	0%	5%	0%	9%	13%	25%			
Visitor Bike to Facility	366	Note 1	0%	8%	0%	18%	6%	29%			
Bicyclists Drive to Facility	66	Note 2	0%	8%	0%	30%	4%	38%			
Total -- Best Estimate									0.000	0.0	0
High End of Estimate Range											0
Low End of Estimate Range											0
							532				
							261				
							41				
							834				
							1,043				
							626				
PEDESTRIANS											
Resident Walk to Facility	311	Note 3	0%	2%	0%	9%	10%	20%			
Visitor Walk to Facility	148	Note 3	0%	4%	0%	24%	5%	30%			
Pedestrians Drive to Facility	43	Note 4	0%	8%	0%	28%	5%	37%			
Total -- Best Estimate									0.000	0.0	0
High End of Estimate Range											0
Low End of Estimate Range											0
							250				
							103				
							27				
							380				
							570				
							190				
TOTAL -- Best Estimate											0
High End of Estimate Range											0
Low End of Estimate Range											0
							1,214				
							1,613				
							816				

Notes

- From Table B
- 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.
- From Table C
- 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.
- From Table D
- 0.153 for Class I facility, 0.096 for Class II facility
- 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.

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TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model

At Location of Peak Demand in Corridor

Location	Greenway, Ski Run Blvd to Stateline S1 (Segment 2-80)
Scenario	Class I/Shared Use Path: Entire Greenway
Analyst	KC

Use Factor -- Reduction from Maximum (5)

Corridor	Maximum Feasible Demand	Class	Grade	Continuity	Maintenance	Recreational Value	Congestion	Multiplicative Total	Daily Use Estimate	Peak Hour Factor (6)	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate

BICYCLISTS

Resident Bike to Facility	1,199	Note 1	0%	40%	35%	0%	15%	26%	294				0
Visitor Bike to Facility	4,636	Note 1	0%	60%	44%	0%	26%	10%	696				0
Bicyclists Drive to Facility	240	Note 2	0%	65%	49%	0%	53%	8%	19	0.000	0	0.0	0
Total -- Best Estimate									1,009		0		0
High End of Estimate Range									1,261		0		0
Low End of Estimate Range									757		0		0

PEDESTRIANS

Resident Walk to Facility	221	Note 3	--	20%	4%	0%	12%	23%	115				0
Visitor Walk to Facility	618	Note 3	--	36%	7%	0%	30%	8%	237				0
Pedestrians Drive to Facility	41	Note 4	--	37%	16%	0%	40%	13%	11	0.000	0	0.0	0
Total -- Best Estimate									363		0		0
High End of Estimate Range									545		0		0
Low End of Estimate Range									182		0		0

TOTAL -- Best Estimate

High End of Estimate Range	1,372
Low End of Estimate Range	938

Notes

- From Table B
- 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.
- From Table C
- 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.
- From Table D
- 0.153 for Class I facility, 0.096 for Class II facility
- 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.

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Part C: Attachment I-3 **Public Participation**

The following is a compilation of public participation in the development of the South Tahoe Greenway Shared Use Trail project from 2001 to the present time. In the 1990s, Caltrans and the Conservancy began discussing transfer of right-of-way lands purchased in South Lake Tahoe for a major freeway to the Conservancy for open space and non-auto transportation purposes. The transformative nature of this emphasis on active transportation has received substantial review and public engagement. This occurred not only in the various development stages of the specific project, but also during public planning processes for land use, transportation, and bicycle and pedestrian plans in the area.

The following itemized list includes all the public outreach opportunities offered during all the phases of development for the Greenway. Following this table are the additional engagement opportunities during public planning that included discussion concerning the Greenway and other trails.

South Tahoe Greenway Shared Use Trail Public Engagement

<i>Date</i>	<i>Item</i>	<i>Number of Participants</i>
September 24, 1999	Conservancy Board public hearing to receive 248 acres of project area from Caltrans for purposes of open space and feasibility of building a bike trail	Unknown
December 6, 2002	Conservancy Board public hearing on feasibility report for bike trail construction	Unknown
April 8, 2004	Technical Advisory Committee (TAC) meeting	14 public agency reps
April 29, 2004	TAC meeting	15 public agency reps
May 17, 2004	Public workshop to present project goals and gather input on project scope, alternatives	18 members of public & 5 written comments
October 17, 2005	TAC meeting	14 public agency reps
November 18, 2005	TAC meeting	14 public agency reps
January 8 & 20, 2006	Public scoping meetings to provide input on design details and alternatives for environmental analysis (for NEPA, CEQA and TRPA compliance)	79 participants
April – June, 2006	Four individual neighbor visits to examine alternative alignments	7 neighbors
March - April, 2006	Presentation for discussion at Earth Day South Lake Tahoe, South Tahoe Business Expo	Approximately 75 participants
February 21, 2008	TAC meeting to consider alternative alignments	12 public agency reps
March 15, 2008	Presentation to the Alta Alpina Cycling Club concerning alternative alignments	28 members



<i>Date</i>	<i>Item</i>	<i>Number of Participants</i>
April 17 & 22, 2008	Scoping meetings for new alternative alignments (for NEPA, CEQA and TRPA compliance)	88 participants
September 10, 2010	TAC meeting to examine new project scope, focusing on the core of South Lake Tahoe	12 public agency reps
November 18, 2010	Presentation to South Lake Tahoe Parks and Rec Commission (CSLT Parks & Rec).	8 commission members, 3 public
January, 2011	Two individual neighbor visits to discuss alternatives	2 neighbors
February 10, 2011	TAC meeting for final comments prior to release of IS/MND/EA	13 public agency reps
April – July, 2011	Presentation for discussion and input at: Earth Day South Lake Tahoe; South Shore Transportation Management Agency Board (SSTMA), Tahoe Area Coordinating Council for the Disabled (TACCD); South Lake Tahoe Joint Powers Association Bike Committee (JPA); and CSLT Parks & Rec	Approximately 60 active participants (over 200 attended Earth Day)
August, 2011	Two individual neighbor visits to examine route choice.	3 neighbors
September 15, 2011	Public Hearing at the Conservancy Board Meeting	1 speaker from the public
October 27, 2011	Public Hearing at TRPA Governing Board Meeting	3 speakers from the public
November 10, 2011	Public Hearing at City of South Lake Tahoe (CSLT) Planning Commission	2 speakers from the public
April, 2012	Presentation at Earth Day to retain project interest and update public on implementation issues	Over 200 attended
June, 2013	Presentation to the newly formed Community Mobility Committee of the Sustainability Collaborative (Community Mobility) (attend monthly meeting from 2013 to present)	10 members present representing community, school, and bicycling interests
May 9, 2014	SSTMA and JPA for project update	22 committee members total
July 10, 2014	CSLT Parks & Rec	5 commission members and 5 members of the public
October 9, 2014	Public Hearing at CSLT Planning Commission (approve Special Use Permit for 2015 Phase 1a construction)	3 speakers from the public
January 9, 2015	JPA discussion of cost saving potential	9 committee members
January 15, 2015	Lake Tahoe Bikeway Partnership Meeting	11 agencies represented
January 27, 2015 April 1, 2015	Lake Tahoe Community College outreach (staff and Board of Governors)	College President and 3 staff, 7 board members, and 15 members of the public
March 3, 2015	Community Mobility focusing on cost saving and implementation strategies	8 members
April 27, 2015	Tahoe Area Coordinating Council for the Disabled (TACCD)	16 council members



<i>Date</i>	<i>Item</i>	<i>Number of Participants</i>
May 1, 2015	JPA discussion reconfirming availability of maintenance funds	12 members of the Committee
May 12, 2015	Agency field walk examining trail realignment	3 agencies represented

Workshops, Public Meetings, and Public Hearings

Public workshops and scoping meetings were held in the evening at fully accessible public buildings near the project site. Public Hearings were held during the day at fully accessible public buildings in South Lake Tahoe. All public meetings were accessible by transit and noticed with press releases and email notices to interested organizations and individuals, and posters placed in public gathering locations. Property owners within 300' of the project area were notified by mail.

More recent public engagement opportunities focused on providing project implementation updates, including the public hearings necessary for approval of match funding. In addition to the methods identified above, these were also posted on several local websites and were the subject of local newspaper and online news articles.

No child care was provided at any venue, although several children and high school students attended 2008 scoping meetings and several input opportunities were family friendly (such as Earth Day South Lake Tahoe). No language translation was provided.

Presentations

Presentations to organized interest groups occurred both during the day and in the evening at fully accessible public buildings in South Lake Tahoe. These were noticed in the groups' meeting agendas and, in some cases, on their websites. Project presentations also occurred at organized family or community events (e.g. Earth Day and the Lake Tahoe Business Expo) during the day and accessible by transit and for those with disabilities.

Individual Visits

As requested, Conservancy staff met with individuals to answer questions and receive project input. These occurred at private homes and public coffee shops.



Part C: Attachment I-6 **Benefit Cost Assessment**

Feedback

The tool appears to consider factors that are relevant and important in identifying benefits of active transportation projects. Lack of local data related to actual costs associated with the benefits identified naturally drives the tool's reliance on statewide and national cost averages. However, use of statewide averages present a very inaccurate view of costs, and therefore benefits, in a given location. Additionally, other health factors that may be more important in local conditions are not included such as benefits to mental health. Because of this, use of the tool should be restricted to comparison between projects and not as an expectation of specific benefits in any given community.

The tool's acceptance of diverse methodologies for documenting existing and estimating future use is problematic. This factor drives a significant part of the benefit/cost result, yet because use is notoriously difficult to predict with precision, the validity of the results will vary widely in response to the validity of the estimate. This is particularly true for projects that propose new shared use trail facilities. Reliance on existing use counts in the surrounding area as a major part of the benefit assessment introduces an inaccuracy that will make comparing different types of infrastructure projects difficult. Obviously it would be undesirable to establish a single acceptable methodology for existing or predicted use, yet some performance measure for use estimation would improve confidence in the benefit/cost results.

Project Name:
Project Location:

South Tahoe Greenway Shared Use Trail Phases 1b & 2
South Lake Tahoe, CA

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project		With Project
Existing	262		
Forecast (1 Yr after completion)	267		972
	Commuters		Recreational Users
Existing Trips	29		86
New Daily Trips (estimate) (1 YR after completion) (actual)	14.5		43

Project Information- Non SR2S Infrastructure		
Bike Class Type		Bike Class I
Average Annual Daily Traffic (AADT)		63,500

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$4,027,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$1,928,000
SR2S Infrastructure	

CRASH DATA (Box 1F)		
	Last 5 Yrs	Annual Average
Fatal Crashes	3	0.6
Injury Crashes	182	36.4
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project		With Project
Existing	105		
Forecast (1 YR after project completion)	106		709
	Without Project		With Project
Existing step counts (600 steps=0.3mi=1 trip)			
Existing miles walked			

SAFETY COUNTERMEASURES (improvements) (Box 1G)			Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads		
	Pedestrian crossing		
	Advance stop bar before crosswalk		
	Install overpass/underpass		
Unsignalized Intersection	Raised medians/refuge islands		
	Pedestrian crossing (new signs and markings only)		
	Pedestrian crossing (safety features/curb extensions)		
	Pedestrian signals		
Roadways	Bike lanes		
	Sidewalk/pathway (to avoid walking along roadway)		
	Pedestrian crossing (with enhanced safety features)		
	Pedestrian crossing		
Other reduction factor countermeasures			Y

Safe Routes to School (SR2S) (Box 1C)	
	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

20 Year Invest Summary Analysis

Total Costs	\$4,027,000.00
Net Present Cost	\$3,872,115.38
Total Benefits	\$21,798,629.97
Net Present Benefit	\$14,436,786.08
Benefit-Cost Ratio	3.73

20 Year Itemized Savings

Mobility	\$5,479,211.10
Health	\$2,325,634.02
Recreational	\$4,701,185.71
Gas & Emissions	\$479,262.79
Safety	\$8,813,336.35

Funds Requested	\$1,928,000.00
Net Present Cost of Funds Requested	\$1,853,846.15
Benefit Cost Ratio	7.79



Part C: Attachment I-8 **CALIFORNIA CONSERVATION CORPS**

The following pages demonstrate compliance with the requirement to coordinate with the CCC and the local certified community conservation corps.

Irelan, Sue Rae@Tahoe

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Monday, May 11, 2015 2:57 PM
To: Irelan, Sue Rae@Tahoe
Cc: ATP@CCC
Subject: Re: ATP project in South Lake Tahoe

Hi Sue,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project because it is out of our range. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you
Monica

On Fri, May 8, 2015 at 1:20 PM, Irelan, Sue Rae@Tahoe <SueRae.Irelan@tahoe.ca.gov> wrote:

Hello Wei and Danielle,

Please find attached information necessary to evaluate CCC capabilities for the proposed project. The California Tahoe Conservancy has a long-standing relationship with the Tahoe Center and I have discussed the project and potential for CCC work with John Martinez there.

Project Title: South Tahoe Greenway Shared Use Trail Phases 1b & 2

Project Description: Construct 4,900 linear feet Shared Use Trail across Bijou Meadow and Trout Creek, completing community connections between Al Tahoe and Sierra Tract in South Lake Tahoe, CA.

Detailed Estimate: See attached

Project Schedule: See attached

Project Map: See attached (Key Map)

Preliminary Plan: See attached (Prelim Design 1-3)

Sue Rae Irelan, Assoc. Environmental Planner

Natural Resources and Public Access Program

Attachment I-8

California Tahoe Conservancy

Home Office [\(530\) 525-9137](tel:5305259137)

SueRae.Irelan@tahoe.ca.gov

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:9164269170) | inquiry@atpcommunitycorps.org

Irelan, Sue Rae@Tahoe

From: Hsieh, Wei@CCC on behalf of ATP@CCC
Sent: Monday, May 18, 2015 1:23 PM
To: Irelan, Sue Rae@Tahoe
Cc: inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC; Martinez, John@CCC
Subject: RE: ATP project in South Lake Tahoe

Hi Sue,

John Martinez, the Center Director at our CCC Tahoe location has responded to the partnership for your project.

These are potential projects we can do:

Schedule	Project Schedule Description
Final Design/Permitting	
July 1, 2016 – July 1, 2017	1. Secure A&E and complete working drawings
July 1, 2017 – July 1, 2018	2. Secure final permits and construction bidding
Construction	
July, 2018	3. Tree/stump removal CCC 4. Mobilization, site prep
August, 2018	5. Grading, asphalt 6. Boardwalk footings
September, 2018	7. Asphalt 8. Boardwalk CCC 9. Bridge footings
October, 2018	10. Asphalt sealing, striping, signs 11. Bridge deck CCC 12. Site restoration CCC
November, 2018	13. Site restoration CCC

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact John Martinez directly John.Martinez@ccc.ca.gov if your project receives funding.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154

Attachment I-8

From: Irelan, Sue Rae@Tahoe
Sent: Friday, May 08, 2015 1:22 PM
To: ATP@CCC
Subject: FW: ATP project in South Lake Tahoe

Hello Wei and Danielle,

Please find attached information necessary to evaluate CCC capabilities for the proposed project. The California Tahoe Conservancy has a long-standing relationship with the Tahoe Center and I have discussed the project and potential for CCC work with John Martinez there.

Project Title: South Tahoe Greenway Shared Use Trail Phases 1b & 2

Project Description: Construct 4,900 linear feet Shared Use Trail across Bijou Meadow and Trout Creek, completing community connections between Al Tahoe and Sierra Tract in South Lake Tahoe, CA.

Detailed Estimate: See attached

Project Schedule: See attached

Project Map: See attached (Key Map)

Preliminary Plan: See attached (Prelim Design 1-3)

Sue Rae Irelan, Assoc. Environmental Planner
Natural Resources and Public Access Program
California Tahoe Conservancy
Home Office (530) 525-9137
SueRae.Irelan@tahoe.ca.gov



Part C: Attachment J **Letters of Support**

Letters from the following organizations are attached:

- 1) Lake Tahoe Community College
- 2) City of South Lake Tahoe
- 3) Tahoe Metropolitan Planning Organization
- 4) Bijou Community Elementary School
- 5) Lake Tahoe Bicycle Coalition
- 6) Parks and Recreation Commission, City of South Lake Tahoe
- 7) South Lake Tahoe Family Resource Center
- 8) South Shore Transportation Management Agency
- 9) Tahoe Area Coordinating Council for the Disabled
- 10) US Forest Service, Lake Tahoe Basin Management Unit



State of California
Department of Transportation
Division of Local Assistance
ATTN: Office of Active Transportation and Special Programs
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Re: Funding Commitment for the South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project

To 2015 ATP Cycle 2 Grant Reviewers:

The Lake Tahoe Community College strongly supports the Greenway Phases 1b & 2 Project. On May 19, 2015 the Board of Trustees voted to allocate \$700,000 from our voter-approved bond funds in recognition of the critical connections involved in this project.

Our campus, in South Lake Tahoe, is the hub of a rich diversity of community services. We envision building on that diversity through expansion at our site involving the Lisa and Robert Maloff University Center, slated to open in Fall 2018, with a bicycle transit hub, a public safety training building and an environmental science center. As our programs grow and diversify our need to improve non-auto connections throughout South Lake Tahoe increases. The Project included in this application will allow students, living in two nearby affordable-housing neighborhoods, direct, safe, and attractive access to our campus and the other community services found in the area.

At the Lake Tahoe Community College, our values resonate strongly with the goals of the Active Transportation Program. We believe in creating communities of healthy, active citizens and capturing that dynamic to reduce dependence on automotive traffic and improve our environment.

We recommend award of the Greenway Phases 1b & 2 Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerry S. David", written over a large, loopy flourish.

Kerry S. David
President, Board of Trustees
Lake Tahoe Community College

A handwritten signature in blue ink, appearing to read "Kindred I. Murillo", written in a cursive style.

Kindred I. Murillo, Ed.D.
Superintendent/President
Lake Tahoe Community College



City of South Lake Tahoe

"making a positive difference now"

May 26, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programming
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Caltrans Representative,

The City of South Lake Tahoe (City) supports the *Lake Tahoe Bikeway Improvements Project* and its role in building the South Tahoe Greenway, the backbone of a developed bike network in South Lake Tahoe. The City fully embraces the intent of the Active Transportation Program to meet transportation needs through safe and accessible walking and bicycling. Current planning and infrastructure efforts underway throughout the City demonstrate our own commitment to this goal. We are actively working toward a community with an economy based on sustainable recreation such as bike trails and one that supports individual and environmental health. Construction of the Greenway will serve as a primary trail connection in South Lake Tahoe and help our community to meet these goals.

The Greenway Phase 1 and 2 Project will connect resident and visitor areas to important community spaces in the heart of South Lake Tahoe. This includes multiple schools, parks and open space, and employment opportunities. The connection will occur on Conservancy-owned land and also will cross some City-owned parcels and rights-of-way. Throughout the planning and approval process, the City and Conservancy have worked together to create project plans that meet City requirements for this access. As final designs emerge, the City intends to continue this cooperation and expects to complete the access agreements necessary for project implementation.

We encourage you to join with us in supporting the *Lake Tahoe Bikeway Improvements Project* for full funding.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nancy Kerry".

Nancy Kerry
City Manager



Tahoe Metropolitan Planning Organization

P.O. Box 5310
128 Market Street
Stateline, Nevada 89449
(775) 588-4547 ♦ Fax (775) 588-4527

May 18, 2015

State of California
Department of Transportation
Division of Local Assistance
ATTN: Office of Active Transportation and Special Programs
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Re: Support for South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project

To the Division of Local Assistance and ATP Evaluators,

On behalf of the Tahoe Metropolitan Planning Organization (TMPO) and the Tahoe Regional Planning Agency (TRPA), I would like to express strong support for the South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project (Greenway). This project is the **highest priority project** on the Region's prioritized list of unfunded bicycle and pedestrian projects for the California side of the Region. The prioritization criteria and prioritized list were developed and approved as part of the Lake Tahoe Region Bicycle and Pedestrian Plan, adopted in 2010 and amended in December, 2014 by the TMPO and TRPA boards. The project is also listed as a Tier 1 project in the Regional Transportation Plan.

The long-awaited Greenway project is a high priority for the Region due to its projected usage, gap closure, and connectivity improvements. The Greenway will provide a direct route for bicyclists and pedestrians travelling between two neighborhoods in South Lake Tahoe that provide much of the city's workforce housing, and the central part of town where a large concentration of community services and resources are located, including Bijou Elementary School, Al Tahoe Middle School, the Lake Tahoe Community College, the police and sheriff stations, Bijou Community Park, El Dorado Community Playfields, the South Tahoe Recreation Center, and other government services and commercial centers.

Due to the extreme auto-orientation of development in South Lake Tahoe, there are very few convenient routes for people travelling by foot or by bicycle, and bicyclists and pedestrians are forced to take circuitous routes shared with high-speed vehicle traffic to get to most destinations in the City, particularly those on the east side of town, which are currently unserved by a connected bicycle facility. The Greenway would save over a mile of travel for bicyclists and pedestrians and provide an attractive alternative, particularly for children and those with disabilities, from the high-speed corridors.

The TMPO and the TRPA have been involved in the planning and public outreach for the Greenway Project since its inception, and recognize the project is one of the key pieces for meeting regional goals of creating walkable, bikeable communities, reducing impacts to the environment, and improving quality of life. I hope that you will support this excellent project.

Sincerely,

Joanne S. Marchetta
Executive Director



BIJOU COMMUNITY SCHOOL

Grades K-5

May 14, 2015

3501 SPRUCE AVENUE
SOUTH LAKE TAHOE, CALIFORNIA 96150
PHONE (530) 543-2337
FAX (530) 543-2342

State of California
Department of Transportation
Division of Local Assistance
ATTN: Office of Active Transportation and Special Programs
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

The Bijou Community School wishes to express support for the *South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project* and its role in connecting existing sections of bike trail to link underserved neighborhoods to vital community services in the center of South Lake Tahoe. The connections will remove barriers created by high traffic corridors and sensitive land and provide significant shortcuts for users. The Bijou School is located in the Bijou neighborhood 0.34 miles away (via an existing Class 3 bike trail) from the Greenway Project.

Bijou Community School serves students from the Bijou and Sierra Tract neighborhoods and offers a two way bilingual immersion program for all students in English and Spanish. The school has 578 students with 73.5% of students on the free or reduced price meal program. The Greenway would create a significant shortcut and would encourage more students to walk or bike safely to school.

We encourage you to fully fund the *South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project*.

Cindy Martinez
Principal
Bijou Community School

Alana Cayabyab
2nd grade teacher
Bijou Community School

BOARD OF DIRECTORS

OFFICERS

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KAREN HOUSER

KANSAS MCGAHAN

CASEY METKOVICH

TIM ROWE

ADAM TURNER



LAKE TAHOE
BICYCLE COALITION
www.tahoebike.org

State of California

Department of Transportation

Division of Local Assistance

ATTN: Office of Active Transportation and Special Programs

P.O. Box 942874, MS-1

Sacramento, CA 94274-0001

Re: South Tahoe Greenway Shared-Use Trail, Phases 1b and 2

We are writing in support of the South Tahoe Greenway Shared-Use Trail, Phases 1b and 2. New shared-use trails provide so many benefits to Tahoe's communities.

The Lake Tahoe Bicycle Coalition (Coalition) is a member-supported nonprofit organization with a mission to help Tahoe become more bicycle friendly. We promote opportunities for more people to ride bikes in Tahoe, provide free valet parking for bicycles at community events, co-host the annual Lake Tahoe Bicycle Challenge each June, and produce the well-known Lake Tahoe Bikeways Map.

The Coalition has been instrumental in fostering the community conversation about early Greenway project elements. The Coalition brought the voice of residents and visitors to the needs assessment and development of project design details.

Phases 1b and 2 provide direct connections between neighborhoods that offer affordable housing for students, seniors, and those with disabilities to the Lake Tahoe Community College, Bijou Park (the City's largest park), and nearby employment opportunities. These connections replace existing unsafe access along a busy commercial highway and arterial streets, eliminating the barriers created by wetlands to allow substantial short cuts for bicyclists and pedestrians.

We appreciate the opportunity to comment on this important proposal, and urge you to provide funding to ensure the successful development of these important phases of the Greenway Shared-Use Trail.



Sincerely,

Charles W. Nelson

President, Lake Tahoe Bicycle Coalition



PARKS AND RECREATION COMMISSION
CITY OF SOUTH LAKE TAHOE

City Commissioners

Scott Valentine
Steve Knoll
Rebecca Bryson
Pete Fink
Bonnie Turnbull

1180 Rufus Allen Blvd.
South Lake Tahoe, CA 96150
(530) 542-6056
www.cityofslt.us



State of California

Department of Transportation

Division of Local Assistance

ATTN: Office of Active Transportation and Special Programs

P.O. Box 942874, MS-1

Sacramento, CA 94274-0001

Project Name: *South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project*

Dear Active Transportation Grant Reviewer,

The Parks and Recreation Commissioners of the City of South Lake Tahoe fully support the expansion of the Greenway Bike Trail. It directly aligns with our Parks, Trails and Recreation Master Plan and the regional Bike and Pedestrian Plan. We urge the ATP to support this project to help our community close a high priority gap in our current bike trail network.

The two sections of this trail being proposed for extension with ATP funding will connect our two highest populated and lowest income neighborhoods to key facilities, including the middle school, the community college, business districts, federal recreation lands, the City's main park/playground (with a bike park slated for construction this summer), as well as a variety of other recreation amenities and after school activities. These important links to our bike trail network will greatly enhance the opportunities for safe active forms of transit to critical infrastructure.

All of these facilities front either US50 or Al Tahoe Blvd (our largest local arterial road). The proposed trail extensions will run through open space behind these roads, and will provide safer, more direct access to all of these amenities. The trail is thus anticipated to significantly increase bike and pedestrian safety and travel volume in these areas. As such, it will also serve to reduce roadway congestion and the corresponding greenhouse gas emissions, while allowing our citizens and visitors to enjoy a greater quality of life through trails.

Thank you for your consideration.

Best regards,

A handwritten signature in black ink, appearing to read "Peter Fink". The signature is fluid and cursive, with a prominent upward stroke at the end.

Peter Fink, Chair, City of South Lake Tahoe Parks and Recreation Commission



South Lake Tahoe Family Resource Center

Tere Tibbetts
Chairperson
Lake Tahoe Community
College

Virginia Matus-Glenn
Vice-Chairperson
Retired Principal

Karen Tinlin
Treasurer
Retired Principal

Cindy Martinez
Secretary
Principal
Bijou Community School

Anita Castles
Community Member

Jojo Conroy
Community Member

Alvaro Macias
Executive Chef
Lakeside Inn & Casino

Cynthea Preston
Retired Dean
Lake Tahoe Community
College

Teresa Ramirez
Community Member

May 14, 2015

State of California
Department of Transportation
Division of Local Assistance
ATTN: Office of Active Transportation and Special Programs
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

RE: South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project

The South Lake Tahoe Family Resource Center (SLTFRC) supports the South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project and its role in connecting existing sections of our sporadic bike trail system to link underserved neighborhoods to vital community services in the business belt of South Lake Tahoe. The connections will remove barriers created by high traffic corridors and sensitive land and provide significant shortcuts for users. The Family Resource Center is located in the heart of the Bijou neighborhood 0.34 miles away (via an existing Class 3 bike trail) from the Greenway Project.

The SLTFRC is located adjacent to Bijou Elementary School, and serves the entire South Lake Tahoe community. Our mission is to enable individuals and families to achieve self-sufficiency and economic stability, to develop resilience in both parents and children, and to allow families to become a contributing part of the community.

Programs and services provided support and advocate for over 150 families per month. We offer bilingual peer counseling, Spanish language parent training classes, child therapy services, free clothing and food, and advocacy. Last year, the Center served over 12,000 visits for food and 1,100 visits for clothing.

Current access to the SLTFRC for residents without cars requires trips along busy arterial roads. The Greenway would allow residents and their families, some of whom do not own a vehicle, easier and safer access to our doors and will promote physical activity which improves overall health.

We encourage you to fully fund the South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project.

Best Regards,

De-Anne Hooper, Executive Director



sstma

South Shore Transportation Management Association

*A non profit community forum advocating
transportation and mobility solutions*

May 13, 2015

State of California
Department of Transportation
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874, MS-1
Sacramento, CA 94274-0001



Re: Support for South Tahoe Greenway Shared Use Trail, Phases 1b & 2

Consistent with our mission to advocate for transportation and mobility solutions, we of the South Shore Transportation Management Association (SS/TMA) are writing to confirm our support for the South Tahoe Greenway Shared Use Trail.

Phases 1b and 2 of this project will connect existing sections of bicycle and shared use trails in the heart of South Lake Tahoe to create direct connections from disadvantaged neighborhoods to popular community destinations and vital services. The Greenway will remove barriers to non-auto mobility currently caused by high traffic corridors, undeveloped dirt paths crossing environmentally sensitive lands, and provide time-saving, safe and direct "short cut" routes where none exist today.

The SS/TMA has been a consistent and active supporter of the South Tahoe Greenway Shared Use Trail project since the California Tahoe Conservancy and key local and regional partners initiated planning. The Greenway ATP grant application is leveraged with other sources of funding, adding to the value of an ATP investment.

We strongly encourage ATP decision-makers to join with us in supporting grant funds for the South Tahoe Greenway Shared Use Trail Phases 1b & 2.

Respectfully submitted,

Steve Teshara
Chair, SS/TMA Board of Directors

5/3/2015



State of California
Department of Transportation
Division of Local Assistance
ATTN: Office of Active Transportation and Special Programs
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

The Tahoe Area Coordinating Council for the Disabled (TACCD) supports the South Tahoe Greenway Shared Use Trail. TACCD recognizes the value of a network of bike trails as they provide accessible transportation and recreational options for people with disabilities and our senior population in the South Tahoe area.

The Greenway Phases 1b and 2 Project will provide direct connections to many community services. The trail will travel through many neighborhoods where seniors and those living in affordable housing facilities can access the trail. This will encourage recreation and provide a way to access many services in our community by walking, wheelchair use or bike travel, safely away from our busy roadways. The development of a comprehensive network of bike trails in the area will also encourage many locals, and our visitors, to use these trails for transportation and recreation, improving our environment.

TACCD has been involved in advocating for the development of local bike trails for many years. We see these trails as an accessibility issue, essential to the quality of life for those we serve. We specifically favor the Class I trails that provide access for emergency vehicles and that are wide enough to encourage people who rely on wheelchairs and scooters to use the trails because they are wider and safer. We encourage you to give these projects every consideration as they will benefit our community in many ways.

Sincerely,

A handwritten signature in blue ink that reads "David Kelly".

David Kelly, TACCD Board Chairperson



File Code: 6220

Date: May 27, 2015

State of California Department of Transportation, Division of Local Assistance
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Project Name: *South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project*

To: The Office of Active Transportation and Special Programs,

The Greenway Phases 1b & 2 Project will connect existing sections of bike trail to create direct connections from disadvantaged neighborhoods to vital community services, removing barriers created by high traffic corridors and sensitive land and providing significant connections for users. One of the important connections made by the Project will be to connect communities with employment opportunities. Residential neighborhoods to the north and south will be linked by a designated trail to the Lake Tahoe Community College, the United States Forest Service (USFS) Supervisor's Office, the main US Postal Service, and the City of South Lake Tahoe Police Department and El Dorado County Court.

The Lake Tahoe Basin Management Unit has participated at every stage in the conception, planning, environmental review and project approval process. Other segments of the proposed trail cross National Forest Lands and the NEPA review was completed in 2011 and issued a Special Use Permit in 2012. Although no portion of the project described in this application is on USFS lands, we support completion of the vital connections the Phases 1b & 2 Project would make.

We encourage you to fully fund the *South Tahoe Greenway Shared Use Trail Phases 1b & 2 Project*.

Sincerely,

JM JEFF MARSOLAIS
Forest Supervisor

cc: SueRae.Irelan@tahoe.ca.gov





Part C: Attachment K

Attachment K includes the following:

- K-1:** Excerpt from Lake Tahoe Bike and Pedestrian Plan priority project list
- K-2:** Excerpt from Lake Tahoe Sustainable Communities Strategy
- K-3:** Excerpts from Professional Research Consultants, Inc. *Draft 2015 Community Health Needs Assessment: Primary service area*. Prepared for Barton Health.
- K-4:** Evidence of leveraged funding commitments
- K-5:** References and Citations for Part B, Narrative
- K-6:** Connection with nearby proposed Class 1 trail



Part C: Attachment K-1 **BIKE AND PEDESTRIAN PLAN**

The following excerpt from the Lake Tahoe Bike and Pedestrian Master Plan lists the Greenway as the highest priority unfunded project on the California side of the Tahoe Basin.

LAKE TAHOE REGION BICYCLE AND PEDESTRIAN PLAN

Technical
Amendment
December 2014

2010



ESTABLISHING THE FOUNDATION FOR A WORLD-CLASS BICYCLE AND PEDESTRIAN COMMUNITY AT LAKE TAHOE



Attachment K-1

PLANNING-LEVEL PROJECTS		
Ranking Criteria	Weight	Evaluators should use professional judgement when ranking. Not all situations conform to the criteria below.
Fixes gap in existing network	15	Project that connects two high use facilities that were not linked before, or that links a facility with a high-density residential or commercial area = 1 pt Project that connects medium or low use facilities that were not linked before = 0.75 pt Project fixes a section that deterred use, or adds length to an existing facility = 0.5 pt Project upgrades a section not built to current standards = 0.25 pt
Estimated use	40	Based on the Lake Tahoe Bicycle and Pedestrian User Models. Over 1,500 estimated users per day = 1 pt 1,000 to 1,500 = 0.75 pt 500 to 1,000 = 0.5 pt 100 to 500 = 0.25 pt Less than 100 = 0.1 pt Note: Destination connectivity is incorporated into this criterion through the model calculations.
Improves network	10	Provides unduplicated, direct link between residences and recreational or commercial area. Facility where no parallel facility exists within 1300 feet (exception: sidewalk or shared-use path next to a bike lane receives 1 pt) = 1 pt Facility that serves different users (such as a bike lane where there is an existing parallel shared-use path), or a sidewalk across the street from an existing sidewalk = 0.5 The focus of this criterion is on avoiding duplication, not on gap closure or connecting destinations.
Multi-modal connectivity	5	Provides additional support to existing transit stops and routes. Sidewalk or shared use path directly connecting to a transit stop = 1 pt Bike lane or bike route connecting to a transt stop = 0.5 pt
Safety	10	Project can address a problem location where there have been reported accidents = 1 pt Addresses a location that the public or planners have identified as a safety hazard = 1 pt
Cost benefit	20	Cost per annual user served. Less than \$5 per person = 1 pt \$5-\$20 per person = 0.75 pt \$20-\$100 per person = 0.5 pt \$100-\$500 per person = 0.25 pt Over \$500 per person = 0 pt.
Environmental Impact	-20	Greater than 50% of project might result in new SEZ disturbance = 1 pt 25-50% new SEZ disturbance = 0.5 pt 5 - 25% new SEZ disturbance = 0.25 pt Additional strong potential for scenic or wildlife disturbance = 0.5 pts with total points not to surpass 1. Other environmental impacts that don't fit into above categories = up to 1 pt
DESIGN-LEVEL PROJECTS		
Criteria are the same as for Planning-level projects, with addition of one criterion below.		
Timeline	20	Permitted or Permit Requested = 1 pt Final Design = 0.75 pt Environmental Review = 0.5 pt Preliminary Design or Feasibility Study = 0 Feasibility Study = 0

Attachment K-1

Table 19. Prioritization Criteria

Projects with a dash (--) next to them are those projects that remain unfunded. All other projects are either completed, fully funded, or fully funded for the design-level portion of the project.

EIP#/Caltrans EA#	CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	PROJECT_TYPE	MILES (1)	COST_PER_MILE (\$)	TOTAL_COST	STATUS	PRIORITIZATION_SCORE
HIGHEST PRIORITY "DESIGN-LEVEL" PROJECTS (6)												
10033	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50-EL DORADO BEACH TRAIL	SKI RUN BLVD	EL DORADO BEACH	Design-Level	0.69	\$2,000,000	\$1,387,449	FINAL DESIGN	100
763	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	LAKESIDE TRAIL PHASES V, VI, VII	GROVE STREET	STATE ROUTE 28	Design-Level	1.10	\$4,462,209	\$4,908,430	PERMIT APPROVED	100
--	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	HARRISON AVE	LAKEVIEW AVE	LOS ANGELES AVE	Design-Level	0.28	\$2,000,000	\$566,312	PRELIMINARY PLANNING	90
777	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY	KAHLE DRIVE	LAKE PARKWAY	Design-Level	0.89	\$2,000,000	\$1,772,420	ENVIRONMENTAL REVIEW	88
--	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY SOUTH DEMO	ELK'S POINT ROAD	KAHLE DRIVE	Design-Level	0.62	\$2,000,000	\$1,231,911	ENVIRONMENTAL REVIEW	83
769	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY SOUTH DEMO	ROUND HILL PINES BEACH	ELK'S POINT ROAD	Design-Level	0.75	\$2,000,000	\$1,490,575	ENVIRONMENTAL REVIEW	83
NA/03-2A920	C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 89-HOMEWOOD	FAWN STREET	CHERRY STREET	Design-Level	0.82	\$50,000	\$41,141	95% DESIGN--CII NEEDS TO	83
NA/03-1A842	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	STATE ROUTE 89-EMERALD BAY ROAD	SOUTH TAHOE "Y"	SO. LAKE TAHOE CITY LIMITS	Design-Level	1.36	\$5,000	\$6,791	BE REINSTATED HERE	80
761	C-1/SHARED USE PATH	PLACER COUNTY	NTPUD	NORTH TAHOE BIKE PATH	DOLLAR HILL	NORTH TAHOE REGIONAL PARK	Design-Level	8.00	\$2,000,000	\$16,000,000	ENVIRONMENTAL REVIEW	80
	PED	PLACER COUNTY	PLACER COUNTY	BEAR STREET	STATE ROUTE 28	TROUT AVE	Design-Level	0.06	\$317,000	\$18,489	ENVIRONMENTAL REVIEW	79
	PED	PLACER COUNTY	PLACER COUNTY	DEER STREET	STATE ROUTE 28	PAST TROUT AVE	Design-Level	0.04	\$317,000	\$12,083	ENVIRONMENTAL REVIEW	79
787	C-2/BIKE LANE	PLACER COUNTY	CALTRANS/PLACER COUNTY	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 28	CSR 267	CHIPMUNK STREET	Design-Level	0.93	\$5,000	\$4,632	ENVIRONMENTAL REVIEW	77
--	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	STATELINE RD	PARK AVE	Design-Level	0.28	\$8,000,000	\$2,266,406	IN CONSTRUCTION--HELD UP	75
777	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY WEST (LOOP ROAD, NV SS)	US HWY 50	STATELINE AVE	Design-Level	0.44	\$2,000,000	\$881,223	ENVIRONMENTAL REVIEW	75
	PED	PLACER COUNTY	PLACER COUNTY	COON STREET	STATE ROUTE 28	DOLLY VARDEN AVE	Design-Level	0.39	\$317,000	\$122,595	ENVIRONMENTAL REVIEW	74
	PED	PLACER COUNTY	PLACER COUNTY	FOX STREET	STATE ROUTE 28	RAINBOW AVE	Design-Level	0.21	\$317,000	\$66,131	ENVIRONMENTAL REVIEW	74
	C-3/BIKE ROUTE	PLACER COUNTY	PLACER COUNTY	LAKE FOREST ROAD	POMIN PARK	SKYLANDIA PARK	Design-Level	0.62	\$5,000	\$3,078	IN CONSTRUCTION 09_11	74
	PED	PLACER COUNTY	PLACER COUNTY	SECLINE STREET	STATE ROUTE 28	STEELHEAD AVE	Design-Level	0.16	\$317,000	\$51,017	ENVIRONMENTAL REVIEW	74
	PED	PLACER COUNTY	PLACER COUNTY	STEELHEAD AVE	DEER STREET	FOX STREET	Design-Level	0.41	\$317,000	\$130,811	ENVIRONMENTAL REVIEW	74
NA/03-3C380	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 75.4/77.3)	TROUT CREEK	SOUTH TAHOE "Y"	Design-Level	1.89	\$4,000,000	\$7,573,067	60% DESIGN	70
787	PED	PLACER COUNTY	PLACER COUNTY	STATE ROUTE 28	STATE ROUTE 267	CHIPMUNK STREET	Design-Level	0.89	\$2,500,000	\$2,217,179	ENVIRONMENTAL REVIEW	70
775	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	HOMEWOOD MULTI-USE TRAIL	FAWN STREET	CHERRY STREET	Design-Level	0.85	\$2,474,462	\$2,103,293	PRELIMINARY PLANNING	70
--	752	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	SKI RUN BLVD	Design-Level	1.50	\$2,500,000	\$3,751,598	ENVIRONMENTAL REVIEW	69
--	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	LAKE FOREST ROAD	SKYLANDIA PARK	STATE ROUTE 28	Design-Level	0.18	\$1,000,000	\$184,199	IN CONSTRUCTION	69
--	752	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	VAN SICKLE STATE PARK	Design-Level	1.33	\$2,500,000	\$3,327,520	ENVIRONMENTAL REVIEW	68
--	763	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	LAKESIDE TRAIL PHASE 2C	MACKINAW RD	Design-Level	0.30	\$10,000,000	\$3,000,000	ENVIRONMENTAL REVIEW	65
786	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	SHEPHARDS ROAD	US HWY 50	Design-Level	0.37	\$4,000,000	\$1,487,399	PRELIMINARY PLANNING	65
--	854	PED	PLACER COUNTY	TCPUD	FANNY BRIDGE PEDESTRIAN/BICYCLE IMPROVEMENTS	TAHOE TAVERN ROAD	Design-Level	0.61	\$1,200,000	\$735,488	ENVIRONMENTAL REVIEW	65
NA/03-1A733	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 77.3/79.3)	SKI RUN BLVD	TROUT CREEK	Design-Level	1.95	\$9,000,000	\$17,591,210	95% DESIGN	63
736/10034	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	SAWMILL 2 PATH	US HWY 50	LAKE TAHOE BLVD	Design-Level	1.86	\$2,000,000	\$3,710,012	FINAL DESIGN	63
--	C-1/SHARED USE PATH	WASHOE COUNTY	NDOT	NV STATELINE TO STATELINE BIKEWAY	STATELINE ROAD	LAKESHORE DRIVE (WEST)	Design-Level	2.15	\$4,000,000	\$8,583,035	PRELIMINARY PLANNING	63
749/03-1A841	C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	STATE ROUTE 89-MEYERS	INTERSECTION	PORTAL DRIVE	Design-Level	2.50	\$500,000	\$1,249,675	IN CONSTRUCTION	60
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE I	TROUT CREEK	SKI RUN BLVD	Design-Level	1.44	\$8,000,000	\$11,519,241	FINAL DESIGN	60
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE II	FOURTH STREET	TROUT CREEK	Design-Level	2.14	\$8,000,000	\$17,107,326	FINAL DESIGN	60
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	LAKE FOREST RD	EXISTING BIKE PATH	ENTRANCE	Design-Level	0.11	\$1,000,000	\$106,900	FINAL DESIGN	59
--	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SIERRA BLVD	US HWY 50	BARBARA AVE	Design-Level	0.50	1000000	\$500,000	ENVIRONMENTAL REVIEW	58
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE II	SOUTH TAHOE "Y"	FOURTH STREET	Design-Level	0.24	\$8,000,000	\$1,943,245	FINAL DESIGN	58
--	752	C-1/SHARED USE PATH	LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	SIERRA TRACT	Design-Level	5.67	\$2,500,000	\$14,187,302	ENVIRONMENTAL REVIEW	55
847	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	NV STATELINE TO STATELINE BIKEWAY	INCLINE VILLAGE	SAND HARBOR	Design-Level	2.49	\$8,000,000	\$19,941,899	PRELIMINARY PLANNING	55
NA/03-1A844	5/SCENIC BIKE LOOP	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP (PM 18.0/24.9)	EMERALD BAY	MEEKS BAY	Design-Level	7.35	\$500,000	\$3,673,878	95% DESIGN	47
NA/03-2A921	C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 89-TAHOE CITY	TAHOE CITY "Y"	BASIN BOUNDARY	Design-Level	3.46	\$500,000	\$1,730,427	IN CONSTRUCTION	45
NA/03-1A842	5/SCENIC BIKE LOOP	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	LIMITS	CAMP RICHARDSON	Design-Level	1.70	\$1,000,000	\$1,702,159	95% DESIGN	43
--	764C	C-1/SHARED USE PATH	EL DORADO COUNTY	TCPUD	WEST SHORE BIKE TRAIL EXTENSION	MEEKS BAY	Design-Level	0.70	\$3,000,000	\$2,099,844	PRELIMINARY PLANNING	43
	10036	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	D STREET	Design-Level	1.92	\$2,000,000	\$3,846,369	PRELIMINARY PLANNING	40
TOTAL								62.2		\$164,833,758		

Attachment K-1

Table 20: Prioritized Project List, Design-Level Projects.

Notes:

- 1) Mileage is calculated from GIS, not mileposts.
- 2) From Caltrans SWITRS and Nevada Highway Patrol Databases.
- 3) Based on the Bike Trail User Model
- 4) Based on a survey of other regions with snow (172.8 for cleared facilities; 146.5 for non-cleared)
- 5) Costs for Caltrans projects use the "Conceptual Unit Cost Estimates". Since these projects are constructed concurrently with water quality work, actual costs may differ.
- 6) Any prioritization is dependent on funding, right-of-way availability, and other issues, and the order in which projects are actually completed is based on a variety of factors.
- 7) For full list of project scoring, see web version at www.tahoempo.org.

Projects with a "C" next to them are completed. All others are unfunded.

EIP#/Caltrans EA#	CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	PROJECT_TYPE	MILES (1)	COST_PER_MILE (5)	TOTAL_COST	STATUS	PRIORITIZATION_SCORE
HIGHEST PRIORITY "PLANNING-LEVEL" PROJECTS (6)												
10042/NA	C-1/SHARED USE PATH	PLACER COUNTY/EL DORADO COUNTY	TCPUD	WEST SHORE TRAIL IMPROVEMENTS	SR 28/89	EMERALD BAY	Planning-level	12.10	\$1,000,000	\$12,100,000		90
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	EXISTING LINEAR PARK TRAIL	PARK AVE	Planning-level	0.08	\$4,000,000	\$320,000		83
	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD/CALTRANS	TRUCKEE RIVER TRAIL WIDENING	TAHOE CITY	SQUAW VALLEY	Planning-level	2.50	\$750,000	\$1,875,000		70
	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD/CALTRANS	SUNNYSIDE TO SEQUOIA TRAIL	SUNNYSIDE RESORT	LOWER SEQUOIA/SR 89	Planning-level	0.65	\$1,500,000	\$975,000		65
NA/03-1A734	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 79.3/80.4)	STATELINE RD	SKI RUN BLVD	Planning-level	1.15	\$8,000,000	\$9,185,518		65
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	NATIONAL AVENUE EAST SIDE	PROPOSED NTPUD PATH	PATHS	Planning-level	0.24	\$2,000,000	\$480,000		65
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	PRESTON FIELD	NORTHWOOD BLVD	Planning-level	0.30	\$2,000,000	\$591,559		63
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PONDEROSA/SUSSEX CONNECTOR TO SIERRA TRACT	US HWY 50	PONDEROSA SECTION	Planning-level	0.07	\$2,000,000	\$132,849		60
	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	GLENWOOD AVE	BLACKWOOD RD	FAIRWAY DR	Planning-level	0.25	\$500,000	\$125,818		58
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY CONNECTOR	VAN SICKLE STATE PARK	MARKET STREET	Planning-level	0.77	\$2,000,000	\$1,545,217		58
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	FAIRWAY AVE	GLENWOOD WAY	BLACKWOOD RD	Planning-level	0.14	\$5,000	\$700		55
	778:PED	DOUGLAS COUNTY	DOUGLAS COUNTY	STATELINE BLVD/CASINO CORE	US HWY 50	LAKESHORE BLVD	Planning-level	0.41	\$1,000,000	\$410,000		55
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	OLD MT ROSE HWY	DIRT PARKING LOT	BASIN BOUNDARY	Planning-level	2.54	\$1,000,000	\$2,542,848		55
	C-1/MULTI-USE PATH	EL DORADO COUNTY	USFS	POPE/BALDWIN PATH--UPGRADE	15TH STREET	SPRING CREEK	Planning-level	3.30	\$750,000	\$2,475,000		54
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	TROUT CREEK BRIDGE REPAIR	TULARE	MACKINAW	Planning-level	0.05	\$2,000,000	\$100,000		53
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	UPPER TRUCKEE BRIDGE REPAIR	PONDEROSA STREET	ELOISE AVE	Planning-level	0.05	\$2,000,000	\$100,000		53
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	JAMES CONNECTOR	JAMES AVE	EXISTING BIKE PATH	Planning-level	0.03	\$2,000,000	\$67,916		53
	10037	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PARK AVE (WEST)	PINE BLVD	Planning-level	0.21	\$500,000	\$103,034		53
		C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	H STREET	Planning-level	0.44	\$2,000,000	\$884,390		53
		C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	MARKET STREET	PROPOSED SHARED USE PATH	Planning-level	0.19	\$5,000	\$951		53
		C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	US HWY 50	LIMITS	Planning-level	1.31	\$2,000,000	\$2,628,184		53
		C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SOUTH AVE	MELBA DRIVE	Planning-level	0.25	\$5,000	\$1,268		52
		C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	ROUND HILL BIKE PATH CONNECTOR 2	ROUND HILL BIKE PATH	Planning-level	0.07	\$5,000	\$348		52
		C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	MEADOW VALE/SOUTHERN PINES	US HWY 50	Planning-level	1.23	\$5,000	\$6,130		52
	760:5	SCENIC BIKE LOOP	WASHOE COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 28	STATELINE ROAD	Planning-level	2.30	\$5,000	\$11,508		52
		C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	VENICE DRIVE	TAHOE KEYS BLVD	Planning-level	0.88	\$500,000	\$440,471		50
	781:PED	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	KINGSBURY GRADE (STATE ROUTE 207)	LAKE PARKWAY (LOOP ROAD)	Planning-level	0.25	\$400,000	\$100,860		50
		C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	BLITZEN RD	STATE ROUTE 89 NEAR MEYERS	Planning-level	1.53	\$5,000	\$7,661		50
TOTAL								33.30		\$37,212,232		

Attachment K-1

Table 20: Prioritized Project List, Planning-Level Projects



Part C: Attachment K-2 **SUSTAINABLE COMMUNITIES STRATEGY**

The following excerpt from the Lake Tahoe Sustainable Communities Strategy identifies construction of bike and pedestrian facilities as a necessary investment to achieve regional greenhouse gas emission reduction targets.



3. Sustainable Communities Strategy



Introduction

Since the development of the Bi-State Tahoe Regional Planning Compact (Public Law 91-148) in 1969 and its amendment in 1980 (Public Law 96-551), those with a stake in Lake Tahoe have engaged in an ever-evolving process of finding ways to both preserve and protect the natural assets of the Region while simultaneously enhancing its economic viability. A common theme through the decades has been an emphasis on reducing dependence on automobiles in order to provide a range of transportation options and reduce the impacts on the environment.

Recently, reducing impacts on the global climate has emerged as a high priority for all communities in California. California's Senate Bill 375 (SB 375) requires metropolitan planning organizations to focus regional land use and transportation policies to reduce greenhouse gas (GHG) emissions from cars and light trucks in order to meet targets established by the California Air Resources Board's Regional Targets Advisory Committee. SB 375 calls for each metropolitan planning organization to develop a Sustainable Communities Strategy (SCS) identifying the transportation, land use, and housing strategies that will reduce regional GHG emissions.

Section 3.2: Transportation System to Meet Forecast Demand

California Government Code 65080(b)(2)(B)(iv): Identify a transportation network to service the transportation needs of the Region.

As the population of the Lake Tahoe Region increases slightly and as populations outside the Region continue to shift, there will be changes in transportation demand in the Region. Figure 3-4 identifies forecast changes in Region-wide population, total daily trips by all modes, and vehicle miles traveled (VMT).

This section summarizes the transportation system investments that the Region has planned to meet this forecast demand while also meeting its goals for livability, sustainability, and economic vitality. These investments, which are consistent with the Regional Plan Update proposal, incorporate complete streets design, multimodal options (bicycle travel, walking, transit), information technology, and transportation demand management strategies. They are summarized briefly below, shown on the map in Figure 3-5, and detailed in Chapter 4, *Existing and Planned Transportation System* and Chapter 5, *Transportation Management Programs*.

TRANSPORTATION CAPITAL INVESTMENTS

The Lake Tahoe Region’s transportation system is made up of regional roadways and local streets, sidewalks and bike paths, bus systems, water transit, and an airport.

Together, these facilities frame the Basin’s public spaces, link its communities and connect them to neighboring Regions, and shape the daily lives of residents, workers, and visitors. Chapter 4 of this plan describes in detail and illustrates the planned investments in the transportation system.

Highlights include:

- **Corridor revitalization:** The Region has identified a group of investments that aim to improve the network of streets and roadways. They include projects and programs that benefit users of all modes of travel, as well as projects that are focused on improving the efficiency and safety of local and regional streets as vehicle through-routes.
- **Pedestrian and bicycle facilities:** Through its Bicycle and Pedestrian Plan, the Region has outlined a program of investments to create an integrated network of pedestrian and bicycle paths. These facilities include bicycle lanes and sidewalks, as well as paved, multi-use paths. The planned shared-use path projects would fill many of the remaining gaps around the Lake Tahoe Region, bringing pedestrians and cyclists closer to the goal of being able to travel almost anywhere around the Lake on facilities separated from vehicle traffic.
- **Transit facilities and services:** The Region’s transportation agencies have both capital investments and service changes planned to enhance transit service in the Basin. These include investment in waterborne transit facilities and service; operational enhancements for BlueGO and TART; establishment of a new transit service on the east shore of Lake Tahoe; and enhanced vanpool service for commuters.

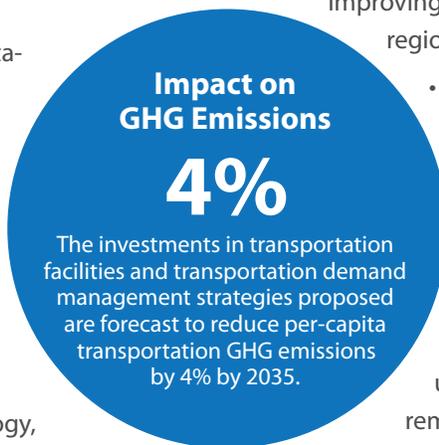


Figure 3-4 Forecast Transportation Demand

	2005	2020	2035
Region-wide Population	55,233	58,049	60,365
% Change in Population from 2005		5.1%	9.3%
Total Daily Trips by All Modes	337,956	341,852	372,152
Vehicle Miles Traveled	2,079,849	2,071,599	2,131,000
% Change in VMT from 2005		-3.9%	+2.5%

Source: TRPA Transportation Model. See Appendix for Modeling Methodology.



Part C: Attachment K-3 **COMMUNITY HEALTH ASSESSMENT**

The following pages are taken from the Professional Research Consultants, Inc. *Draft 2015 Community Health Needs Assessment* prepared for Barton Health and are referenced in Question B-4.

Executive Report

2015 Community Health Needs Assessment

Primary Service Area

Prepared for:
Barton Health

By:
Professional Research Consultants, Inc.
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2014-2599-02
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Professional Research Consultants, Inc.

Prioritization of Health Needs

On April 17, 2015, roughly 20 members of the Barton Health Community Advisory Committee met to evaluate, discuss and prioritize health issues for the community, based on findings of the 2015 PRC Community Health Needs Assessment (CHNA). Professional Research Consultants, Inc. (PRC) began the meeting with a presentation of key findings from the CHNA, highlighting the significant health issues identified from the research (see Areas of Opportunity above).

Following the data review, PRC answered any questions and facilitated a group dialogue, allowing participants to advocate for any of the health issues discussed. A hospital representative also provided guidance to the group, describing existing activities, initiatives, resources, etc., relating to the Areas of Opportunity. Finally, participants were provided an overview of the prioritization exercise that followed.

In order to assign priority to the identified health needs (i.e., Areas of Opportunity), a wireless audience response system was used in which each participant was able to register his/her ratings using a small remote keypad. The participants were asked to evaluate each health issue along two criteria:

- **Scope & Severity** — The first rating was to gauge the magnitude of the problem in consideration of the following:
 - How many people are affected?
 - How does the local community data compare to state or national levels, or Healthy People 2020 targets?
 - In what ways does each health issue lead to death or disability, impair quality of life, or impact other health issues?
 Ratings were entered on a scale of 1 (not very prevalent at all, with only minimal health consequences) to 10 (extremely prevalent, with very serious health consequences).
- **Ability to Impact** — A second rating was designed to measure the perceived likelihood of the hospital having a positive impact on each health issue, given available resources, competencies, spheres of influence, etc. Ratings were entered on a scale of 1 (no ability to impact) to 10 (great ability to impact).

Individuals' ratings for each criteria were averaged for each tested health issue, and then these composite criteria scores were averaged to produce an overall score. This process yielded the following prioritized list of community health needs:

1. **Mental Health**
2. **Substance Abuse**
3. **Access to Healthcare**

- 4. Heart Disease & Stroke
- 5. Oral Health
- 6. Infant Health
- 7. Injury & Violence
- 8. Nutrition, Physical Activity & Weight
- 9. Cancer
- 10. Tobacco Use
- 11. Dementias, Including Alzheimer’s Disease

While the hospital will likely not implement strategies for any of these health issues, the results of this prioritization exercise will be used to inform the development of Barton Health’s Implementation Strategy to address the top health needs of the community in the coming years.

Summary Tables: Comparison with Benchmark Data

The following tables provide an overview of indicators in the Primary Service Area, including trend data. These data are grouped to correspond with the Focus Areas presented in Healthy People 2020.

Reading the Summary Tables

- In the following charts, Primary Service Area results are shown in the larger, blue column.
- The columns to the right of the Primary Service Area column provide trending, as well as comparisons between local data and any available state and national findings, and Healthy People 2020 targets. Symbols indicate whether the Primary Service Area compares favorably (☀️), unfavorably (☹️), or comparably (☕️) to these external data.

Note that blank table cells signify that data are not available or are not reliable for that area and/or for that indicator.

TREND SUMMARY (Current vs. Baseline Data)

Survey Data Indicators: Trends for survey-derived indicators represent significant changes since 2012. Note that survey data reflect the ZIP Code-defined Primary Service Area.

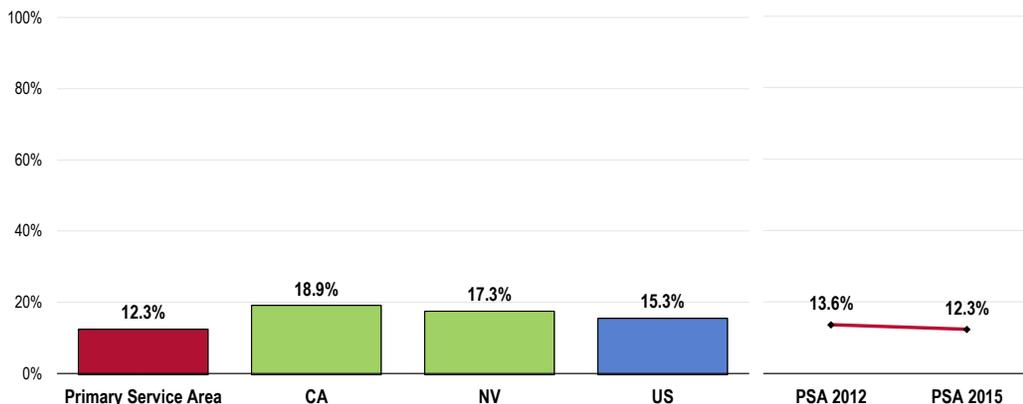
Other (Secondary) Data Indicators: Trends for other indicators (e.g., public health data) represent point-to-point changes between the most current reporting period and the earliest presented in this report (typically representing the span of roughly a decade). Note that secondary data reflect county-level data for the Primary Service Area.

Family Planning	Primary Service Area	Primary Service Area vs. Benchmarks				TREND
		vs. CA	vs. NV	vs. US	vs. HP2020	
Teen Births per 1,000 (Age 15-19)	17.0	 34.2	 43.6	 36.6		
		 better	 similar	 worse		

Hearing & Other Sensory or Communication Disorders	Primary Service Area	Primary Service Area vs. Benchmarks				TREND
		vs. CA	vs. NV	vs. US	vs. HP2020	
% Deafness/Trouble Hearing	7.7			 10.3	 11.9	
		 better	 similar	 worse		

Heart Disease & Stroke	Primary Service Area	Primary Service Area vs. Benchmarks				TREND
		vs. CA	vs. NV	vs. US	vs. HP2020	
Diseases of the Heart (Age-Adjusted Death Rate)	139.2	 154.7	 194.6	 171.3	 156.9	 174.8
Stroke (Age-Adjusted Death Rate)	25.8	 35.6	 34.5	 37.0	 34.8	 38.4
% Heart Disease (Heart Attack, Angina, Coronary Disease)	4.5			 6.1		 3.6
% Stroke	1.7	 2.2	 2.9	 3.9		 1.1
% Blood Pressure Checked in Past 2 Years	91.8			 91.0	 92.6	 91.1
% Told Have High Blood Pressure (Ever)	29.8	 28.7	 30.6	 34.1	 26.9	 30.2
% [HBP] Taking Action to Control High Blood Pressure	92.4			 89.2		 91.1
% Cholesterol Checked in Past 5 Years	86.7	 75.2	 74.0	 86.6	 82.1	 84.0

Experience “Fair” or “Poor” Overall Health



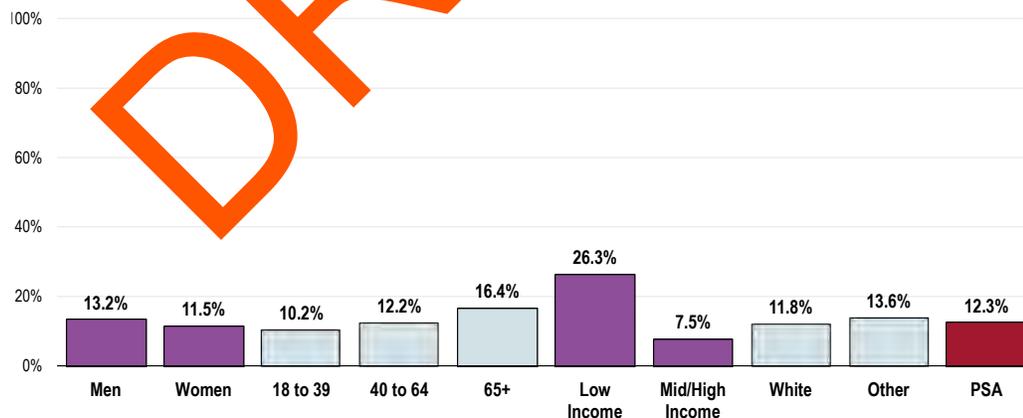
Sources: PRC Community Health Surveys, Professional Research Consultants, Inc. [Item 5]
 Behavioral Risk Factor Surveillance System Survey Data. Atlanta, Georgia. United States Department of Health and Human Services, Centers for Disease Control and Prevention (CDC); 2013 California and Nevada data.
 2013 PRC National Health Survey, Professional Research Consultants, Inc.

Notes: Asked of all respondents.

- Residents living at lower incomes are much more likely to report experiencing “fair” or “poor” overall health.

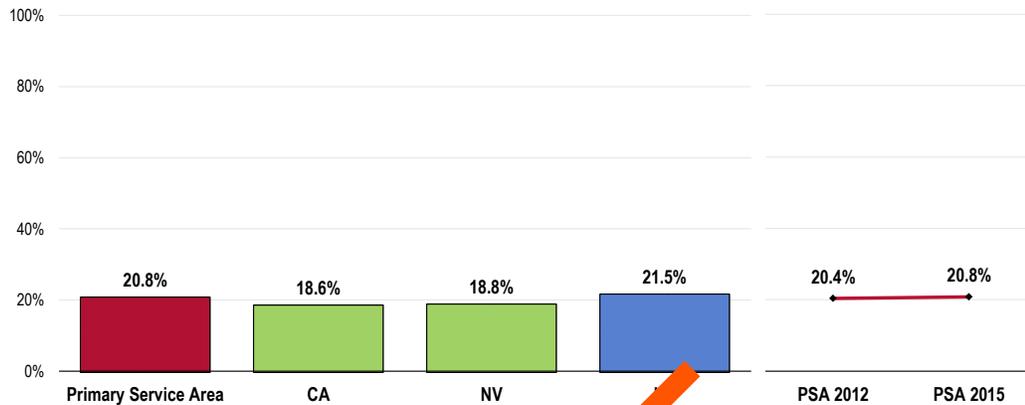
Charts throughout this report (such as that here) detail survey findings among key demographic groups – namely by gender, age groupings, income (based on poverty status), and race/ethnicity.

Experience “Fair” or “Poor” Overall Health by Primary Service Area, 2015



Sources: 2015 PRC Community Health Survey, Professional Research Consultants, Inc. [Item 5]
 Asked of all respondents.
 Notes: Hispanics can be of any race. Other race categories are non-Hispanic categorizations (e.g., “White” reflects non-Hispanic White respondents).
 Income categories reflect respondent’s household income as a ratio to the federal poverty level (FPL) for their household size. “Low Income” includes households with incomes up to 200% of the federal poverty level; “Mid/High Income” includes households with incomes at 200% or more of the federal poverty level.

Limited in Activities in Some Way Due to a Physical, Mental or Emotional Problem

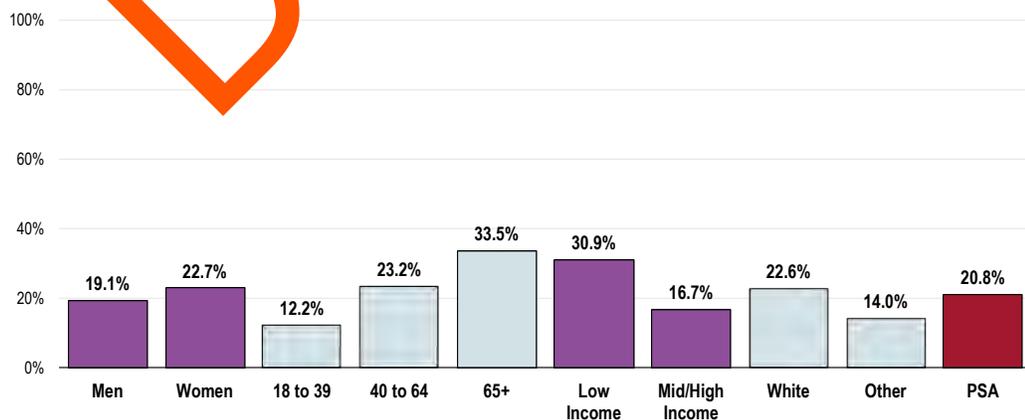


Sources: PRC Community Health Surveys, Professional Research Consultants, Inc. [Item 105]
 Behavioral Risk Factor Surveillance System Survey Data. Atlanta, Georgia. United States Department of Health and Human Services, Centers for Disease Control and Prevention (CDC); 2013 California and Nevada data.
 2013 PRC National Health Survey, Professional Research Consultants, Inc.
 Notes: Asked of all respondents.

In looking at responses by key demographic characteristics, note the following:

- Adults age 40 and older are more often limited in activities (note the positive correlation with age).

Limited in Activities in Some Way Due to a Physical, Mental or Emotional Problem (Primary Service Area, 2015)

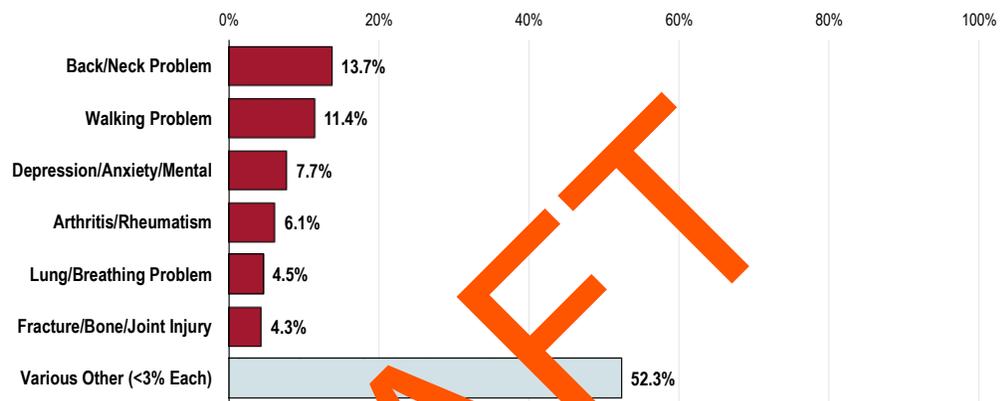


Sources: 2015 PRC Community Health Survey, Professional Research Consultants, Inc. [Item 105]
 Notes: Asked of all respondents.
 Hispanics can be of any race. Other race categories are non-Hispanic categorizations (e.g., "White" reflects non-Hispanic White respondents).
 Income categories reflect respondent's household income as a ratio to the federal poverty level (FPL) for their household size. "Low Income" includes households with incomes up to 200% of the federal poverty level; "Mid/High Income" includes households with incomes at 200% or more of the federal poverty level.

Attachment K-3

Among persons reporting activity limitations, these are most often attributed to musculoskeletal issues, such as back/neck problems, difficulty walking, arthritis/rheumatism, or fractures or bone/joint injuries.

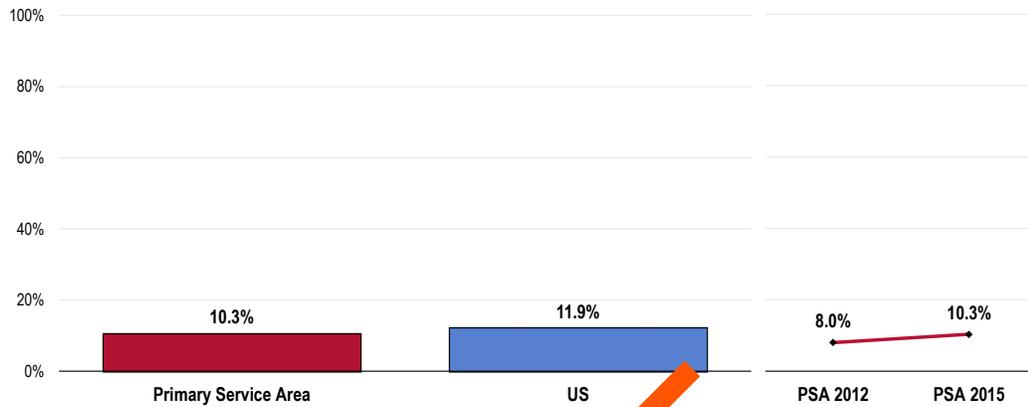
Type of Problem That Limits Activities
 (Among Those Reporting Activity Limitations; Primary Service Area, 2015)



Sources: 2015 PRC Community Health Survey, Professional Research Consultants, Inc. [p. 1106]
 Notes: Asked of those respondents reporting activity limitations.

DRAFT

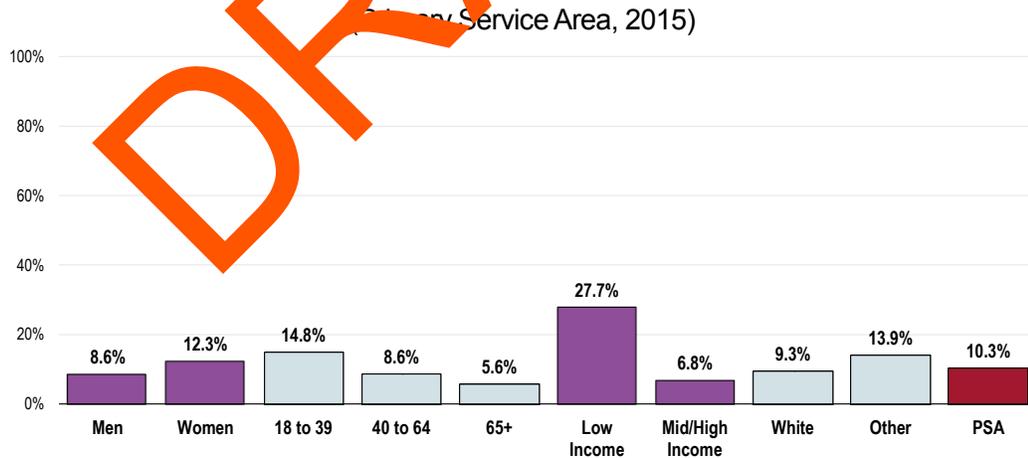
Experience “Fair” or “Poor” Mental Health



Sources: PRC Community Health Surveys, Professional Research Consultants, Inc. [Item 100]
 2013 PRC National Health Survey, Professional Research Consultants, Inc.
 Notes: Asked of all respondents.

- Note the negative correlation between poor mental health and age.

Experience “Fair” or “Poor” Mental Health



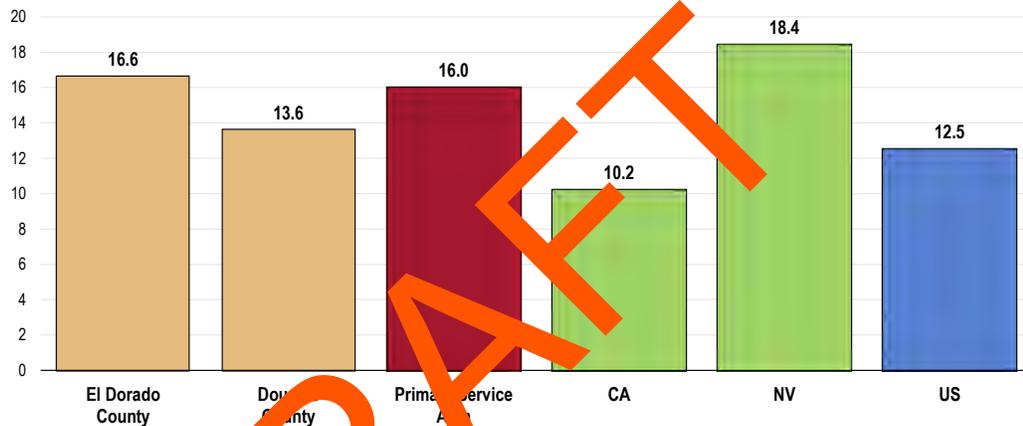
Sources: 2015 PRC Community Health Survey, Professional Research Consultants, Inc. [Item 100]
 Notes: Asked of all respondents.
 Hispanics can be of any race. Other race categories are non-Hispanic categorizations (e.g., “White” reflects non-Hispanic White respondents).
 Income categories reflect respondent’s household income as a ratio to the federal poverty level (FPL) for their household size. “Low Income” includes households with incomes up to 200% of the federal poverty level; “Mid/High Income” includes households with incomes at 200% or more of the federal poverty level.

Suicide

Between 2011 and 2013, there was an annual average age-adjusted suicide rate of 16.0 deaths per 100,000 population in the Primary Service Area.

- Higher than the California rate, lower than the Nevada rate.
- Higher than the national rate.

Suicide: Age-Adjusted Mortality
(2011–2013 Annual Average Deaths per 100,000 Population)
Healthy People 2020 Target = 10.2 or Lower



Sources: CDC WONDER Online Query System. Centers for Disease Control and Prevention, Epidemiology Program Office, Division of Public Health Surveillance and Informatics. Data extracted March 2015.

US Department of Health and Human Services. Healthy People 2020. December 2010. <http://www.healthypeople.gov> [Objective MHMD-1]
Notes: Deaths are coded using the Tenth Revision of the International Statistical Classification of Diseases and Related Health Problems (ICD-10). Rates are age-adjusted to the 2000 US Standard Population. Local and national data are simple three-year averages.

- **TREND:** Although fluctuating, the area suicide rate has increased overall. California and the US have trended upward, while the Nevada rate has decreased over time.

Motor Vehicle Safety

Age-Adjusted Motor-Vehicle Related Deaths

Between 2011 and 2013, there was an annual average age-adjusted motor vehicle crash mortality rate of 12.0 deaths per 100,000 population in the Primary Service Area.

- Much higher than found in both states.
- Higher than found nationally.

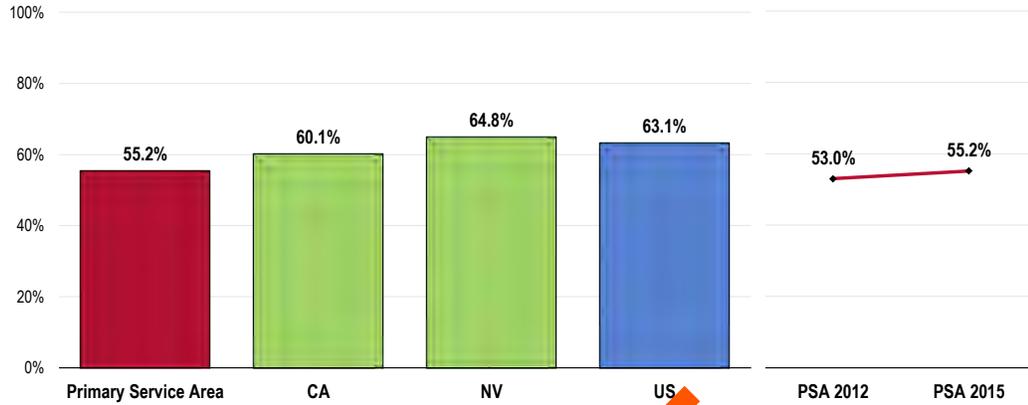
Motor Vehicle Crashes: Age-Adjusted Mortality
 (2011–2013 Annual Average Deaths per 100,000 Population)
 Healthy People 2020 Target = 12.4 Lower



Sources: CDC WONDER Online Query System, Centers for Disease Control and Prevention, Epidemiology Program Office, Division of Public Health Surveillance and Informatics. Data extracted March 2013.
 US Department of Health and Human Services. Healthy People 2020. December 2010. <http://www.healthypeople.gov> [Objective IVP-13.1]
 Notes: Deaths recorded using the Tenth Revision of the International Statistical Classification of Diseases and Related Health Problems (ICD-10).
 Rate per 100,000 population, age-adjusted to the 2000 US Standard Population.
 CA, state and national data are simple three-year averages.

- **TREND:** The mortality rate in the Primary Service Area decreased sharply in the late 2000s, but has since begun to increase.

Prevalence of Total Overweight (Percent of Adults With a Body Mass Index of 25.0 or Higher)



Sources: PRC Community Health Surveys, Professional Research Consultants, Inc. [Item 155]
 2013 PRC National Health Survey, Professional Research Consultants, Inc.
 Behavioral Risk Factor Surveillance System Survey Data. Atlanta, Georgia. United States Department of Health and Human Services, Centers for Disease Control and Prevention (CDC); 2013 California and Nevada data.

Notes: Based on reported heights and weights, asked of all respondents.
 The definition of overweight is having a body mass index (BMI), a ratio of weight to height (kilograms divided by meters squared), greater than or equal to 25.0, regardless of gender. The definition for obesity is a BMI greater than or equal to 30.0.

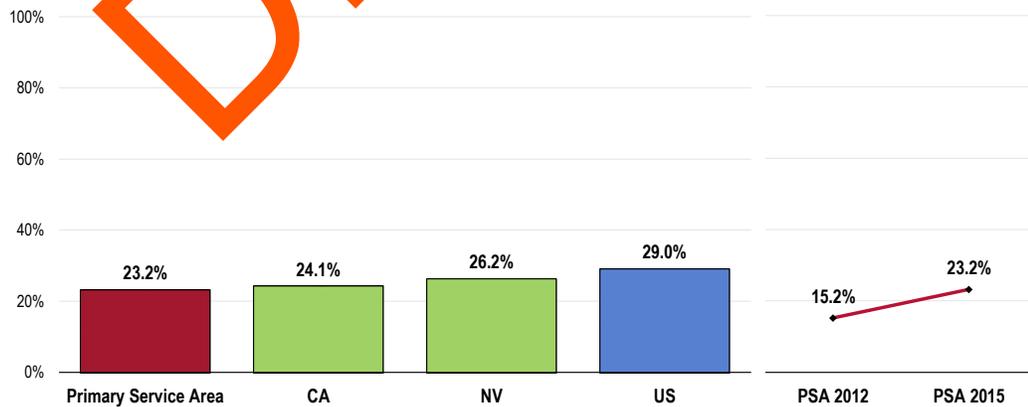
Further, 23.2% of Primary Service Area adults are obese.

“Obese“ (also included in overweight prevalence discussed previously) includes respondents with a BMI value ≥ 30 .

- Comparable to state findings.
- More favorable than US findings.

Prevalence of Obesity (Percent of Adults With a Body Mass Index of 30.0 or Higher)

Healthy People 2020 Target = 30.5% or Lower

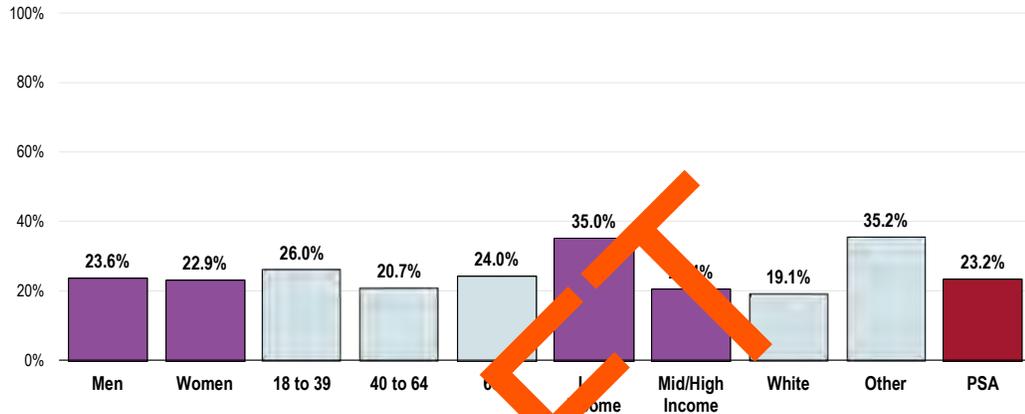


Sources: PRC Community Health Surveys, Professional Research Consultants, Inc. [Item 155]
 2013 PRC National Health Survey, Professional Research Consultants, Inc.
 US Department of Health and Human Services. Healthy People 2020. December 2010. <http://www.healthypeople.gov> [Objective NWS-9]
 Behavioral Risk Factor Surveillance System Survey Data. Atlanta, Georgia. United States Department of Health and Human Services, Centers for Disease Control and Prevention (CDC); 2013 California and Nevada data.

Notes: Based on reported heights and weights, asked of all respondents.
 The definition of obesity is having a body mass index (BMI), a ratio of weight to height (kilograms divided by meters squared), greater than or equal to 30.0, regardless of gender.

Obesity is notably more prevalent among:

Prevalence of Obesity
 (Percent of Adults With a BMI of 30.0 or Higher; Primary Service Area, 2015)
Healthy People 2020 Target = 30.5% or Lower



Sources: 2015 PRC Community Health Survey, Professional Research Consultants, Inc. [Item 11]; US Department of Health and Human Services. Healthy People 2020. December 2010. www.healthypeople.gov [Objective NWS-9]
 Notes: Based on reported heights and weights, asked of all respondents. Race categories include Hispanic, White, Black, and Other. Hispanics can be of any race. Other race categories are non-Hispanic race categories (e.g., "White" reflects non-Hispanic White respondents). Income categories reflect respondent's household income as a ratio to the federal poverty level (FPL) for their household size. "Low Income" includes households with incomes up to 200% of the federal poverty level; "Mid/High Income" includes households with incomes at 200% or more of the federal poverty level. The definition of obesity is having a body mass index (BMI), a ratio of weight to height (kilograms divided by meters squared), greater than or equal to 30.0, regardless of gender.

Actual vs. Perceived Excess Weight

A total of 6.9% of obese adults and 38.0% of overweight (but not obese) adults feel that their current weight is "about right."

- 31.8% of overweight (but not obese) adults see themselves as "somewhat overweight."
- 25.5% of obese adults see themselves as "very overweight."



Part C: Attachment K-4 **LEVERAGED FUNDING COMMITMENTS**

The following attachments provide evidence of leveraged funding commitments consistent with Question B-7:

- 1) California Tahoe Conservancy Resolution #14-05-16
- 2) Lake Tahoe Community College District Resolution #15 – 2014/15
- 3) Tahoe Transportation District communication

ATTACHMENT 3

California Tahoe Conservancy
Resolution
14-05-06
Adopted: May 9, 2014

SOUTH TAHOE GREENWAY SHARED USE TRAIL PHASES 1 AND 2 IMPLEMENTATION

Staff recommends the California Tahoe Conservancy make the following finding based on the accompanying staff report pursuant to Public Resources Code section 21000 et seq.:

“The California Tahoe Conservancy (Conservancy), in its capacity as the lead agency, independently prepared the Initial Study and Final Mitigated Negative Declaration, Response to Comments, and the Mitigation Monitoring Report (MND) for the South Tahoe Greenway Shared Use Trail Project (Project). The Conservancy first considered and adopted the IS/MND on September 15, 2011 and again on June 20, 2013 prior to authorizing funding of the Phase 1a Project. In consideration of the Greenway Phases 1 and 2 Project, the Conservancy finds on the basis of the whole record before it that there is no substantial evidence that the Project, as mitigated, will have a significant effect on the environment. The Conservancy finds that since the completion of the MND, there is no new information, substantial changes to the proposed Project, or changes to implementation which would involve any new significant effects which were not previously analyzed. Furthermore, since the Conservancy’s preparation of the MND, there are no changes regarding the Project that would require new or different mitigation measures. The MND was completed in compliance with CEQA and reflects the Conservancy’s independent judgment and analysis. The Conservancy incorporates the mitigation measures described in the MND as a condition of Project approval. The Conservancy hereby adopts the Mitigated Negative Declaration and related Mitigation Monitoring Report and directs staff to file a Notice of Determination for the Project with the State Clearinghouse.”

Staff further recommends the California Tahoe Conservancy adopt the following resolution pursuant to Government Code sections 66906.8, 66907.9, and 66907.10.

"The California Tahoe Conservancy hereby authorizes the Executive Director to enter into agreements as necessary to apply for and secure grant funding for the Greenway Phase 1 and 2 Project, secure rights necessary for access to the required project area, commits up to \$1,100,000 in state funds for match and reimbursement requirements through a 2014 Active Transportation Program grant should that grant be awarded and take all other necessary steps consistent with the accompanying staff recommendation."

I hereby certify that the foregoing is a true and correct copy of the resolution duly and regularly adopted by the California Tahoe Conservancy at a meeting thereof held on the 9th day of May 2014.

In WITNESS THEREOF, I have hereunto set my hand this 9th day of May 2014.



Patrick Wright
Executive Director

Lake Tahoe Community College District Resolution Number 15—2014/15

South Shore Greenway Shared Use Trail Partnership Commitment

WHEREAS, in 2000 the California Tahoe Conservancy (Conservancy) and Caltrans completed a land transfer of lands acquired by Caltrans in the 1960's for a Highway 50 by-pass freeway; and

WHEREAS, the purpose of the land transfer was to protect open space and to examine bike/shared-use trail feasibility; and

WHEREAS, planning for the South Shore Greenway Shared Use Trail (Greenway Trail) began in late 2002; and

WHEREAS, the Conservancy design team produced preliminary project plans and a number of alternative alignments for an approximately 10 (ten) mile trail connection between Meyers, California and the California/Nevada state line; and

WHEREAS, after several public scoping sessions and a review of alternatives, the Conservancy presented a project that encompasses 3.86 miles of trail extending between the Sierra Tract and Van Sickle Bi-State Park; and

WHEREAS, the Conservancy plans to submit an Active Transportation Program (ATP) grant application for the final design and construction of Phases 1b and 2 of the Greenway Trail; and

WHEREAS, the projected cost of the Greenway Trail is \$4,026,000; and

WHEREAS, the Conservancy has invested \$2.9 million to date, has committed an additional \$1 million in match funding, and is leveraging Congestion Management Air Quality (CMAQ) funds in the amount of \$399,000; and

WHEREAS, the Greenway Trail will connect both the Sierra Tract and the Bijou neighborhoods to Lake Tahoe Community College (LTCC); and

WHEREAS, LTCC placed funding for bike trails, and pathways in the Measure F bond language passed by voters in November 2014;

NOW, THEREFORE, BE IT RESOLVED that the Lake Tahoe Community College Board of Trustees does hereby commit \$700,000.00 (seven-hundred thousand dollars) to match grant funds in support of the South Shore Greenway Shared Use Trail.

This commitment is subject to the following:

1. Land transfers so the College is meeting the requirements associated with Measure F
2. The Conservancy obtaining the ATP grant funding.

PASSED and Adopted this 19th day of May 2015, by the following vote:

AYES: 5
NOES: 0
ABSTAIN: 0
ABSENT: 0



Kerry S. David
Board of Trustees President



Kindred Murillo, Ed.D. Superintendent/President
Board of Trustees Secretary

From: Carl Hasty [<mailto:chasty@tahoetransportation.org>]

Sent: Thursday, May 28, 2015 4:19 PM

To: Irelan, Sue Rae@Tahoe

Subject: CMAQ Funding for Greenway

Ms Irelan,

I am writing to confirm that the Tahoe Transportation District has been awarded and programmed \$399,000 in FY 17 Congestion Mitigation Air Quality (CMAQ) funds for use in the construction of the Greenway Bike Trail. TTD is a leader in transportation infrastructure implementation in the Lake Tahoe Basin and we are pleased to assist with this project by making this funding available.

Regards,

Carl Hasty
District Manager
Tahoe Transportation District

Attachment K-4



Part C: Attachment K-5 **REFERENCES AND CITATIONS**

The following are references and citations for Part B, Narrative.



¹ El Dorado County Transportation Commission. 2014. *Bay to Tahoe Basin Recreation and Tourism: Travel Impact Study*. Available: http://www.edctc.org/C/BaytoBasin/FINAL_B2TB_TIS_2014October.pdf. Accessed May 27, 2015.

² Tahoe Regional Planning Agency. Adopted by TRPA Governing Board December 2012. *Regional Transportation Plan: Mobility 2035, Chapter 3: Lake Tahoe Sustainable Communities Strategy* 3-8.

³ LSC Transportation Consultants Inc. 2009. *Lake Tahoe Basin Bicycling and Walking Monitoring Model* Table 2, 9. Prepared for Tahoe Regional Planning Agency.

⁴ LSC Transportation Consultants Inc. 2009. *Lake Tahoe Basin Bicycling and Walking Monitoring Model* Table 2, 9. Prepared for Tahoe Regional Planning Agency.

⁵ LSC Transportation Consultants Inc. 2009. *Lake Tahoe Basin Bicycling and Walking Monitoring Model* Table 2, 9. Prepared for Tahoe Regional Planning Agency.

⁶ LSC Transportation Consultants. 2012. *South Lake Tahoe US 50 Bicycle and Pedestrian Counts Memo*. Prepared for Tahoe Regional Planning Agency.

⁷ California Tahoe Conservancy. 2011. *Revised South Tahoe Greenway Shared-Use Trail Project Draft Mitigated Negative Declaration, Initial Environmental Checklist, and Environmental Assessment* Table 52, 3-232. South Lake Tahoe, CA.

⁸ 0.6%/year projection from Tahoe Regional Planning Agency. Adopted by TRPA Governing Board December 2012. *Regional Transportation Plan: Mobility 2035*.

⁹ Tahoe Regional Planning Agency. 2010. *Lake Tahoe Bicycle and Pedestrian Plan* 10.

¹⁰ Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area*. Prepared for Barton Health.

¹¹ Tahoe Regional Planning Agency. 2015. *Active Transportation Plan Interim Survey Report*. Available: <http://tahoempo.org/bike.aspx?SelectedIndex=3>. Accessed May 27, 2015.

¹² Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area*. Prepared for Barton Health.

¹³ Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area* 68. Prepared for Barton Health.



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- ¹⁴ Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area 63*. Prepared for Barton Health.
- ¹⁵ El Dorado County Health and Human Services Agency. 2014. *Mental Health Services Act: Fiscal Year 2014-15 Three-Year Plan Update 46*.
- ¹⁶ Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area 57*. Prepared for Barton Health.
- ¹⁷ Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area 190-191*. Prepared for Barton Health.
- ¹⁸ Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area 117*. Prepared for Barton Health.
- ¹⁹ Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area 26*. Prepared for Barton Health.
- ²⁰ American Community Survey 5-Year Estimates. 2013. Available: <http://factfinder.census.gov>. Accessed May 3, 2015.
- ²¹ Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area 60*. Prepared for Barton Health.
- ²² Professional Research Consultants, Inc. 2015. *Draft 2015 Community Health Needs Assessment: Primary Service Area 59*. Prepared for Barton Health.
- ²³ Pillsbury, John. Rehabilitation counselor. California Department of Rehabilitation, South Lake Tahoe, CA. May 2015 – personal communication regarding accessibility issues in South Lake Tahoe.
- ²⁴ Warburton D, Nicol C, and Bredin S. 2006. Health benefits of physical activity: the evidence. *Canadian Medical Association Journal* 174(6): 801–809.
- ²⁵ Tahoe Regional Planning Agency. 2010. *Lake Tahoe Bicycle and Pedestrian Plan 10*.
- ²⁶ American Community Survey 5-Year Estimates. 2013. Available: <http://factfinder.census.gov>. Accessed May 23, 2015.
- ²⁷ American Community Survey 5-Year Estimates. 2013. Available: <http://factfinder.census.gov>. Accessed May 27, 2015.
- ²⁸ California Department of Education. 2015. *Unduplicated Student Poverty – Free or Reduced Price Lunch Data 2014-15*.



Part C: Attachment K-6

CONNECTION WITH NEARBY PROPOSED CLASS 1 TRAIL

A separate segment of the expanding Class 1 trail network in the Mid-Town area will extend connections from the Greenway to South Tahoe Middle School and U.S. Highway 50 (see Attachment K-6 for an illustration). The *Al Tahoe Boulevard Safety and Mobility Enhancement Project* is also seeking Cycle 2 Active Transportation Program funding. The Conservancy and the City of South Lake Tahoe are coordinating closely on project implementation and are supporting both projects.

