



**Decision Notice  
and  
Finding of No Significant Impact**



**Revised South Tahoe Greenway Shared-Use Trail Project**

**U.S. Forest Service  
Lake Tahoe Basin Management Unit  
El Dorado County, California**

**BACKGROUND**

The current Greenway project developed through many years of public and agency consultation. Public property acquisition began in the 1960's as the California Department of Transportation (Caltrans) initiated work on a by-pass freeway intended to address traffic congestion along US Hwy 50 in South Lake Tahoe. By the 1980's, changing environmental values precluded construction of major new auto routes in the Tahoe Basin. Although Regional stakeholders agreed the freeway would not be built, the Tahoe Regional Planning Agency (TRPA) affirmed the value for alternative transportation of the linear public ownership related to the by-pass route. TRPA identified this route as a suitable bike trail corridor with its adoption of the Regional Goals and Policies Plan (1987), Regional Transportation Plan (RTP) (TRPA/TMPO 2008) and Air Quality Plan (AQP) (1999 and 2003), Environmental Improvement Program (EIP) (2001) and Lake Tahoe Regional Bicycle and Pedestrian Master Plan (BPMP) (TMPO 2010).

Caltrans and the California Tahoe Conservancy (Conservancy) completed a land transfer agreement for the former freeway alignment property in 2000 and bike trail feasibility and project planning began. Preliminary project plans and prior environmental analysis on a 9.6-mile trail produced a shared-use trail project and a number of alternative alignments for consideration. In 2006, public scoping for an Environmental Impact Report (CEQA)/Environmental Impact Statement (TRPA)/ Environmental Impact Statement (NEPA) (EIR/EIS/EIS) presented one range of feasible alternatives for this longer project, including access through portions of private property. The property owners objected, however, and subsequent evaluation prepared a new alternative for consideration. In 2008, another public scoping process offered a new range of alternatives for consideration and final conceptual plans and environmental analysis proceeded.

Throughout 2009 and 2010, uncertainty existed related both to the range of alternatives for the southern section of the route and the potential for securing public construction funds. In 2010, lead agencies agreed that the core of the project, securing the critical transportation connections in the center of South Lake Tahoe, should proceed as a distinct project. Potential for future southward extension of the route to Meyers remains. The revised project description now extends between Sierra Tract and Van Sickle Bi- State Park.

## **DECISION AND RATIONALE**

It is my decision to issue a special use permit to the Conservancy to construct those portions of the Revised South Tahoe Greenway Shared Use Trail Project as described in section 2.6 and 2.7 of the Initial Study (IS), Initial Environmental Checklist (IEC) and Environmental Assessment (EA) and as shown on Figure 1c (also in attachment A) that cross National Forest System (NFS) lands as summarized in this Decision Notice (see “Alternatives Considered” discussion, below). My decision to authorize construction only applies to NFS lands as analyzed within the IS/IEC/EA (Those portions crossing APN’s 025-203-001, 025-204-001, 027-331-003 and 028-090-005; approximately 0.26 miles will be located on NFS lands). .

My decision is based on the analysis and determinations presented in the IS/IEC/EA as well as the supporting documentation contained in the Project Record. The EA fulfills the requirements of the National Environmental Policy Act (NEPA) at the site-specific level. The Selected Alternative is consistent with the LTBMU’s 1988 Land and Resource Management Plan (Forest Plan) (as amended) (Project Record Document A1).

### **The key considerations I used in making my decision include:**

This alternative meets the purpose and need (IS/IEC/EA, Section 2.4), incorporates measures to protect the environment (IS/IEC/EA: Section 2.6.2, “Project Design Features and Construction Controls”; Section 2.6.3, “Revegetation and Restoration, Trail Decommissioning and Permanent Best Management Practices”; Section 2.6.5, “Regulatory Compliance Measures”; and mitigation measures (See Project Record Document A9), and includes an Operations, Management and Maintenance Strategy (IS/IEC/EA Appendix E). These measures will apply to the Selected Alternative (including those segments located on NFS land), except where noted. Many of the design features incorporate context sensitive design elements, monitoring effectiveness, and adaptive management elements to address unanticipated resource effects or effects to sensitive sites.

Throughout public scoping and during the formal comment period, I heard support for this project from the public, key stakeholders, and local partners. I considered several additional factors which led to my selection of the Proposed Project Alternative.

The linear nature of the trail requires that it cross riparian areas to connect destinations. Design features have been developed to cross the riparian areas and maintain natural hydrologic function and meadow ecosystem integrity. At APN #'s 025-203-001 and 025-204-001 there is a drainage that will be crossed by the trail. This crossing will be designed in order to maintain the hydrologic function of that drainage (this may include design features already developed or other crossing methods developed during final design, such as a culvert ). Construction of this section requires coordination with the City for phases 1, 2, and 3 of the Bijou Erosion Control Project, as these project phases propose drainage improvements in the Glenwood Way and Aloha areas near where the Greenway alignment is proposed.

The Revised Greenway Project is an important component of the overall project which I support. This project is beneficial to the community for economic vitality, alternative transportation, and quality of

life. This Project will provide a separated, shared-use path that links recreation areas, community centers, transportation facilities, and neighborhoods from the California/Nevada border at Van Sickle Bi-State Park to the Sierra Tract neighborhood in South Lake Tahoe.

While this project is still linked to the larger South Tahoe Greenway Shared-Use Trail Project, my decision only authorizes permitting and construction on the NFS sections of the Selected Alternative. Additional projects will need site-specific NEPA analysis prior to their implementation. This decision is a stand-alone decision which is independent of any other proposed bikeway segments.

## **ALTERNATIVES CONSIDERED**

In addition to the Selected Alternative, I also considered the No-Action alternative in detail (IS/IEC/EA Section 2.8). The following is a summary of the two alternatives considered in detail for the Revised South Tahoe Greenway Project. For a complete description of alternatives, see the IS/IEC/EA, Chapter 2. Six other alternatives (or alternative segments) were considered, but not in detail. A description of these alternatives and the reasons for not considering them in detail can be found in the IS/IEC/EA, Section 2.1.2, "Alternatives Considered but Rejected from Further Consideration."

### **Action Alternative:**

The Greenway establishes a Class 1 or better trail and provides the backbone of the bicycle trail network in the core of South Lake Tahoe, linking residential and lodging uses to jobs, schools, shopping, and recreation and community areas. Figure 1 illustrates the general Greenway alignment and project location. The 3.86 miles of proposed new trail linking Sierra Tract with Van Sickle Bi-State Park incorporates a section of existing bike trail at the El Dorado County Community Playing Fields and completes a bicycle network connection of over four miles. The Greenway generally follows the former Caltrans U.S. Highway 50 Bypass Corridor and rights-of-way (former Caltrans ROW), encompassing other public parcels nearby as needed to improve the connection or reduce or avoid environmental effects. The Greenway implements specific goals and policies of the TRPA to provide a non-motorized alternative transportation corridor through South Lake Tahoe and is consistent with the Conservancy's outdoor recreation program requirements. Trail development details comply with the American Association of State Highway and Transportation Officials (AASHTO) guidelines and American Disability Act (ADA) design standards and include informal trail consolidation or decommissioning and disturbed land restoration along its length.

### **No Action Alternative:**

The No Action Alternative provides a baseline for comparing the effects of the action alternatives. A No Action or No Project alternative is included in the NEPA EA analysis for consideration. Future project developments listed in proposed and approved environmental documents could occur and would be subject to appropriate and effective design features, mitigation measures, project limitations and timelines. Under the No Project alternative, the Conservancy takes no action and constructs no shared use trail or bridge within the project area. Existing informal trails and associated land uses would remain. Current management plans would continue to guide management of the project area.

## **PUBLIC INVOLVEMENT**

### **Scoping**

The South Tahoe Greenway Project was first listed on the LTBMU Schedule of Proposed Actions on October 1, 2006 and has been updated periodically since that time.

The Conservancy, TRPA and LTBMU staff hosted many public input opportunities related to the Greenway. Two public workshops in 2003 offered input into initial project design. Two different environmental document public scoping processes in 2006 and 2008 offered five public meeting and two public comment opportunities. Appendix B of the IS/IEC/EA identifies the details of this public involvement. The public scoping processes involved public notice to nearby residents and other interested individuals and organizations and 30 day comment periods. Public and agency comments received during these input opportunities drove project revisions and directed elements of the environmental review process. The current IS/IEC/EA builds from these past comment opportunities:

- November 14, 2006 at Forest Service Supervisor's Office;
- November 28, 2006 at City Council Meeting;
- December 14, 2006 at TRPA Hearings Officer Meeting;
- April 17, 2008 at TRPA Hearings Officer Meeting; and
- April 22, 2008 at Forest Service Supervisor's Office.

### **Alternative Development**

Throughout the planning process, the LTBMU, Tahoe Transportation District, Douglas County, and other agencies and stakeholders have worked closely to develop alternatives and plans that best meet the public and environmental needs. Agency staff and leaders have been involved throughout to address concerns as they arose. Partnership and collaboration have enabled this project to move forward efficiently and effectively and the final plan has become more robust as a result of this planning process. In addition to effective planning, partnerships have resulted in numerous potential funding sources for planning and implementation.

## **EA Public Comment Period**

The legal notice for the 30 day comment period was published on June 1, 2011 in the Tahoe Daily Tribune and interested parties, agencies and the Washoe Tribe were notified of the opportunity to comment (Project Record Documents A2 through A8). The Draft IS/IEC/EA was available for the public to review at: the USFS LTBMU, 35 College Drive, South Lake Tahoe, CA; the TRPA, 128 Market Street, Stateline, NV; the California Tahoe Conservancy, 1061 Third Street, South Lake Tahoe, CA 96150; and the South Lake Tahoe Library, 1000 Rufus Allen Blvd., South Lake Tahoe, CA 96150. In addition, the document was available on the CTC website at: <http://www.tahoe.ca.gov>. The public was also invited to attend an informational open house on June 15, 2011 at the U.S. Forest Service offices at the address above. Agency staff was available during the open house to answer questions about the Greenway and to accept comments.

During the comment period, five individuals commented on this project. I have read all of the comment letters that were received. These letters and responses are included in the CEQA Final Environmental Documentation Package, Response to Comments (Project Record Document A9).

## **FINDING OF NO SIGNIFICANT IMPACT**

After reviewing the EA, I have determined that implementation of Alternative B of the Revised South Tahoe Greenway Project will not, individually or cumulatively, significantly affect the quality of the human environment. The provisions of 40 CFR 1508.27 indicate that project significance must be judged in terms of both context and intensity. Based on a review of these provisions, I have determined that an Environmental Impact Statement (EIS) is not required. I base my findings on the following definitions of *context* and *intensity* as provided in 40 CFR 1508.27.

### **Context**

*Context* means that the significance of an action must be analyzed in several ways such as society as a whole (human, national), in the affected region, the affected interests, and the locality. The effects of implementing Alternative B are localized, with implications for the immediate vicinity of the project area and the Lake Tahoe Basin. Cumulative effects of past projects, combined with the current proposal and reasonably foreseeable future actions, are described and analyzed in the EA for each resource.

### **Intensity**

*Intensity* refers to the severity of the anticipated impact. The following ten intensity factors are used to evaluate intensity:

- 1. Impacts may be both beneficial and adverse.***

I have considered both the beneficial and adverse impacts associated with the Proposed Action (IS/IEC/EA, Checklist Question #193). The Greenway does not result in adverse impacts.

Beneficial impacts include restoration of informal trails in the stream zone and other sensitive

lands and a reduction in overall vehicle trips and associated Vehicle Miles Traveled (e.g., reduced air quality emissions).

**2. *The degree to which the proposed action affects public health or safety.***

The Selected Alternative addresses public health and safety through the implementation of project design features and construction controls as well as mitigation measures. Some of the key components that I have considered include:

Operation of the Greenway will improve emergency vehicle access and provide for a new fuel break in the Wildland Urban Interface setting (IS/IEC/EA, Question #84) and will therefore provide enhanced ability to suppress a wildfire.

While the Greenway has the potential to increase hazards to vehicles, bicycles and pedestrians at roadway crossings, with implementation of mitigation measure TRAFFIC-1, "Enhance Select Greenway Intersections to Reduce Vehicle Speeds and Increase Visibility"; there will be no adverse effects (IS/IEC/EA, Question #160).

Trail grades can contribute to safety hazards, but by following AASHTO grade restrictions and grade lengths, the Greenway will provide adequate bicycle stopping sight distance on all portions of the trail.

Signage and striping (IS/IEC/EA, Section 2.6.2.8) will be used to meet applicable design standards (e.g. AASHTO). Striping the center of the trail will separate direction of travel, reducing user conflicts. Signage will include crosswalk identification, mileage markers and notice of trail grade changes and approaching street crossings.

Per Project Design Feature CM-17, to minimize effects on emergency vehicle and existing public vehicular access, the project proponent will prepare a traffic control plan (TCP) that will identify truck haul routes, traffic control signage, bicycle and pedestrian traffic, restriction of hauling activities to off-peak periods (outside the hours from 7am-9am and 4pm-6pm), on-site circulation and staging areas, worker parking locations and monitoring of the in-place traffic control to implement traffic control revisions, if necessary. Prior to construction, the Conservancy will obtain the necessary encroachment and transportation permits.

Construction of the Greenway Project will involve the short-term use and storage of hazardous materials typical of a roadway or path construction project (e.g., asphalt, fuel, and paint for striping). All materials will be used, stored, and disposed of in accordance with applicable federal, state, and local laws, as well as manufacturer's instructions. As noted in Question #85 of the IS/IEC/EA, Design Feature CM-4 has been incorporated into the project and requires preparation of a site-specific spill prevention plan that addresses hazardous materials use, storage, transport, and disposal and management and containment of hazardous materials in

the event of a spill. These protective regulations and measures incorporated into the project are sufficient to minimize risks associated with hazardous materials use.

Therefore, with implementation of the project design features and mitigation measures as described in the IS/IEC/EA the Greenway poses no adverse direct or indirect effects to public health or safety.

### **3. *Unique characteristics of the geographic area.***

There is a portion of potential wetland (about 500 square feet) located on NFS land (IS/IEC/EA, Question #50; APN #027-331-003) between Blackwood Rd. and Ski Run Blvd. A map of this wetland location is provided in Appendix G, page B4 of the IS/IEC/EA. The final alignment will be designed (see project design feature 2.6.2.5 and Figures 6-9 of the IS/IEC/EA) to avoid or minimize impacts to delineated wetlands and waters of the United States to the extent possible as determined by the USACE and Lahontan. If development within the delineated wetlands cannot be avoided, and if disturbance quantities rise to the minimum level, a Section 404 permit shall be obtained from the USACE as well as a water quality certification (Section 401) from Lahontan. The Conservancy shall comply with requirements of the permits to mitigate the specific impacts of the Greenway.

Best Management Practices (BMPs) will be used to treat runoff and to minimize erosion and the transport of sediment and other pollutants of concern to Lake Tahoe. Pursuant to Section 25.5.A of the TRPA Code of Ordinances, all infiltration facilities will be designed to capture and treat the volume of runoff from a 6-hour storm with a 2-year recurrence probability (or a 20-year/1-hour storm, which is approximately 1 inch of precipitation in an hour). Temporary BMPs will be used to keep sediment on site when an area is disturbed by construction and during the vegetation establishment period (typically a minimum of 2 years following construction.). Permanent BMPs will be used to minimize erosion on residential, commercial, and public service properties when they are not disturbed by active construction. A Temporary and Permanent BMP Plan (including maintenance) will be prepared for the proposed project that identifies who will be responsible for ensuring implementation of BMPs and making the necessary updates/modifications. Temporary and permanent BMPs will be implemented, equal or superior to BMP-1 through BMP-20, as listed in Section 2.3 of the IS/IEC/EA.

The Greenway does not adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP and does not cause loss or destruction of significant scientific, cultural, or historical resources (IS/IEC/EA, Question #60; Project Record Document A11)

By project design, and by my decision to require the Best Management Practices and Project Design Features identified in IS/IEC/EA Sections 2.6.2 – *Project Design Features and Construction Controls*; 2.6.3 – *Revegetation and Restoration, Trail Decommissioning and Permanent Best Management Practices*; and 2.6.5 – *Regulatory Compliance Measures*; and Mitigation Measures

(included as Attachments B and C), the Selected Alternative will not significantly impact any of the aforementioned unique characteristics.

**4. *The degree to which the effects on the quality of the human environment are likely to be highly controversial.***

As described above, public scoping began in 2006 (for the larger Greenway Project). Public scoping included multiple public meetings. A scoping summary report was prepared, which summarizes comments received during the public scoping process (for the larger project) and includes responses to those comments (Project Record Document A10). The report identifies issues associated with the alternatives and was used by the LTBMU and TRPA to determine areas in the IS/IEC/EA where additional assessment, information, or clarification would be necessary. There are numerous comments on trail type and design, and the following topics of concern were identified during scoping. These issues were included among the analyzed topics in the IS/IEC/EA.

- Trail operation and maintenance, specifically the potential for increased garbage and vandalism;
- Connectivity of the proposed project to existing trails and infrastructure;
- Perceived impacts to private property;
- Traffic and parking issues in neighborhoods;
- Potential impacts to water quality, stream environment zones and biological resources.

Scoping comments assisted USFS and TRPA in refining the proposed project alternatives, identifying affected persons, refining issues, and fully analyzing the possible environmental effects. The EA presented a full analysis of potential environmental effects of the proposed alternatives, and determined that there will be no adverse environmental effects and that the project will be consistent with applicable planning documents.

Also described above, a public comment period for the Revised Greenway Project IS/IEC/EA commenced on Wednesday, June 1, 2011 and concluded on Friday, July 1, 2011. One open house was held where comments were accepted on June 15, 2011 at the LTBMU Supervisor's office. During the comment period, five individuals commented on this project. I have read all of the comment letters that were received. These letters and responses are included in the Project Record (Project Record Document A9). In addition, minor text edits were made in the Final Environmental Documentation Package providing clarifying information for some mitigation measures and alignment options. None of the changes affected NFS lands. The comments on the Draft IS/IEC/EA did not raise any issues that substantively changed the environmental effects discussion nor the conclusions of the IS/IEC/EA such that additional environmental review would be warranted.

I considered all comments received in relation to the analysis presented in the EA, the purpose and need for the Proposed Action, and Forest Plan direction. I find that the project is not highly

controversial and issues are adequately addressed in the IS/IEC/EA and Final Environmental Documentation Package.

**5. *The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.***

The actions for construction and operation of the Selected Alternative are similar to other previously approved actions on NFS lands (bike trail near Camp Richardson) within the Lake Tahoe Basin and the environmental effects of implementing the Selected Alternative are clearly presented throughout Chapter 3, "Environmental Settings and Impact Analysis," of the IS/IEC/EA. Therefore, the environmental effects of implementing the proposed action are well known. Based on my consideration of the analysis presented in the EA, the comments received on the EA, and the Project Record, I have determined that there will not be significant effects on the human environment which are highly uncertain or that would involve unique/unknown risks as a result of implementing this decision.

**6. *The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.***

My decision does not establish a precedent for future actions. The Revised Greenway Project is a near-term component of the larger project. The overall Greenway alignment was originally proposed in three phases. This decision is on Phases 1 and 2. Phase 3 would link Meyers and the Sierra Tract neighborhood. However, that Phase is not being considered at this time because of the potential opportunity for acquisition of a critical portion of private property. This decision is not dependent on the construction of Phase 3, and Phase 3 would need to undergo environmental review before a decision could be made. I have considered all connected actions (i.e., utilities, construction staging) associated with the Selected Alternative and no additional actions, other than those identified in the IS/IEC/EA, are required.

**7. *Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.***

The Selected Alternative, when considered with any past, present, or foreseeable future actions, does not result in cumulatively significant impacts. Cumulative effects are disclosed in Question #187, in Chapter 3 of the IS/IEC/EA.

**8. *The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.***

The Greenway does not adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP and does not cause loss or destruction of significant scientific,

cultural, or historical resources (IS/IEC/ EA, Question #60). There will be no direct impacts to the unevaluated site (FS 05-19-1008) that has been identified on NFS lands (IS/IEC/EA, Question #51). While the Greenway does not impact known resources, it is located near known resources. As such, there is a possibility of unearthing unknown buried resources during construction. Implementation of mitigation measure CUL-1, Cultural Resource Monitoring Program, will minimize the potential for adverse effects to previously unidentified sites. The LTBMU has determined that there would not be adverse affects to the cultural resources in the area and both the Washoe Tribe and the California Historic Preservation Officer concur (Project Record Document A11).

**9. *The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.***

No federally listed wildlife or plant species or critical habitat occurs within the project area (IS/IEC/EA, Question #32); therefore, there will be no adverse effect on endangered or threatened species or their habitat from the Selected Alternative.

**10. *Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.***

I have reviewed the Final EA and the Project Record, and have determined that no Federal, State, or local laws, regulations, or requirements for protection of the environment will be violated with implementation of the Selected Alternative (see Findings Required by Other Laws and Regulations section below).

**Findings Required by Other Laws and Regulations**

As Forest Supervisor for the Lake Tahoe Basin Management Unit, I am required to manage the forest in accordance with applicable laws and regulations. In reviewing the EA, I have concluded that my decision is consistent with the following keys laws, regulations, and requirements (Section 1.11, "Other Laws, Regulations, or Policies," of the EA):

- National Forest Management Act – This project is consistent with the LTBMU Land and Resources Management Plan, as amended (see Project Record Document A1 – Forest Plan Consistency Spreadsheet).
- Federal Endangered Species Act (Project Record Documents A12/A14)
- Section 4(f) of the U.S. Department of Transportation Act
- Section 106 of the National Historic Preservation Act (Project Record Document A11)
- Clean Water Act
- Migratory Bird Treaty Act of 1918 as amended (16 U.S.C. 703-712)(Project Record Document A15)

- Invasive Species (Executive Order 13112)(Project Record Document A13)
- Floodplain Management (Executive Order 11988) and Protection of Wetlands (Executive Order 11990)
- Tahoe Regional Planning Agency
  - Regional Plan for the Lake Tahoe Basin
  - Goals and Policies
  - Environmental Threshold Carrying Capacities
  - Lake Tahoe Region Environmental Improvement Program
  - Mobility 2030: Lake Tahoe Regional Transportation Plan
  - Lake Tahoe Regional Bicycle and Pedestrian Master Plan
  - Water Quality Management Plan (208 Plan)
  - Scenic Quality Improvement Program
  - Plan Area Statements
  - Code of Ordinances

## **PERMITTING**

This decision will result in issuance of an LTBMU Special Use Permit (SUP) (for the approximately 0.26 miles that cross NFS lands). Final construction plans must be approved by the Forest Service before construction can commence. The resource sections in Chapter 3, “Environmental Settings and Impact Analysis,” of the IS/IEC/EA were prepared in accordance with the CEQA; TRPA Tahoe Regional Planning Compact, Goals and Policies, Code or Ordinances, and Rules of Procedure; and NEPA and CEQ Regulations implementing NEPA contained in 40 CFR Section 1500.

Other potential permit and/or approvals that may be required for development of the project could include, but are not limited to, the following:

- TRPA – Project Permit for a Linear Public Facility, Construction Permit and Governing Board Approval
- CTC Board Approval
- Lahontan – Section 401 Water Quality Certification; Section 402 NPDES construction permit
- Occupational Safety and Health Administration (OSHA)
- USACE – Section 404 Dredge and Fill Permit
- CDFG – Streambed Alteration Agreement
- City of South Lake Tahoe – Encroachment Permit; Design Review Permit; Construction Permit
- El Dorado County – Encroachment Permit for crossing at Martin Ave Bridge

Conditions of these permits and approvals will be followed during project implementation.

## **ADMINISTRATIVE REVIEW OR APPEAL OPPORTUNITY**

This decision is subject to administrative review (appeal) pursuant to 36 CFR Part 215. Individuals or organizations that provided comments or otherwise expressed interest in the proposal by the close of

the comment period are eligible to appeal this decision pursuant to 36 CFR Part 215 regulations. The notice of appeal must meet the appeal content requirements of 36 CFR 215.14.

The appeal must be filed (regular mail, fax, email, hand-delivery, or express delivery) with the Appeal Deciding Officer at:

Randy Moore, Regional Forester  
USDA Forest Service  
Pacific Southwest Region  
1323 Club Drive  
Vallejo, CA 94592  
Email: [appeals-pacificsouthwest-regional-office@fs.fed.us](mailto:appeals-pacificsouthwest-regional-office@fs.fed.us)  
Phone: (707) 562-8737  
Fax: (707) 562-9091

The office business hours for those submitting hand-delivered appeals are: 7:30 a.m. to 4:00 p.m., Monday through Friday, excluding holidays. Electronic appeals must be submitted in a format such as an email message plain text (.txt), rich text format (.rtf), portable document format (.pdf), or Word (.doc) to the email address listed above. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification. Appeals received in response to this decision, including names and addresses, will become part of the public record for this project.

Appeals, including attachments, must be filed within 45 days from the publication date of the legal notice in the Tahoe Daily Tribune, the newspaper of record. Attachments received after the 45-day appeal period will not be considered. The publication date in the Tahoe Daily Tribune, newspaper of record, is the exclusive means for calculating the time to file an appeal. Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source.

## **IMPLEMENTATION**

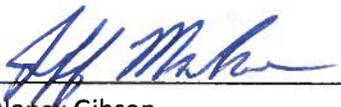
If no appeals are filed within the 45-day time period, implementation of the decision may occur on, but not before, five (5) business days from the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15<sup>th</sup> business day following the date of the last appeal disposition.

I am not anticipating further site-specific NEPA to implement this project. Construction of the Revised South Tahoe Greenway Project is expected to occur in phases, beginning in the fall of 2013. Segment 2-70 is planned to be implemented first, followed by phases 2-45, 2-50 and 2-80 (not necessarily in that order).

**CONTACT**

For additional information concerning this decision or the Forest Service appeal process, contact:

Garrett Villanueva  
Lake Tahoe Basin Management Unit  
35 College Drive  
South Lake Tahoe, CA 96150  
Phone (530) 543-2600  
Fax (530) 543-2693



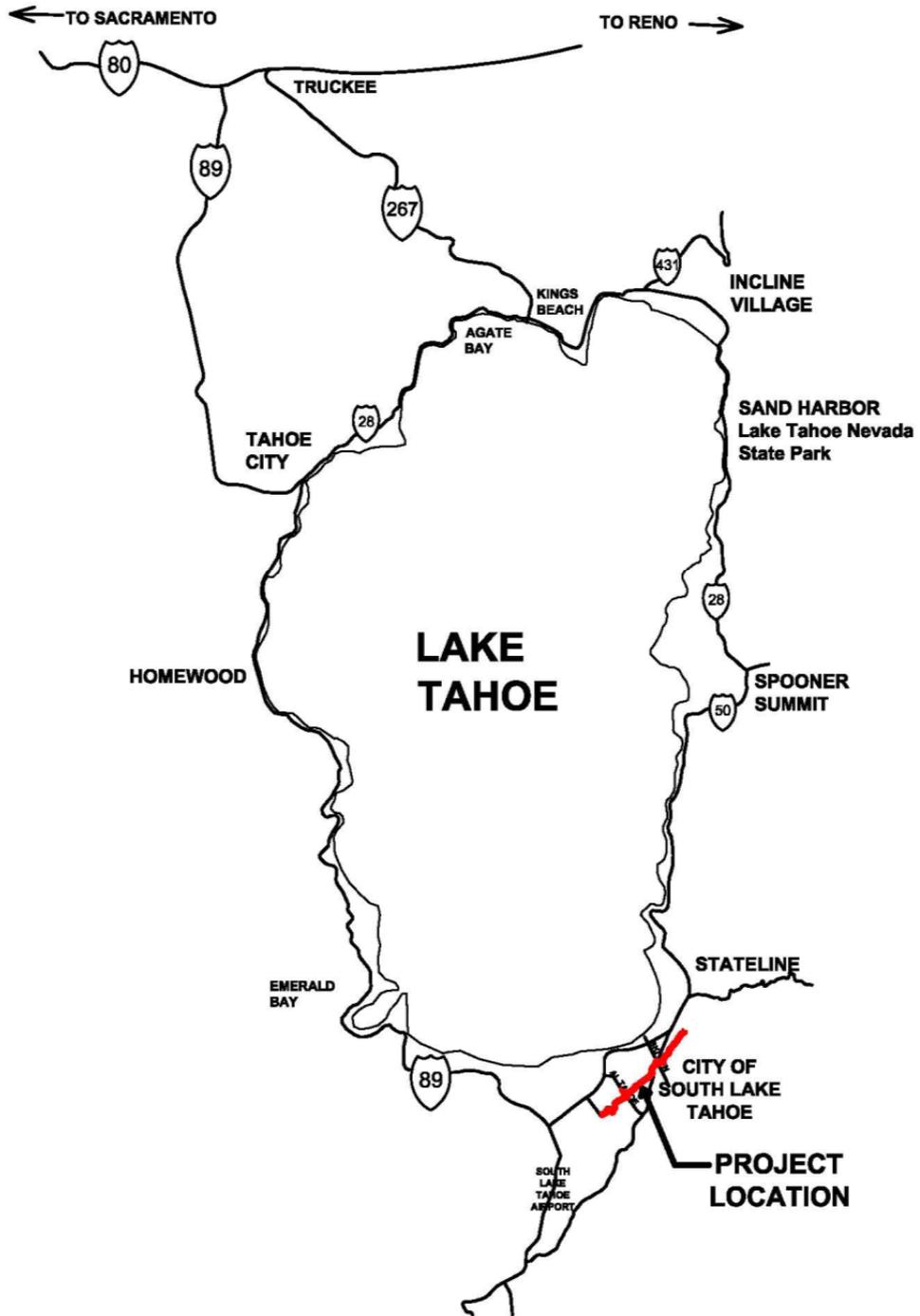
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Nancy Gibson  
Forest Supervisor  
Lake Tahoe Basin Management Unit

March 1, 2012  
Date

Attachments: Maps

# Location Map



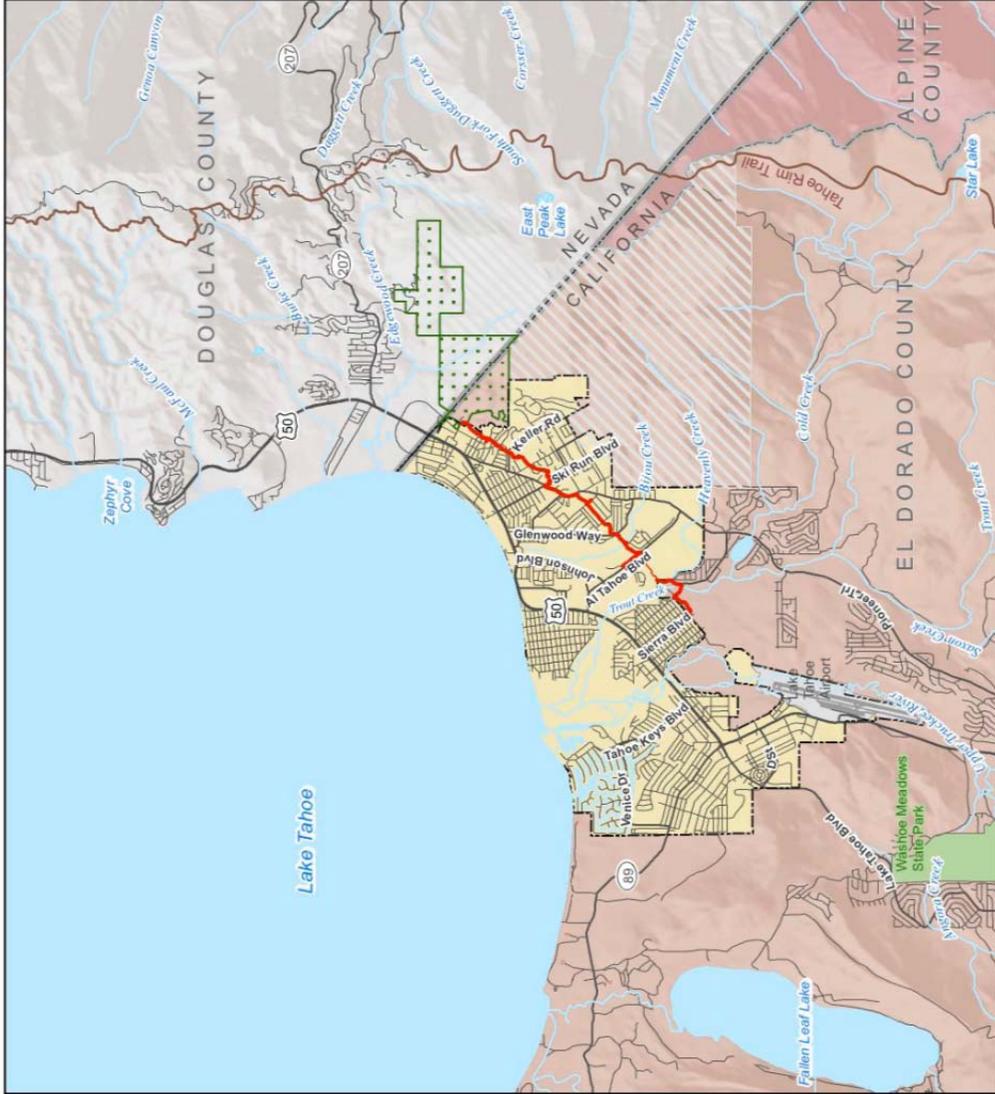
### Project Vicinity

-  Trail Alignment Segments
  -  Existing Bike Path
  -  Tahoe Rim Trail
  -  Van Sickle State Park
  -  Heavenly Mountain Resort
  -  City of South Lake Tahoe
- Counties**
-  El Dorado County, California
  -  Alpine County, California
  -  Douglas County, Nevada

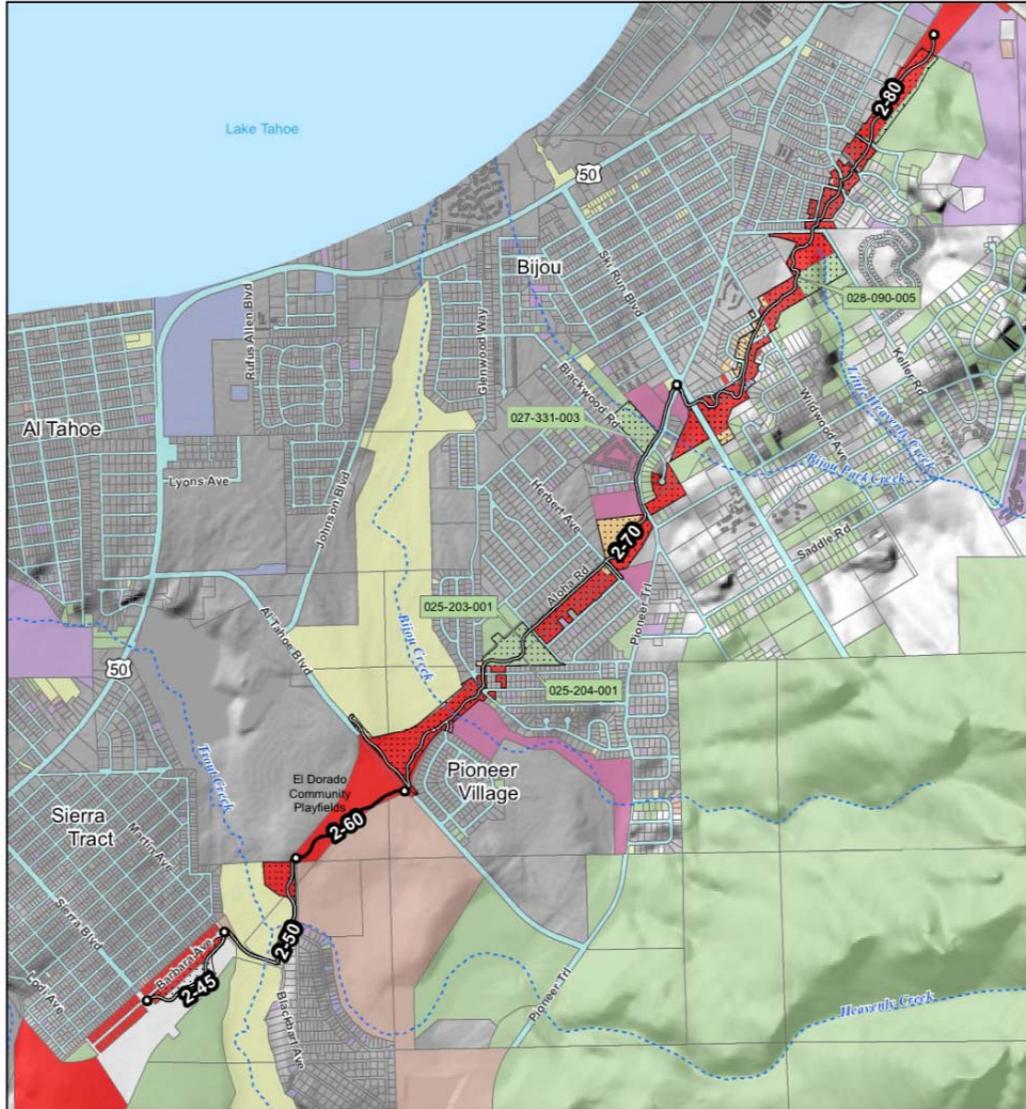


1:100,000

**HAUGE BRUECK**  
A S S O C I A T E S



DATA SOURCES: ESRI's StreetMap North America, ArcGIS Online Shaded Relief Map Service, Tahoe Regional Planning Agency. Map date: January 25, 2011.

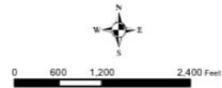


Data sources: Roads from ESRI StreetMap North America. Shaded relief from U.S.G.S. Parcel and ownership information from the Tahoe Regional Planning Agency database. Map date March 11, 2011.

- Former CalTrans ROW
- Conservancy
- State of California
- LTBMU (crossings denoted by APN)
- City of South Lake Tahoe (City)
- El Dorado County
- STPUD
- Private Property Requiring Frontage Easement
- CalTrans
- Roadway ROW

- Trail Alignment Segments
- Trail Segment Endpoints
- Existing Bike Trail
- Greenway Project Area

### Greenway Project Area Land Ownership



1:24,000

**HAUGE BRUECK**  
ASSOCIATES