

**SITE IMPROVEMENT GRANT FOR
HOMWOOD BIKE TRAIL PROJECT**

Summary: Staff recommends authorization of a site improvement grant of up to \$500,000 to Tahoe City Public Utility District to construct the Homewood Bike Trail Project.

Location: Primarily within the State Route 89 right-of-way in Homewood between Fawn Street and Cherry Street, with a segment in the County right-of-way, along Silver Street, Sans Souci Terrace, and Trout Street (Attachments 1 and 2), Placer County.

Fiscal Summary: \$500,000 in Proposition 84 funds

Recommended Action: Adopt Resolution 13-09-05 (Attachment 3)

Background

Tahoe City Public Utility District (TCPUD) seeks funding to construct a Class 1 bike trail, with a short Class 3 section, completing the West Shore Bike Trail system between Tahoe City and Sugar Pine State Park (Attachments 1 and 2).

TCPUD began building the West Shore Bike Trail in 1971 to provide a separated bicycle and pedestrian route along the developed portions of the West Shore. The bike trail was largely completed between Tahoma and Tahoe City by the end of that decade, except for an approximately one mile stretch in Homewood. In this stretch, bike trail users must leave the protected trail and travel along the edge of heavily traveled State Route 89, that, in some areas, has no paved shoulder.

In September 2000, the Conservancy authorized a planning grant of \$234,000 to TCPUD to prepare preliminary plans and environmental documentation for three distinct bike trail segments along the West Shore, including the one mile "Homewood Hole." The other two segments were a redesign of the highway crossing at Sequoia Avenue and a potential extension of the bike trail south from its current terminus at Sugar Pine State Park to Meeks Bay Resort.

TCPUD initially proposed to build the project primarily within the State Route 89 right-of-way (ROW) but also needed several easements from private property owners. While they were negotiating the easements, Caltrans began developing plans for water quality improvements along the same stretch of highway. Caltrans agreed, after consulting with TCPUD, the Conservancy and the Tahoe Regional Planning Agency (TRPA), to make more room for the bike trail on the west side of the highway by shifting the centerline of the highway closer to the east side.

In May 2008, the Conservancy awarded a second planning grant to TCPUD for \$165,000 to produce final plans and permits for a redesigned trail connection taking advantage of the expanded project area created by shifting the highway centerline. In addition to Conservancy funds for this purpose, TCPUD also secured \$309,500 from the North Lake Tahoe Resort Association.

TCPUD engaged engineers, Conservancy and TRPA staff, and the public to develop the final project design. The Homewood Bike Trail Project will complete the bike trail network along the West Shore and remove a serious safety hazard.

Project Description

Proposed improvements include the construction of 4,175 linear feet of Class 1 trail along the west side of State Route 89 from Fawn Street to Cherry Street, with a short 885 linear-foot Class 3 connection between Silver Street and Trout Street along Sans Souci Terrace (Attachment 3). The Class 1 bike trail will be a paved eight-foot wide path with two-foot compacted shoulders (clear zone) consistent with the *Guide for the Development of Bicycle Facilities*, 1999, published by the American Association of State Highway and Transportation Officials (AASHTO). This section requires a new bike and pedestrian bridge over Madden Creek and includes a portion of trail along the frontage of the Homewood Mountain Resort parking lot. The Class 3 connection along Sans Souci Terrace is a shared motor vehicle/bicycle route that will be indicated with a bike route sign. This low-use road was unpaved until 2012 and only provides access to three homes. Placer County (County) recently paved this road as part of the Homewood Erosion Control Project funded by the Conservancy.

The bike trail will be constructed within the State Route ROW and County road ROW except in two locations: along Homewood Mountain Resort and a small lot at the corner of Sans Souci Terrace and Trout Street.

TCPUD and Caltrans are developing an agreement to simplify and speed up the Project's construction. Through this agreement, Caltrans will construct major portions

of the bike trail project concurrent with its own water quality improvement project. This agreement requires TCPUD to secure all necessary funding no later than October 31, 2013. TCPUD will construct the section within the County ROW along Trout Street and Silver Street.

Project Budget

TCPUD’s construction estimate for the Project is \$1,557,970. Seventy-three percent (73%) of the costs relate to the trail within the Caltrans ROW with the remaining 27% needed for the trail within the County ROW. This grant will provide roughly 31% of the total project cost. The Project budget is summarized as follows:

Activity	Total Budget	Grant Budget
Project Construction ¹	\$ 1,237,426	\$ 383,600
Construction Administration and Management ²	222,737	69,050
Other Construction Phase Costs ³	97,807	47,350
TOTAL	\$ 1,557,970	\$ 500,000

¹ Including contingency

² Including inspection, materials testing, administration, legal fees, etc.

³ Including mitigation measure costs, access/stage/storage costs, and easement acquisition. TCPUD is not requesting Conservancy funds for easement acquisition.

Project construction funding sources include:

Funding Source	Amount
North Lake Tahoe Resort Association	\$ 600,000
Placer County Park Dedication Fees	25,000
Conservancy	500,000
Tahoe Fund	34,375
Total Funding to Date	\$ 1,159,375
Total Project Cost	\$ 1,597,900
Funding Shortfall	\$ 438,525
Pending Applications	
Environmental Enhancement Mitigation Program	\$ 350,000
Other Potential Funding Sources	
Additional park dedication fees and TCPUD capital funding	Remainder as necessary

TCPUD is seeking funding to complete the project from two additional sources, the Environmental Enhancement Mitigation fund and Placer County park dedication fees. If these efforts are unsuccessful, TCPUD will fill the shortfall with its own capital funds.

Project Schedule

In 2014 Caltrans will construct 2,760 linear feet of Class 1 trail within the State Route as part of its water quality improvement project. Separately, TCPUD will bid construction of the 2,300 linear feet of Class 1 trail within the County road ROW and private parcels in 2014, and complete construction that year.

Complete TCPUD/Caltrans agreement	October 2013
Final Plans and Specifications, State ROW	December 2013
Final Plans and Specifications, County ROW	February 2014
Negotiate contractor change order	February 2014
Bid County ROW project	April 2014
Begin Construction, State ROW	May 2014
Begin Construction, County ROW	August 2014
Complete Construction, State ROW	October 2014
Complete Construction, County ROW	October 2014
Mitigation Monitoring	October 2015
Final Report	December 2015

Project Implementation

The Conservancy will enter into a site improvement grant agreement with TCPUD for the Project. In recent agreements, site improvement grants provide for an advance of up to 90% for administration and construction.

The budget and schedule may be adjusted, but total expenditures under this grant will not exceed \$500,000.

Project Evaluation

The Project meets the Conservancy's Public Access and Recreation Program Guidelines and Objectives, first adopted on December 19, 1986 and modified on May 29, 2009. One element of these Guidelines is the requirement that new bike and pedestrian trail projects meet the width standards established by the American Association of State

Highway Transportation Officials (AASHTO) for shared use trails. The proposed trail meets the AASHTO standards for a Class 1 bike facility, which requires a ten-foot minimum with limited exceptions. Both the AASHTO and the Conservancy's Public Access and Recreation Program Guidelines allow deviations in limited circumstances, including "context sensitive design solutions." In this case, the only available project area lies largely within the narrow State Route ROW and requires an eight-foot wide trail.

The Project will increase and enhance regionally significant public access and recreational opportunities by closing the last gap in an over 20-mile trail system that provides access to residential and commercial nodes, beaches, parks, schools and public open spaces. This project will remedy serious safety concerns by providing a continuous route separated from the state highway with its high speed and volume auto travel. Studies from other locations have demonstrated that eliminating gaps encourages additional bike trail ridership.

The Project is a high priority project, and is included in both the Environmental Improvement Program (EIP) as #10042 and the Lake Tahoe Bicycle and Pedestrian Master Plan, http://www.tahoempo.org/bike_plan.aspx.

TCPUD adopted a resolution on August 16, 2013 that commits the District to operating and maintaining the trail facilities and properties for a minimum of 20 years.

Consistency with the Conservancy's Enabling Legislation

This site improvement grant is consistent with the Conservancy's enabling legislation. Specifically, Government Code section 66907.7 authorizes the Conservancy to award grants to local public agencies for purposes consistent with its mission, which includes providing public access and recreational facilities.

Compliance with the California Environmental Quality Act (CEQA)

In 2001, TCPUD prepared an Initial Study/Mitigated Negative Declaration (IS/MND) examining the three West Shore trail segments described above as part of the deliverables for the initial Conservancy planning grant. The TCPUD Board of Directors adopted the IS/MND on September 6, 2001, and a Notice of Determination (NOD) was filed on September 13, 2001 with the State Clearinghouse (SCH# 2001072089). In June 2007, TCPUD prepared an Addendum to the MND considering a revised alignment for the Homewood Bike Trail segment. The Conservancy Board relied on that Addendum, accompanied by the 2001 IS/MND, as the basis for approving a second planning grant

in May, 2008. In adopting Resolution 08-05-03, the Conservancy Board found the IS/MND and Addendum adequate as a basis for determining no potential for significant effect.

As the project progressed through further design modifications in response to the Caltrans water quality project, TCPUD prepared another Addendum in June 2012. The 2012 Addendum was written and considered as an Addendum to the 2001 MND, bypassing the additional information generated in the 2007 Addendum because the 2007 document considered the design no longer under consideration. On July 2, 2012, the TCPUD Board of Directors approved the revised project and certified the 2012 Addendum, filing the Notice of Determination with the State Clearinghouse on July 5, 2012. In consideration of the current site improvement grant request, Conservancy staff identified additional information needed to comply with its responsible agency role under CEQA. TCPUD provided this information in an Addendum, dated July 30, 2013. The previous Conservancy Board action approving the IS/MND (2001), augmented by the 2012 and 2013 addenda constitute the basis for consideration of CEQA adequacy of the present site improvement grant request.

The accompanying CD (Attachment 5) provides a copy of the IS/MND, 2012 and 2013 addenda, and previously filed NODs. These documents are also available for public review at the Conservancy Office, 1061 3rd Street, South Lake Tahoe, CA 96150.

As a responsible agency, the Conservancy must consider the IS/MND prepared by TCPUD, along with two Addenda (2012 and 2013), and reach its own conclusions on whether and how to approve the Project. Staff reviewed these documents and believes the analyses of the proposed improvements presented are adequate. Staff concurs that the Project, as proposed, would not cause a significant effect on the environment and recommends approval on that basis. Since completion of the IS/MND and Addenda, there is no new information, substantial changes to the proposed project, or changes to the project implementation that would involve any new significant effects not previously analyzed. As a result, no new mitigation measures are necessary to find that the Project, as mitigated, would have no significant environmental impacts. The mitigation measures are located in Addendum to IS/MND (June 2012), Attachment 1, West Shore Bike Path Homewood Area (2001 IS/MND), CEQA Environmental Checklist.

Staff recommends the Board review and consider the IS/MND and the two Addenda, together with any comments received during the public process; certify that it has independently considered and reached its own conclusions regarding the environmental effects of the Project; make the findings as set forth in the Resolution

(Attachment 3); and authorize the recommended site improvement grant. If the Board considers and concurs with the environmental documents and authorizes the actions described above, staff will file an NOD with the State Clearinghouse pursuant to CEQA Guidelines, section 15096. Attachment 6 contains the Conservancy's proposed NOD.

List of Attachments:

Attachment 1 – Location Map

Attachment 2 – Project Map

Attachment 3 – Resolution 13-09-05

Attachment 4 – Project Area Photos

Attachment 5 – IS/MND, 2012 and 2013 Addenda (on attached CD)

Attachment 6 – Conservancy's Proposed Notice of Determination

Conservancy Staff Contact:

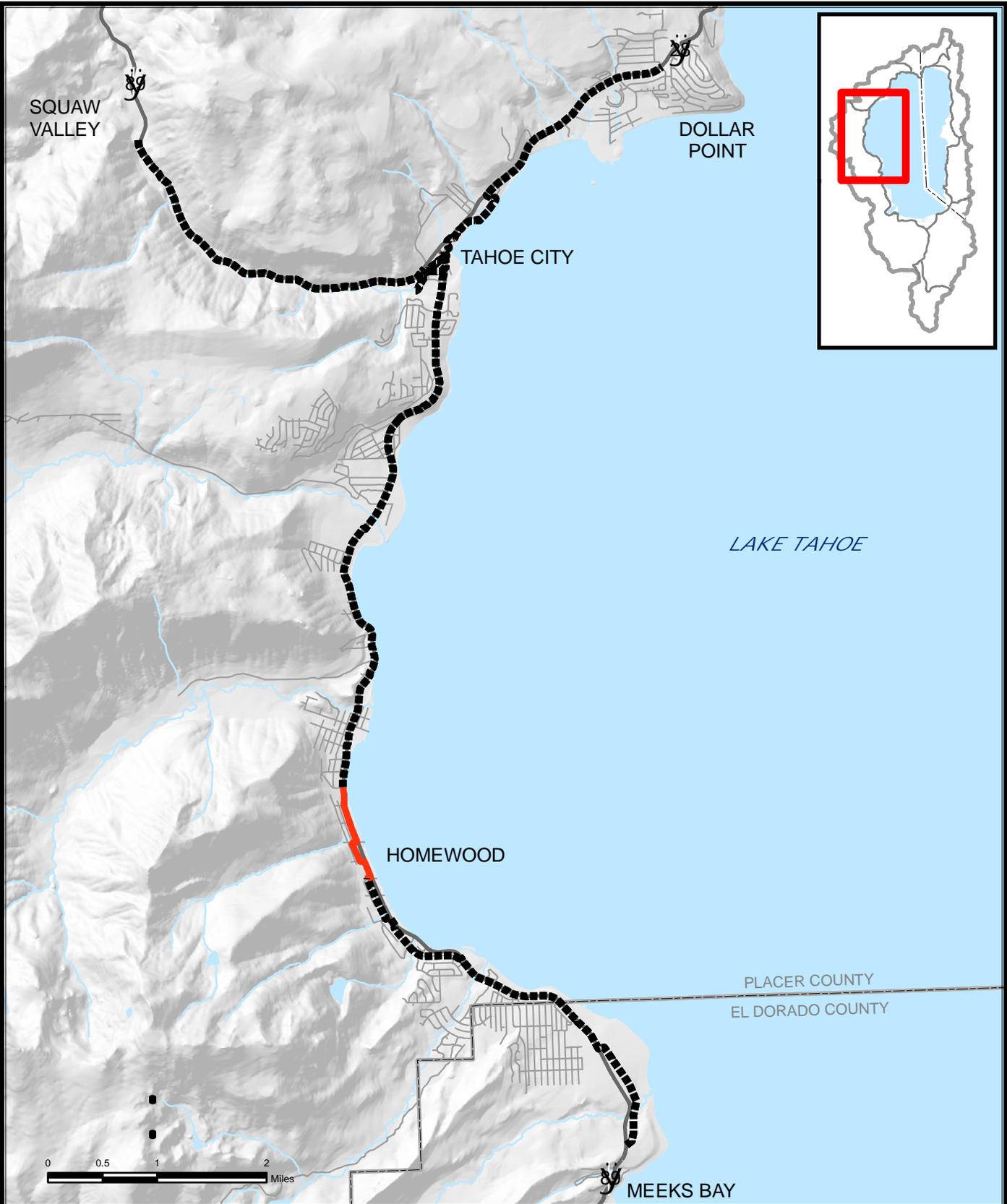
Sue Rae Irelan

Phone: (530) 525-9137

Email: SueRae.Irelan@tahoe.ca.gov

ATTACHMENT 1

Location Map



-  Homewood Trail Project
-  Existing Multi-Use Trail

California Tahoe Conservancy
September 2013

Map for reference purposes only.
Sources: USGS; TRPA



ATTACHMENT 2

Project Map



-  Homewood Trail Project
-  Existing Multi-Use Trail

California Tahoe Conservancy
September 2013

Map for reference purposes only.
Sources: USGS; TRPA



ATTACHMENT 3

California Tahoe Conservancy
Resolution
13-09-05

SITE IMPROVEMENT GRANT FOR HOMEWOOD BIKE TRAIL PROJECT

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

"The Conservancy, in its role as a responsible agency under the California Environmental Quality Act, has independently reviewed and considered the environmental impacts of the Homewood Bike Trail Project as described in Tahoe City Public Utility District's Initial Study/Mitigated Negative Declaration (IS/MND), certified by the Tahoe City Public Utility District on December 6, 2001, and the two Addenda dated June 2012 and July 30, 2013. The Conservancy has independently reviewed the IS/MND and both Addenda and related documents and finds, on the basis of the whole record before it, that there is no substantial evidence that the project will have a significant effect on the environment. The Conservancy finds that no new substantial changes to the proposed project or other changes to the project implementation would involve any new significant effects that were not analyzed in the IS/MND and Addenda. The Conservancy incorporates the mitigation measures described in the 2012 Addendum as a condition for approval of the project. The Conservancy hereby directs staff to file a Notice of Determination with the State Clearinghouse for this project."

Staff further recommends that the Conservancy adopt the following resolution pursuant to Government Code section 66907.7:

"The Conservancy hereby authorizes the award of a site improvement grant, of up to \$500,000 to Tahoe City Public Utility District for the purpose of constructing a Class 1 bicycle and pedestrian path with a short Class 3 connection. Further, the Conservancy authorizes staff to

enter into a grant agreement, and to 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 19th day of September 2013.

In WITNESS THEREOF, I have hereunto set my hand this 19th day of September 2013.

Patrick Wright
Executive Director

ATTACHMENT 4
Project Area Photos



Existing condition at Cherry Street, looking north



Existing condition near Fawn Street, looking north

ATTACHMENT 5

**SITE IMPROVEMENT GRANT FOR
HOMEWOOD BIKE TRAIL**

Tahoe City Public Utility District
Initial Study and Mitigated Negative Declaration/ Notice of Determination (2001)
Addendum/ Notice of Determination (June 2012)
Addendum (July 2013)

On attached CD

ATTACHMENT 6

NOTICE OF DETERMINATION

TO: Office of Planning and Research
1400 10th Street, Room 121
Sacramento, CA 95814

FROM: California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, CA 96150

Subject:

Filing of Notice of Determination in compliance with section 21108 of the Public Resources Code.

Project Title:

Homewood Bike Trail

State Clearinghouse Number:

2001072089

Contact Person:

Sue Rae Irelan

Telephone Number:

(530) 525-9137

Project Location:

Western side of State Route 89 between Fawn Street and Cherry Street, with a short section along Silver Street, Sans Souci Terrace, and Trout Street, in the unincorporated area of Placer County

Project Description:

The Homewood Bike Trail Project involves the award of up to \$500,000 for site improvement activities to the Tahoe City Public Utility District to construct a Class 1 bicycle and pedestrian path with a short Class 3 connection within the project area.

This is to advise that the California Tahoe Conservancy, acting as a responsible agency, has approved the above-described project on September 19, 2013 and has made the following determinations regarding the above-described project:

1. The project will not have a significant effect on the environment.
 2. A Mitigated Negative Declaration for the project was prepared and approved by Tahoe City Public Utility District on September 6, 2001, and a Notice of Determination was filed on September 13, 2001. The Tahoe City Public Utility District prepared two subsequent Addenda in 2012 and 2013 examining minor project revisions. The Notice of Determination, Mitigated Negative Declaration, Addenda, and record of project approval may be examined at Tahoe City Public Utility District, 221 Fairway Drive, Tahoe City, CA 96145. The California Tahoe Conservancy reviewed and considered the Mitigated Negative Declaration and Addenda prior to project approval.
 3. Mitigation measures were made a condition of the approval of the project by Tahoe City Public Utility District and the California Tahoe Conservancy.
 4. The Conservancy finds that no substantial changes are proposed in the project, and no substantial changes have occurred with respect to the circumstances under which the project is being implemented that would result in any potentially significant environmental effects. Furthermore, there are no changes regarding the project that would require new or different mitigation measures.
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Fish and Game Fees: A California Department of Fish and Wildlife Environmental Filing Fee was paid for this project. A copy of the receipt will be filed with this notice.

Date Received for Filing:

Patrick Wright
Executive Director