

**APPENDIX I
ROUND 8
LAKE TAHOE CAPITAL PROJECT PROPOSAL**

Project Name: Nevada Stateline to Stateline Bike Facility

Capital Focus Area: Air Quality and Transportation (Federal Vision Plan)

EIP # 769, 770, 771, 845, 846, 778, 847, 10031

Lead Agency: USFS - LTBMU

Contact: Thomas Torres

Threshold: Air Quality/Transportation

Phone Number: 530-543-2696

Threshold Standard: AQ-1, AQ-3, AQ-5,

Email Address: ttores@fs.fed.us

Is this a multi-year Project? YES

Total Project Cost: \$5,000,000

(If “Yes”, describe in the Detailed

Project Description below number of
Years or phases and which year the
Requested funding will cover)

Funding Request in this Round: \$500,000

Project Summary (maximum 200 words):

This request is part of the larger Nevada Stateline to Stateline Bike Facility project. The project vision is a Class 1 Bike Path connecting Stateline to Stateline, a distance of approximately 30 miles. The overall project has broad support and began with Nevada legislative approval and voter approval of a statewide bond issue (State Question-1) for Parks, Wildlife and Open Space projects. The counties of Carson, Douglas and Washoe are to receive \$5 million to begin the development of the bike path system. A Working Group consisting of 10 partnering agencies, including the LTBMU, has been established. An Interlocal Agreement to define the roles and responsibilities of the agencies is being developed. TRPA has agreed to be the lead-planning agency and a consultant has been selected for various planning and design phases of the project. To date, 9 distinct phases of this project have been identified. These phases include preliminary planning, development of a feasibility study for the entire route, environmental documentation for two “demonstration projects”, and complete design for the two “demonstration projects”.

Funding for construction of the two “demonstration projects” will be secured from Question 1 funds, future SNPLMA funds, and other sources as they become available.

Detailed Project Description:

The southern demonstration project is to connect the casino core at Lake Parkway to Round Hill Pines Beach area and this alignment is preliminarily located on federal property. The northern demonstration project is to connect Incline (near Lakeshore Blvd) to Sand Harbor and is preliminarily located on Nevada State parks Property.

The Round 8 funding requested here would provide funding for various phases of the project that include:

- Funding LTBMU personnel for NEPA support as the Lead Agency for portions of the two demonstration projects on Federal Property.
- NEPA preparation via consultant contract for both Demonstration Projects.
- Design for the southern demonstration project, which is anticipated to be located on federal property and design for portions of the northern demonstration project that is located on federal property.
- Funding for the feasibility study primarily located on federal property.

Describe the goals and objectives of the project:

Air Quality Improvements - It is anticipated, that this project would reduce air-quality impacts from motor vehicle emissions by encouraging visitors and residents to use the bike path system. These reduced impacts would be realized most greatly within the southern portion of the trail where recreational, residential and commercial development along the trail would encourage the most commuter uses. Along other areas of the path, emission reductions would be reduced to a lesser degree due to the predominantly low level of residential and commercial development and therefore a lower amount of commuter use.

To provide, where possible, a separated bike path system from Nevada Stateline South Lake Tahoe to Stateline in Crystal Bay (bike lanes and routes adjacent to roadways may be necessary in some segments).

The primary goal is a Class 1 path for visitors and community members linking beaches, trailheads, trails and other community facilities. In the more urban areas the study will also be looking at the commuter transportation links and connectivity to parking areas. The southern demonstration project in particular will coordinate and garner input from among others the Tahoe Transportation District in order to determine common goals and objectives for portions of the trail.

The larger Feasibility Study will be looking at the planned EIP projects, such as the Crystal Bay to Hwy 431 and the impact to a future bike facility along Hwy 28. The goal is to coincide the EIP projects where possible with the proposed bike path project so that in the future the projects are more cost effective.

The project would provide a comprehensive analysis of the alternative alignments, to determine a preferred alignment and provide a framework for all agencies for future development of the bike path system. The project would also provide interpretive panels describing the Tahoe basin natural, cultural and historic history.

Describe the anticipated project accomplishments:

It is anticipated that NEPA analysis will provide a preferred alignment and a final decision instrument for the two preferred alternative alignments for the demonstration projects. It will also provide a cost analysis of the final alignment with an analysis of the final alignment to determine logical funding and construction phases.

Design for the southern demonstration project, which is anticipated to be located on federal property and design for portions of the northern demonstration project that is located on federal property.

Describe the “readiness” of this project to move forward (urgency, capacity, capability, Environmental documentation etc.):

The initial project phase has begun with field reconnaissance, base mapping and information gathering. The scope of service and contract for the Feasibility Study is being reviewed and will be going through the approval process in early January, 2007. These two areas are being funded by State Question-1 via the three counties and Nevada State Lands. A consultant has been procured and the various agencies are developing an agreement to define responsibilities and roles. The project schedule indicates the phases for the project and how this grant request would help fund the various portions of the project. If this request is approved it is anticipated that this portion of the work could begin in August-September of 2007 or thereafter as the funds are made available.

Describe partnerships for this project. (Include documentation):**

This project currently has 10 agency partners; Tahoe Regional Planning Agency, Tahoe Transportation District, Nevada Department of Transportation, Nevada State Lands, Nevada State Parks, Carson City, Douglas County, Washoe County, Incline Village General Improvement District and the U.S. Forest Service. The partnering agencies are currently circulating an Interlocal Agreement for approval a copy is available at LTBMU. The agreement outlines the roles and responsibilities of the partnering agencies. In addition, the Working Group is currently contacting a number of interested non-profit groups to give presentations in January- February, provide information regarding the project and to solicit their participation in the process.

Describe the project monitoring that will be implemented as part of this project including: N/A

- 1) **The questions the monitoring program is designed to answer**
- 2) **The monitoring approach**
- 3) **Whether this project monitoring fits into a larger monitoring or research program?**

Describe how the project results will be communicated and made-available to the public.

The scope of services with the consultant includes an interactive web-site specifically for the bike facility project. It is required in the contract to be updated regularly. The counties have agreed to do mailings directly to all land owners to inform them of the meeting schedules, provide information on the project and how they can provide input via the web-site, mail or phone. There will be newspaper advertising, press releases and community public noticing of the project.

Include an 8 ½ X 11 map depicting the project.

See attached Map

Appendix B-8

**LAKE TAHOE RESTORATION PROJECTS
ESTIMATED DIRECT COSTS & KEY MILESTONE DATES**

Nevada Stateline to Stateline

Project Name: **Bike Facility** Agency: USDA FS LTBMU
 Prepared by: Thomas Torres Phone: 530-543-2696 EIP #: _____
 SNPLMA Project #: _____

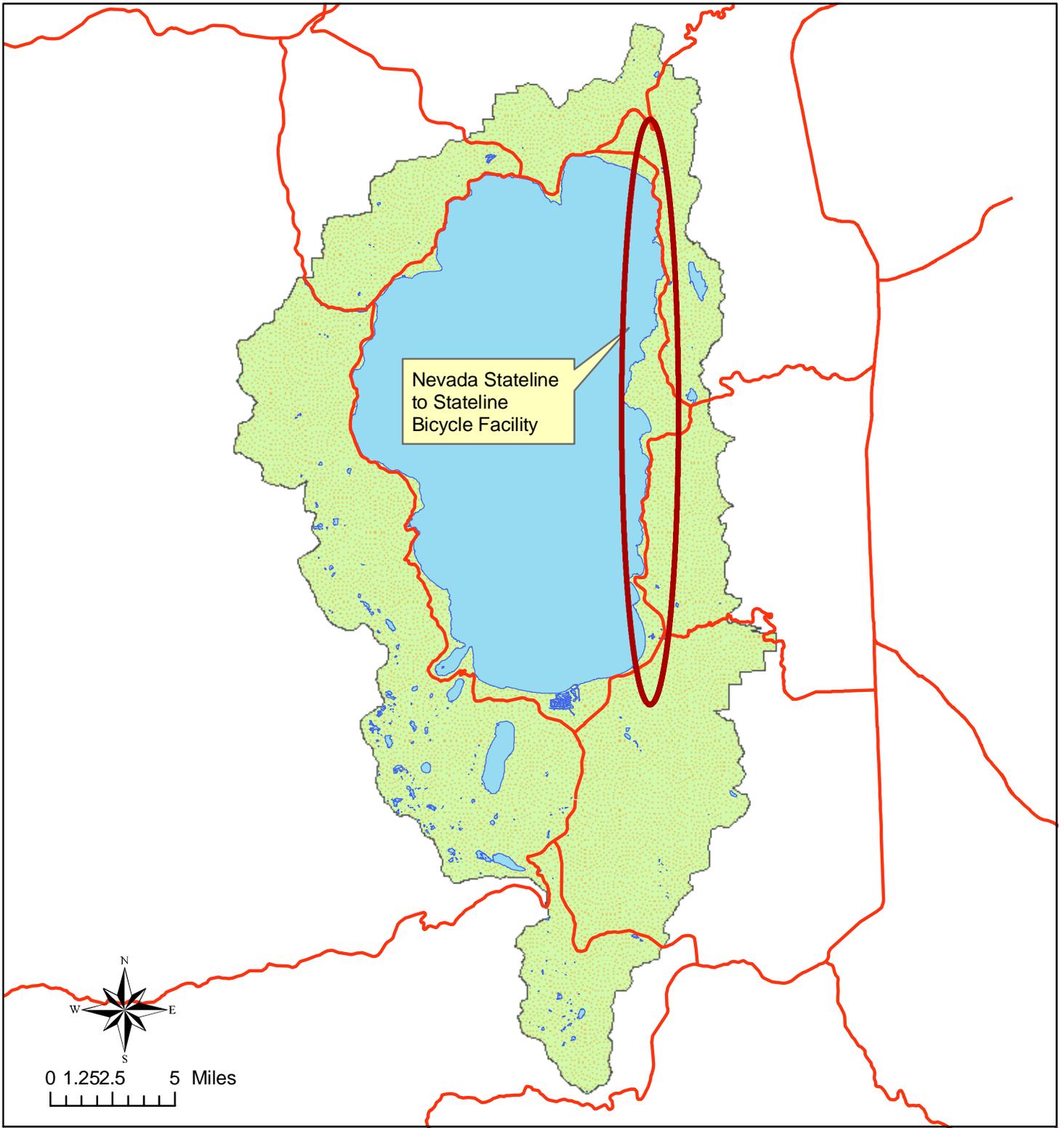
Identify estimated costs of eligible reimbursement expenses:

1. Planning, Environmental Assessment and Research Costs (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.)	\$	<u>\$50,000</u>	<u>10</u>	%
2. Direct Labor (Payroll) to Perform the Project	\$	<u>\$50,000</u>	<u>10</u>	%
3. Project Equipment (tools, software, specialized equipment, etc.)	\$	_____	_____	%
4. Travel (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.)	\$	_____	_____	%
5. Official Vehicle Use (pro rata cost for use of Official Vehicles when required to carry out project)	\$	_____	_____	%
6. Cost of Contracts, Grants and/or Agreements to Perform the Project	\$	<u>\$335,000</u>	<u>67</u>	%
7. Other Direct Costs (direct labor for agency personnel to do project procurements; COR; PI; personnel assigned as NEPA lead; personnel assigned to review contracted surveys, designs/drawings, reports, etc.; project manager and/or project supervisor; and contracted costs for project manager and/or project supervisor if contracted separately and environmental ed @2.5%)	\$	<u>\$65,000</u>	<u>13</u>	%
	\$	_____	_____	%
TOTAL*:	\$	<u>\$500,000</u>	<u>100</u>	%

Estimated Key Milestone Dates:

Milestones/Deliverables:	Date:
Complete 10% Design	02/2008
Begin NEPA	01/2008
Draft Feasibility Study Complete	04/2008
NEPA Complete	10/2008
Final Completion Date:	03/2009

COMMENTS:



SNPLMA PROJECT PROPOSAL

Nevada Stateline to Stateline Bike Facility

USDA Forest Service
Lake Tahoe Basin Management Unit



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For more information, contact: Lake Tahoe Basin Management Unit
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