

Appendix A. Project Background

Table A-1

Project Background

Year	Project Action	Project Decision/Result
1950's	Caltrans identifies an alternative vehicular route for US Highway 50 through South Lake Tahoe, California	Caltrans secures funds for acquisition of lands
1960's and 1970's	Caltrans acquires lands for a freeway right-of-way	Plans develop for freeway construction within the approximately 100 foot wide corridor to bypass US Highway 50 commercial section
1980's	Environmental sensitivity increases and Lake Tahoe Basin political environment changes	Caltrans rescinds the freeway designation
1987	TRPA adopts the Regional Goals and Policies	Adopted Regional Goals and Policies include a future Class I bike trail within the former Caltrans ROW
2000	Caltrans transfers property ownership of the former Caltrans ROW to the Conservancy	Conservancy assumes management of former Caltrans ROW for water quality, wildlife habitat, open space and recreation; bike trail feasibility study begins immediately
2001	TRPA develops the Environmental Improvement Program (EIP)	The EIP identifies the need for a future Class I bike trail within the former Caltrans ROW
2002	Conservancy publishes Former Highway 50 Bypass Bike Trail Project Feasibility Report	Conservancy Board approves consideration of the former Caltrans ROW lands for development of a shared-use trail facility
2002-2003	Project development and planning begins, including data collection on a variety of natural resource and public use topics	Project team presents preliminary plans at two public workshops held in September and November 2003
2004	TRPA approves the Regional Transportation Plan/Air Quality Plan (RTP)	The RTP identifies the need for a future Class I bike trail within the former Caltrans ROW, linking Meyers to Stateline.
2004 - 2006	Development of alternative trail alignments to address environmental concerns and use	Project team considers five alternative alignments for connections between Meyers and

	enhancements.	Sierra Tract; xx alternatives for trail segments between Sierra Tract and Ski Run Blvd., and xx alternatives for the northern connection to the state line.
2005	TRPA approves the Lake Tahoe Bicycle and Pedestrian Master Plan (TRPA 2003)	The Master Plan identifies the need for a future Class I bike trail within the former Caltrans ROW linking Meyers to Stateline.
2006	Conservancy, TRPA and LTBMU initiate public scoping for the South Tahoe Greenway Shared-Use Trail between Meyers and Stateline in November to include project alternatives for both the northern and southern trail segments.	<p>Public meetings occur on November 14, 2006, November 28, 2006 and December 14, 2006 to receive comments on the alternative alignments</p> <p>Agencies receive comments from regulatory agencies and the public to develop and study an alternative trail alignment that 1) avoids sensitive lands located east of the Upper Truckee River meadow and 2) provides a greater range of alternatives for the public and decision-makers to consider</p> <p>Private property owner most affected by the 2006 alternative along US Highway 50 objects to the inclusion of this alternative in the environmental analysis</p>
2006-2008	<p>Conservancy and other lead agencies develop a new alternative for the southern trail connection.</p> <p>Lead agencies circulate the revised NOP, including the new alternative, during April 2008</p>	Public meetings occur on April 17, 2008 and April 22, 2008 to receive comments on the new alternative alignments
2008-2010	<p>Conceptual plans and details completed. Technical reports completed. Environmental consultant prepares Administrative Draft for the South Tahoe Greenway Shared-Use Trail Project, analyzing the project in three segments. (Includes work suspension during periods of contract amendment and State of California budget constraints.)</p>	Lead agencies review and comment on emerging plans/ environmental evaluation.

2010	TRPA and Tahoe Metropolitan Planning Organization (TMPO) update the Lake Tahoe Bicycle and Pedestrian Master Plan (TRPA/TMPO 2010)	The Master Plan identifies the need for a future Class I bike trail within the former Caltrans ROW
2010	Continued uncertainty related to alternative alignments and a changing public construction financing climate drives reconsideration of project description.	Lead agencies agree to a Revised Project description, retaining core connectivity and postponing detailed consideration of trail extension southward of Sierra Tract.
2010-11	Environmental consultant prepares Initial Study/Expanded Environmental Checklist (IS/EEC) for the <u>Revised</u> South Tahoe Greenway Shared-use Trail Project	Public review of IS/EEC. Lead agency approval for Mitigated Notice of Determination/Mitigated [TRPA doc] and Categorical Exclusion.