

Appendix B

Scoping Report and Comments on the NOP

State Route 89 / Fanny Bridge Community Revitalization Project

Environmental Impact Report/
Environmental Impact Statement/
Environmental Assessment

Scoping Report



August 2012

Prepared for:
Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448

**State Route 89 / Fanny Bridge Community Revitalization Project
Environmental Impact Report/ Environmental Impact
Statement/ Environmental Assessment (EIR/EIS/EA)**

Scoping Report

Prepared for:

Tahoe Transportation District

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August 2012

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SCOPING REPORT

Pursuant to the California Environmental Quality Act (CEQA), the Tahoe Regional Planning Agency (TRPA) Code of Ordinances and Rules of Procedure, and the National Environmental Policy Act (NEPA), the Tahoe Transportation District (TTD) is preparing a joint Environmental Impact Report/Environmental Impact Statement/Environmental Assessment (EIR/EIS/EA) for the State Route 89 / Fanny Bridge Community Revitalization Project. TTD is the lead agency under CEQA. TRPA serves as the lead agency for compliance with the environmental document requirements of its Code and Rules. The California Department of Transportation (Caltrans), through an agreement delegating authority from the Federal Highway Administration, is leading the NEPA compliance process.

The environmental review process for the project began with issuance of a Notice of Preparation (NOP) to inform agencies and the public that a Draft EIR/EIS/EA would be prepared for the project, and to solicit views of agencies and the public as to the scope and content of the document, including alternatives being considered for approval. Scoping meetings were held to allow oral expression of those views as well as provide a presentation on the project including project description, purpose and need, and other associated project goals and objectives. This document summarizes the written and oral comments and issues raised by the public, agencies, and organizations. A complete set of comments received during scoping is attached to this document.

The following issues are summarized from the written comments received in response to the NOP during the comment period, and the oral comments provided at the following scoping meetings:

- ▲ December 8, 2011. North Tahoe Regional Advisory Council, Board Room, 221 Fairway Drive, Tahoe City, California (Beginning at 6:00 p.m.).
- ▲ December 9, 2011. Tahoe Transportation District Board of Directors, Granlibakken Conference Center, 725 Granlibakken Road Drive, Tahoe City, California (Beginning at 9:30 a.m.).
- ▲ January 11, 2012. TRPA Advisory Planning Commission (APC), Tahoe Regional Planning Agency, 128 Market Street, Stateline, Nevada (Beginning at 9:30 a.m.).

The NOP was distributed on December 2, 2011, and the public comment period extended to January 30, 2012. Written comments were received from federal, state, and local agencies, organizations, and individuals as shown in the following table.

Table 1. Comments Received on the Notice of Preparation			
Letter Number	Name of Author	Agency / Organization	Date Received/ Post Marked
AGENCIES			
Federal			
01	Sulouff, David H.	Bridge Section, 11 th Coast Guard District	December 6, 2011
02	Sulouff, David H.	Bridge Section, 11 th Coast Guard District	December 13, 2011
State			
03	Morgan, Scott	State of California OPR, State Clearinghouse and Planning Unit	December 13, 2011
04	Shepard, Angela	California Department of Transportation, District 3, Office of Transportation Planning - North Division of Planning and Local Assistance	January 6, 2012

Table 1. Comments Received on the Notice of Preparation			
Letter Number	Name of Author	Agency / Organization	Date Received/ Post Marked
05	Huggins, Mary	California Department of Forestry and Fire Protection	January 27, 2012
Regional / Local			
06	Hansen, Justin	Environmental Health Services, Placer County Health and Human Services Department	January 5, 2012
07	Beals, Marcia	Tahoe-Truckee Sanitation Agency (T-TSA)	January 30, 2012
08	Green, Angel	Placer County Air Pollution Control District	January 30, 2012
INDIVIDUALS AND ORGANIZATIONS			
09	Sordelet, Flavia	League to Save Lake Tahoe and the Tahoe Area Sierra Club	January 30, 2012
10	Sharbrough, Bill		December 13, 2011
11	Cullen, Leigh Ann		December 23, 2011
12	Klang, Edy		January 9, 2012
13	Threlfall, William		January 16, 2012
14	Grant, JM		January 17, 2012
15	Kreling, Renton		January 17, 2012
16	Miller, Mark		January 17, 2012
17	Sweeny, Charlotte		January 17, 2012
18	Adams, Amanda, <i>et al</i>		January 20, 2012 (Petition)
19	Taylor, John	Vice President, Bank of the West	January 23, 2012
20	Evans Hall, Sandy	Executive Director, North Lake Tahoe Chamber	January 26, 2012
21	Park, Scott	Owner of The Bridgetender property	January 26, 2012
22	Moeller, Tom		January 30, 2012
23	Sajdak, Deborah		January 30, 2012
24	Sajdak, Jim		January 30, 2012
ORAL COMMENTS RECEIVED DURING SCOPING MEETINGS			
North Tahoe Regional Advisory Council (NTRAC) (Thursday, December 8, 2011)			
NTRAC 01	Zumwalt, Scott	General Manager of The Bridgetender	December 8, 2011
NTRAC 02	Davis, Gary	Tahoe City Downtown Association Board	December 8, 2011
NTRAC 03	Sajdak, Jim		December 8, 2011
NTRAC 04	Courcier, Richard	Property owner – River Grill, Truckee River Rafting, Dam Café	December 8, 2011
NTRAC 05	Widerader, Dave		December 8, 2011
NTRAC 06	Sprague, Marguerite	North Lake Tahoe Historical Society	December 8, 2011
NTRAC 07	Simpson, Marty	Tahoe City Lumber Company	December 8, 2011

Table 1. Comments Received on the Notice of Preparation			
Letter Number	Name of Author	Agency / Organization	Date Received/ Post Marked
Tahoe Transportation District (Friday, December 9, 2011)			
TTD 01	Cullen, Leigh Ann	Resident	December 9, 2011
TTD 02	Courcier, Richard	Property owner – River Grill, Truckee River Rafting, Dam Café	December 9, 2011
TTD 03	Zumwalt, Scott	General Manager of The Bridgetender	December 9, 2011
TTD 04	Anonymous		December 9, 2011
TRPA Advisory Planning Commission (APC) (Wednesday, January 11, 2012)			
APC 01	Kahn, Roger	Owner of two parcels at the Wye (100 and 140 N. Lake Blvd)	January 11, 2012
APC 02	Cullen, Leigh Ann	Resident	January 11, 2012
APC 03	Courcier, Richard	Property owner – River Grill, Truckee River Rafting, Dam Café	January 11, 2012
APC 04	Sajdak, Jim	Resident	January 11, 2012
APC 05	Zumwalt, Scott	General Manager of The Bridgetender	January 11, 2012
APC 06	Hale, Elizabeth	Resident	January 11, 2012
APC 07	Kreul, Sharina	Vice President of Bank of the West in Tahoe City	January 11, 2012
APC 08	Park, Ulla	Owner of The Bridgetender property	January 11, 2012
APC 09	Beals, Marcia	General Manager of Tahoe Truckee Sanitation Agency (T-TSA)	January 11, 2012
APC 10	Smith, Jeff	Consultant engineer with CH2M Hill for T-TSA	January 11, 2012

Many comments include questions about aspects of the project or request information that may be beyond the scope of the environmental analysis in an EIR/EIS/EA. Many comments are related to the description and scope of the project, rather than the content of the environmental document for the project. Comments that do not pertain to potential physical environmental effects of the project; that suggest analyses beyond those necessary to comply with applicable environmental laws and regulations; or suggest analyses beyond those necessary for an environmentally informed lead agency decision may not be addressed in the EIR/EIS/EA, but are nonetheless included for completeness in this scoping report. In cases where such comments are provided, they are noted without reference to an EIR/EIS/EA chapter because they are not discussed further in the environmental document. The issues identified herein are summarized from the written comments received in response to the NOP during the comment period and the oral comments provided at the scoping and informational meetings.

**Table 2. Environmental Issues Raised During the NOP Scoping Period
December 2, 2011 – January 30, 2012**

Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
AGENCIES			
Federal			
01	Sulouff, David H. Bridge Section, 11 th Coast Guard District	Bridges over navigable waters of the US are regulated by the USCG under the provisions of the General Bridge Act of 1946, as amended. The Truckee River was determined to be non-navigable for Coast Guard bridge permitting purposes, pursuant to Sierra Pacific Power v. Federal Energy Regulatory Commission, 681 F.2D 1134 (9th Cir. 1982). This bridge is outside the jurisdiction of the Coast Guard for bridge permitting purposes and there appears to be no impact to Coast Guard property. Coordinate with noted personnel for the duration of the environmental review process. CDR Daniel Johnson (Daniel.C.Johnson@uscg.mil), CDR Thomas Stuhlreyer (Thomas.J.Stuhlreyer@uscg.mil) and CWO Danny Kilburger (Danny.W.Kilburger@uscg.mil).	Regulatory Setting
02	Sulouff, David H. Bridge Section, 11 th Coast Guard District	None. Stamped receipt of NOP.	n/a
State			
03	Morgan, Scott State of California OPR, State Clearinghouse and Planning Unit	None. NOP forwarded to reviewing state agencies.	n/a
04	Shepard, Angela California Department of Transportation, District 3, Office of Transportation Planning - North Division of Planning and Local Assistance	None. Provide copies of any further action(s) taken on this project.	n/a
05	Huggins, Mary California Department of Forestry and Fire Protection	Consider state law requirements regarding tree removal and timberland conversion under the California Forest Practices Act and its Rules and Regulations (Title 14 California Code of Regulations, Chapters 4, 4.5, and 10). California laws regarding tree removal and vegetation management are in addition to TRPA requirements.	Agriculture and Forestry Resources
05	Huggins, Mary California Department of Forestry and Fire Protection	Consider state fire laws detailed within California Public Resource Code (PRC) 4290 and 4291 and California Building Code Chapter 7A Wildland Urban Interface building standards.	Hazards/Hazardous Materials (wildland fire)

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05	Huggins, Mary California Department of Forestry and Fire Protection	CAL FIRE supports the construction of a new bridge spanning the Truckee River for emergency ingress and egress needs for the west shore at Tahoe City.	Hazards/Hazardous Materials (emergency access/response)
05	Huggins, Mary California Department of Forestry and Fire Protection	CAL FIRE does not support the full nor the partial closure of Fanny Bridge. Having two vehicle crossings (the new bridge and Fanny Bridge) over the Truckee River at State Route (SR) 89 allows for two viable emergency evacuation and emergency response routes and results in reduced emergency response times to and from the lake Tahoe West Shore communities to SR 89. Closing Fanny Bridge to all vehicle traffic will result in reduced response times for all emergency traffic to and from the West Shore coming from SR 89 at Tahoe City due to only one point of ingress and egress, which is not in the public's best interest.	Hazards/Hazardous Materials (emergency access/response)
05	Huggins, Mary California Department of Forestry and Fire Protection	The alternative of allowing only pedestrian, bicycle, and emergency response traffic over Fanny Bridge is also not in the best interest of the public or emergency response agencies. Doing so increases the risk of injury to pedestrians, bicyclists, etc from being hit and results in delayed emergency response times, especially at night, as emergency vehicles attempt to navigate through a likely very crowded bridge, if current pedestrian and bicycling traffic conditions (especially summer) are any indication.	Hazards/Hazardous Materials (emergency access/response)
05	Huggins, Mary California Department of Forestry and Fire Protection	CAL FIRE requests Placer County and/or the Tahoe Regional Planning Agency to (TRPA) implement and enforce as per county and/or TRPA code all applicable State Responsibility Area (SRA) Fire Safe Regulations for any SRA lands which are or may become part of the Project. Construction, installation and/or development of structures and/or facilities on SRA lands shall comply with the most recent California State Responsibility Fire Safe Regulations (Public Resource Code 4290) and all other applicable State and County code, ordinances and regulations in effect at the time of application for improvement permits. Exceptions from the provisions of the county code which implement the SRA Fire Safe Regulations may be made by the Building Official and/or TRPA after consultation with CAL FIRE, which administers State Responsibility Area (SRA) fire protection in this area of Placer County, as well as with North Tahoe Fire Protection District, the local fire protection agency.	Hazards/Hazardous Materials (wildland fire)

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Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
05	Huggins, Mary California Department of Forestry and Fire Protection	Title 14 California Code of Regulations §1103 and Public Resources Code §4581 require a Timberland Conversion Permit and, in this case, a Timber Harvest Plan to be filed with CAL FIRE, if the project involves the removal of a crop of trees of commercial species (regardless of size of trees or if trees are commercially harvested) from non-federal lands. Timberland is defined as land supporting the growth of commercial timber species. A Timberland Conversion also requires a Timber Harvest Plan, whether or not the timberland owner plans to sell the logs. If the converted land is zoned as Timber Production Zone (TPZ), the property may also require rezoning by local government with the approval of CAL FIRE.	Agricultural and Forestry Resources
05	Huggins, Mary California Department of Forestry and Fire Protection	The project applicant must include within the Timberland Conversion Permit at a minimum a soil, slope, and watershed analysis. In addition, pursuant to §1105 and §1105.3 of Title 14 of the California Code of Regulations, an archaeological addendum, discussion of the cumulative effects of the loss of timberland and timber supply, erosion control plan, and environmental checklist must also be provided.	Agricultural and Forestry Resources
05	Huggins, Mary California Department of Forestry and Fire Protection	The following is a specific listing of those items the project applicant must include and discuss within the EIR in order for CAL FIRE to accept the application and make further determinations as per our regulatory authorities. The specific items required by CAL FIRE for inclusion to the EIR for evaluation and disclosure include: 1. General Site Evaluation a. Timber site classification map. b. Current timber stocking levels in basal area per acre. c. Quantitative and qualitative analysis detailing how sustained yield of timber growth will be achieved. d. Total project acres and amount of acreage in timberland. e. Erosion Hazard Rating(s) map per §932.5, Title 14 California Code of Regulations. f. Soil description/map(s). g. Watercourse classification map as per Table 1, §936.5, Title 14 California Code of Regulations. h. Road construction/reconstruction plan. i. Road abandonment/obliteration plan, if any j. Silvicultural prescriptions and interim measures to be applied based upon the proposed management objectives.	Agricultural and Forestry Resources

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December 2, 2011 – January 30, 2012**

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		2. Discussion of the cumulative effects of the loss of timberland and timber supply. 3. Map indicating the land use of parcels adjoining lands to be converted to a non-timber growing use. 4. Erosion control plan for the development, or an explanation detailing why such a plan is not necessary. 5. Discussion of past and future timber management and harvesting activities. 6. Archaeological addendum of the project area. 7. Description of special measures to be conducted after completion of timber harvesting operations (if applicable), including road and skid trail construction and use to prevent erosion, protect soil, and to protect watercourses, ponds, or lakes on or near the areas to be converted to non-timber growing uses. 8. Description detailing how the project area will be prepared for the new use(s) after completion of timber harvesting. Include description of methods of slash disposal and woody vegetation treatment, and any additional land treatment measures to be taken. 9. Name of the fire protection jurisdiction to supply protection to the developed areas/features. 10. Explanation detailing how the project shall meet fire protection standards of the fire protection jurisdiction or of the safety element of the Placer County General Plan and the county's adopted State Responsibility Area Fire Safe Regulations.	
Regional/Local			
06	Hansen, Justin Environmental Health Services, Placer County Health and Human Services Department	NOP is complete. No further comments.	n/a
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	T-TSA owns, operates, and maintains the Martis Valley Water Reclamation Plant and the Truckee River Interceptor (TRI), a main trunk line for raw sewage conveyance. The 17-mile long TRI pipeline runs along the Truckee River Corridor between Tahoe City and Truckee. The reinforced concrete pipe (RCP) interceptor flows exclusively by gravity and varies in size from 24- to 42-inches in diameter. The interceptor conveys all of the untreated, raw sewage collected from the northern and western shores of Lake Tahoe. The tributary area served by the plant includes that portion of the Lake Tahoe Basin	Utilities and Service Systems

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		beginning at the California-Nevada stateline at the north end of the lake and extending along the lake's west side to the northern edge of Emerald Bay. The average daily flow rate at the Project location is approximately 2 million gallons per day (mgd), but has exceeded 7 mgd. Peak instantaneous flow-rates of raw sewage at this location have been recorded in excess of 10 mgd.	
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	The roundabout proposed in Alternatives 1, 2, and 3 would be located on top of the TRI and two of its manholes. Two of the TRI manholes would be located right in the lanes of traffic and the TRI pipeline would practically bisect the new circle. T-TSA has the same concerns about Alternative 4, which shows a T-style intersection near the same location (see figure attachment to letter). The proposed roundabout/intersection and connecting roads would significantly impact existing TRIP Manhole No. 1 (MH 1) and an adjacent manhole (TC 153) jointly used by T-TSA and TCPUD. At this location, the TRIP manhole is 42-inches in diameter and the two manholes are approximately 13-14 feet deep. Ultrasonic flow measurement instrumentation and a Palmer-Bowlus flume are installed in TC 153 to measure flows entering the TRI from the TCPUD and NTPUD collection systems, except for flow from the West Shore of Lake Tahoe which enters the TRI at MH 2. All of these flow metering systems require regular access for maintenance. There is a small storage building adjacent to the two manholes, which houses the telemetry communication equipment used to monitor flows. This building also would be impacted by the Project. T-TSA has a granted easement from Caltrans for the TRI and all associated facilities. Therefore, any costs concerning relocation or modification of the facilities will be the responsibility of the Project.	Utilities and Service Systems
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	Raw sewage in the TRI flows by gravity, without the use of pump stations, from Tahoe City all the way to the Martis Valley Water Reclamation Plant. Uninterrupted flow in the TRI must be maintained at all times, including during construction of the Project, to prevent raw sewage from spilling into Lake Tahoe and/or the Truckee River. This requirement could be very challenging to meet given the small Project area, stringent bypass pumping requirements, and the proximity of the Project site to the Truckee River. There would be no tolerance for any raw sewage leaks of any kind.	Utilities and Service Systems; Hydrology and Water Quality

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07	Beals, Marcia Tahoe-Truckee Sanitation Agency	The proposed features of the Project would overlies existing T-TSA manholes making them very difficult to access and maintain. T-TSA checks, cleans, and calibrates the equipment installed in these manholes at least a half dozen times each year. This Project would have a negative impact on the ability of T-TSA crews to safely access these manholes for the required, scheduled maintenance work. Because access to the manholes would require lane closures, the Project would have a negative impact on traffic flow through the new roundabout/intersection and connecting roads during these times. Frequent closures of the traffic circle/intersection would be necessary, resulting in more traffic congestion.	Utilities and Service Systems; Traffic/Transportation
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	T-TSA is concerned that the manhole lids and frames, located within the lanes of traffic, would be damaged by the heavy equipment used for snow removal activities. Damaged manholes within the roundabout/intersection could result in traffic hazards that cannot be seen from a distance, with the drivers' line-of-sight being obstructed by Project features.	Utilities and Service Systems
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	In Alternatives 1 through 4, a new bridge would be constructed to allow southbound traffic to cross the Truckee River near the Caltrans Maintenance Yard. This bridge would likely require a structural abutment that would be in close proximity to the TRI and its manholes, making protection of the TRI and its manholes challenging, both during construction and afterwards. Structural loadings and potential conflicts with existing facilities would need to be carefully examined. The TRI and/or its manholes could be undermined and breached during excavation activities for the bridge abutment and new bike path alignment. The loadings imparted to the TRI and its manholes by this structural abutment need to be carefully evaluated to ensure the existing infrastructure would not be damaged. To mitigate these concerns, the TRI and/or its manholes may need to be heavily reinforced throughout the Project area at the outset of construction.	Utilities and Service Systems; Hydrology and Water Quality
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	An altered finish grade for the Project could place excessive loads on the TRI. If the allowable design loads for the RCP piping and manholes were to be exceeded, the TRI could catastrophically fail and result in an uncontrolled spill of raw sewage into the Truckee River. Based upon the information that T-TSA received at the scoping meeting for the Project which was held on January 11, 2012, the grade at this location will be raised ten feet. According to T-TSA's preliminary calculations, this will cause the	Utilities and Service Systems; Hydrology and Water Quality

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		maximum design loads of the pipe to be exceeded. This major concern needs to be properly addressed by Project designers in great detail. T-TSA will not allow any fill to be placed over the pipeline in any location in the Project area until this concern is resolved to T-TSA's satisfaction.	
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	Even if it were found to be acceptable to raise the finished grade at the Project site, Manholes TC 153 and MH 1 would need to be deepened. Deep manholes are far less favorable to T-TSA than shallow ones. First, manned entries are much more difficult and time consuming. Second, deeper manholes in this location could result in a surcharging of upstream collection systems during emergency bypass pumping operations on the TRI should it ever become necessary. The risk of raw sewage spills into Lake Tahoe and/or the Truckee River would be heightened if raw sewage were to back up into the TCPUD and NTPUD sewage conveyance systems.	Utilities and Service Systems
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	In the event that any TRI infrastructure is damaged, either during Project construction or at any time afterwards, repair or replacement of these TRI facilities would pose significant difficulties. Such work could cause closures of the proposed roundabout/intersection for extended periods of time to allow for safe access during construction activities. Large excavations with wide footprints may be required to access and repair below-grade facilities. The costs of any such repair or replacement work would be significantly greater than what they are under existing conditions.	Utilities and Service Systems; Traffic/Transportation
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	The proposed roundabout/intersection would likely require moving the high-voltage overhead powerlines that are located in the Project area. The new alignment for the powerlines would have to be at least 20 feet away from the TRI, its manholes and all other sewer facilities to provide safe and legal clearance for cranes, heavy vehicles and other maintenance equipment.	Utilities and Service Systems
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	Mitigation of the potential significant impacts to the TRI and associated sewer facilities would present a number of challenges. If mitigation requires construction of a relocated TRI and/or its manholes, the following would need to be evaluated at a minimum: a. The proposed alignment of a relocated TRI would have to be carefully evaluated as the Project site is in close proximity to the Truckee River.	Utilities and Service Systems

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December 2, 2011 – January 30, 2012**

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07	Beals, Marcia Tahoe-Truckee Sanitation Agency	b. Groundwater would most likely infiltrate into any excavations dug to install the relocated TRI and/or its manholes, thereby adding construction costs and lengthening the overall construction time. It has been T-TSA's experience that the groundwater elevation in the Project location can be higher than the TRI alignment. Dewatering plans will need to consider how this groundwater will be treated and disposed. T-TSA will not allow discharge of treated groundwater to the sanitary sewer system.	Utilities and Service Systems; Hydrology and Water Quality
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	c. The section of the TRI that would need to be relocated varies between 30- and 42-inches in diameter and is approximately 13 to 14 feet deep. Larger heavy equipment would be required to excavate and install new piping and manholes resulting in the need for a larger overall working area. Excavations would need to be at least 15 to 16 feet deep. There are likely many large, below-grade rocks and boulders in the Project area, which would be costly to remove.	Utilities and Service Systems
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	d. There would be a higher risk of a raw sewage spill into Lake Tahoe and/or the Truckee River during construction activities and/or bypass pumping operations. The average daily flow in the TRI at this location is about 2 mgd, but has exceeded 7 mgd in the past. Bypass pumping facilities would need to be adequately sized, reliable, robust, fully redundant, and fail-safe to avoid raw sewage spills into Lake Tahoe and/or the Truckee River. The pumping system would need to be sized to convey more than the expected peak flows and would need to be fully staffed with dedicated operators on a 24-hour-per-day, 7-day-per week basis. Raw sewage spills would have significant negative effects on Lake Tahoe and/or the Truckee River, including their fishery resources, recreational opportunities, aesthetic values, and use as a drinking water supply for all downstream users, including but not limited to the cities of Reno, Sparks, and others.	Utilities and Service Systems; Hydrology and Water Quality
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	e. The slope of the TRI is very flat in the Project location. A new TRI alignment could impact its ability to flow exclusively by gravity. Any significant bends or dips in the pipeline could be problematic. Realignment of the TRI could affect the backwater characteristics of the existing flow metering devices and/or reduce scour velocities to less than acceptable levels. Mitigation measures would be complicated because T-TSA does not allow any pump stations to be constructed on the TRI.	Utilities and Service Systems; Hydrology and Water Quality

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07	Beals, Marcia Tahoe-Truckee Sanitation Agency	f. The telemetry communications equipment and the adjacent building in which it resides would need to be demolished to make room for the proposed traffic circle/intersection. Mitigation measures would need to address relocation of this telemetry equipment.	Project Description/Alternatives
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	g. Traffic along SR 89 between Tahoe City and Truckee would be significantly disrupted during TRI relocation activities. As discussed above, excavations would be deep and wide and the heavy equipment would need a large amount of working space.	Traffic/Transportation
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	To appropriately address the above concerns, any relocation of the TRI, its manholes, and other associated facilities to accommodate the proposed roundabout/intersection will need to be carefully evaluated. With respect to any other mitigation measures that may be considered, it would be important to better understand the condition of all of the sewer facilities that would be impacted by the Project. To accomplish this, a condition assessment of the TRI and its manholes must be performed.	Utilities and Service Systems
07	Beals, Marcia Tahoe-Truckee Sanitation Agency	Alternatives 6 and 6A would likely have no impact to T-TSA's TRI and associated facilities.	Utilities and Service Systems; Project Description/Alternatives
08	Green, Angel Placer County Air Pollution Control District	The Project is located within the Lake Tahoe Air Basin (LTAB) and is under the jurisdiction of the District.	Air Quality
08	Green, Angel Placer County Air Pollution Control District	Within the Air Quality Environmental Setting and Ambient Air Quality Standards sections of the environmental document, the District recommends the discussion include the recent decision made by EPA regarding the revision of 8-hour ozone standards and amendment of the area designations based on the state ozone standards for the LTAB.	Air Quality
08	Green, Angel Placer County Air Pollution Control District	The District recommends the following Project-level Thresholds of Significance when analyzing construction related impacts to determine the Project's potential to have an impact on air quality (82 pounds per day for nitrogen oxide (NO _x), reactive organic gas (ROG) and particulate matter emissions (PM ₁₀) and 550 pounds per day for carbon monoxide (CO) emissions).	Air Quality and GHG

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Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
08	Green, Angel Placer County Air Pollution Control District	The District currently does not have an established threshold for construction related greenhouse gas (GHG) emissions. However, a determination of significance should be disclosed and based on the Project's potential to interfere with GHG reduction goals established by regulatory requirements.	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	Mitigation measures should be included to reduce potentially significant levels of criteria pollutants, including GHG emissions. The District recommends the attached mitigation measures (Attachment 2 of the letter) in order to reduce construction related impacts to the maximum extent feasible, if determined necessary.	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	The California Air Pollution Control Officers Association's (CAPCOA) guidance document "Quantifying Greenhouse Gas Mitigation Measures" provides additional resources to identify feasible mitigation measures and quantify emission reductions.	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	Incorporation of the District's Rules and Regulations (attached to letter), to be listed on all grading and/or improvement plans associated with the construction of the Project to ensure that construction crew in the field are aware of District requirements.	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	If the traffic study determines that the Project would result in an increase of traffic volume, the air quality analysis should identify any net increase in criteria pollutant emissions, as well as GHG emissions, above the existing conditions generated as a result of the Project. The analysis should use the vehicle miles traveled (VMT) data from the Project's traffic study, based on a reasonable worst case scenario, as well as emission factors from the most recent version of EMFAC 20 11. The analysis should document all emission factors, assumptions, and modeling inputs and outputs (i.e., expected traffic, mix of light-duty and heavy-duty vehicles, existing and future nearby land uses, etc.).	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	The District recommends the following Project-level Thresholds of Significance when analyzing operational related impacts (82 pounds per day for nitrogen oxide (NO _x), reactive organic gas (ROG) and particulate matter emissions (PM ₁₀) and 550 pounds per day for carbon monoxide (CO) emissions) to determine project level impacts on air quality.	Air Quality and GHG

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08	Green, Angel Placer County Air Pollution Control District	The District currently does not have an established threshold for operational related GHG emissions. However, a determination of significance should be disclosed and based on the Project's potential to interfere with GHG reduction goals established by regulatory requirements.	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	If existing or future sensitive receptors are located within close proximity to the Project area, where there is the potential for exposure to toxic air contaminants (TAC) and other hazardous air pollutants (e.g., such as diesel particulate matter (DPM) from diesel exhaust), the District recommends the environmental document describe the level of analysis, such as a Health Risk Assessment (HRA) or other modeling analysis, necessary to determine if the Project will have the potential to cause adverse health impacts. For guidance on assessing health risk impacts, the District recommends CAPCOA's HRA guidance document which outlines recommended procedures to identify when a project should undergo further risk evaluation. The District recommends the lead agency consult with the District prior to conducting a health impact analysis for the Project.	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	The District recommends for any intersection or roundabout determined by the traffic study to degrade to a level of service "D" or "E" as a result of this project, alone or cumulatively, a CALINE 4 modeling analysis for CO concentration should be performed and discussed in the environmental document.	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	Attachment 1: District and State Rule Based Requirements Improvement Plans.	Air Quality and GHG
08	Green, Angel Placer County Air Pollution Control District	Attachment 2: Placer County Air Pollution Control District Recommended Mitigation Measures (Construction).	Air Quality and GHG
INDIVIDUALS AND ORGANIZATIONS			
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	The road should be sized to the minimum amount needed for public safety. All alternatives currently utilize a four-lane bridge to cross the Lower Truckee River to access the west shore of Lake Tahoe. An alternative should be examined and a traffic model run on a scenario in which the bridge crossing is two lanes with a middle turning/emergency lane instead of the proposed four lanes. This should be analyzed for the "new" crossing (as designed in alternatives 1 – 4) and the existing Fanny Bridge alignment (alternatives 6 and 6a).	Project Description/ Alternatives; Traffic/Transportation

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09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	Each alternative should be analyzed for any cumulative traffic impacts associated with the project along the west and north shores of Lake Tahoe. This must include an accurate set of data that reveals worst case current maximum traffic, utilizing all available sources of trips. The current worst case scenario must be analyzed in order to determine the impacts of increased road capacity on SR 89 south.	Traffic/Transportation
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	The project alternatives must reveal and address the current total available trip generators south of Tahoe City that, at maximum capacity, could currently use SR 89, including residences, condos, fractionals, time-shares, multi-family facilities motels, and all commercial, industrial and public use spaces.	Project Description/ Alternatives; Traffic/Transportation
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	Each alternative must use the total current worst case traffic, including LOS, delay times, air emissions and noise as a base number for projections as to future impacts. The number must be separated by south-bound and north-bound for peak traffic periods as experienced along this roadway. In addition, the project must have safeguards in place to mitigate any future congestion facilitated by the project, and this must include the current maximum worst-case traffic scenario.	Traffic/Transportation
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	The proposed alternatives (Alternatives 1 through 4) will be adding a significant amount of coverage to the project area. In order to effectively assist in achieving soil and water quality coverage thresholds, the preferred alternative should reduce the amount of coverage to be created by this project. Furthermore, any coverage transfers for this project should ideally come from the same hydrologic unit as the project area. Impacts from added coverage to sensitive lands must be mitigated.	Hydrology and Water Quality; Geology and Soils (re: coverage)
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	Sanding of roads during winter months is a major factor that affects lake clarity and the health of the Lower Truckee River. An effective means to mitigate for the impacts of road sand is to employ best available technology vacuum street sweepers on a regular basis. As a condition of this project's permit, there must be a commitment to implement effective and frequent road sweeping on SR 89 and SR 28 within the reach of the TRPA's jurisdiction and the impacted hydrologic unit.	Hydrology and Water Quality; Project Description/Alternatives
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	The project must implement stormwater BMPs that are built and maintained for effectiveness for all sections of road involved in this project.	Hydrology and Water Quality

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09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	The project will be impacting a stream environment zone. The project must mitigate disturbance to this sensitive area.	Hydrology and Water Quality
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	The project must analyze impacts to recreational uses within the project area, and provide effective mitigation measures to those recreation uses.	Recreation
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	The impacts of additional lighting and noise to wildlife, recreation, and scenic quality must be mitigated, especially since the project area includes a recreation site of high use.	Biological Resources; Visual/Aesthetics; Noise; Recreation
09	Sordelet, Flavia League to Save Lake Tahoe and the Tahoe Area Sierra Club	The project will create scenic impacts from adjacent recreational sites including the bike path. The roadway must be adequately screened in order to protect views.	Visual/Aesthetics
10	Sharbrough, Bill	Regardless of which alternative is selected there will be an economic impact with long-term implications to every business in Tahoe City. We do not know the extent of these impacts, positive or negative. It is irresponsible to proceed with further environmental or cultural studies until a separate, independent and complete economic study is prepared and made public. With the economic climate in Tahoe City tenuous, to roll the dice is not a position I can adopt, given the investment I have (as well as all of the business owners).	Socioeconomics
10	Sharbrough, Bill	Given the inaccuracies that have already been noted in the traffic counts, the rest of the assumptions made are called into question. The traffic problem will not be mitigated without addressing the key problem: Grove Street pedestrian crossing, not Fanny Bridge.	Traffic/Transportation
10	Sharbrough, Bill	The repair-in-place should be the preferred alternative.	Does not raise an environmental issue
11	Cullen, Leigh Ann	Commenter requested access to project documents.	Does not raise an environmental issue (TTD staff provided a link to project documents online)
12	Klang, Edy	It seems out of context that two Nevada based agencies are telling us how our tax dollars should be spent with regard to our roadways in Tahoe City.	Does not raise an environmental issue

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12	Klang, Edy	Also note that they have had two meetings in the Tahoe City community (not publicized enough that I had heard about them) and now a meeting in Stateline, NV. Convenient for the Nevada based agencies, but not the people affected by the proposed project.	Environmental Review Process / Public Access and Noticing
12	Klang, Edy	Scanned attachment: Opinion/Editorial from the Sierra Sun by Jim Sajdak. The editorial includes the following issues: <ul style="list-style-type: none"> The name of the proposed project is misleading and so are the statistics and data of current conditions. A proposed by-pass or realignment around Tahoe City based on outdated information is what this project is being designed around. 	Purpose and Need; Project Description/Alternatives
12	Klang, Edy	<ul style="list-style-type: none"> None of the current community input provided at community meetings has been incorporated into the five alternatives. 	Project Description/Alternatives
12	Klang, Edy	<ul style="list-style-type: none"> The project is being pushed through and is now in the environmental review stage. The information provided by TTD implies there is Bay Bridge level congestion on a bridge ready to fall into the river. 	Traffic/Transportation; Purpose and Need
12	Klang, Edy	<ul style="list-style-type: none"> Tahoe City, an already struggling area, will not be revitalized by building a realignment/bypass around it. 	Socioeconomics
12	Klang, Edy	<ul style="list-style-type: none"> The scope of this project was established almost 10 years ago when there were traffic issues exiting on the West Shore through Tahoe City. The traffic counts as measured 10 years ago were projected out at a standard growth rate. Ever since Caltrans changed the traffic flow at the "Wye" by providing a double green arrow/double turn lanes for the West Shore traffic, while holding the traffic coming out of Savemart, the traffic back up from the West Shore has been minimal for the three or four weekends of peak demand throughout the year. The transportation goal for the basin is to reduce the amount of traffic, not to build more roads to accommodate it. By building more roads, this only encourages traffic growth. 	Traffic/Transportation; Purpose and Need
12	Klang, Edy	<ul style="list-style-type: none"> Increased safety does not always result from providing multiple exits in the same general area. Providing a safe exit route is more easily obtainable by law enforcement by controlling the flow of traffic from one exit point rather than by having multiple exits and roundabouts in the same area. 	Hazards/Hazardous Materials (emergency access); Purpose and Need

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12	Klang, Edy	<ul style="list-style-type: none"> Three out of the four alternatives currently proposed by the TTD would not allow for Fanny Bridge to be used as a viable emergency exit. During an emergency evacuation law enforcement needs to be able to control the access/exit points. By increasing the number of exit points from one to two with one additional roundabout and multiple new merge lanes will require more law enforcement designated for traffic control. 	Hazards/Hazardous Materials (emergency access); Purpose and Need; Public Services
12	Klang, Edy	<ul style="list-style-type: none"> An increase in merge lanes also results in traffic congestion. There is no real benefit in having a new four lane bridge and two exit points just over a quarter mile apart when 89 North to Truckee, 89 South to South Shore and 28 to Kings Beach are miles of two lane road. If providing multiple exists from the West Shore is such a concern for the TTD, then they should be working with Caltrans to provide avalanche control at Emerald Bay to keep an already existing emergency exit open all year. If there were a major event during the winter along the West Shore and Emerald Bay was closed there could be no way in or out no matter what happens at Fanny Bridge. Maybe TTD has the wrong location for their four lane bridge; maybe it should be located across the Lake at the entrance to Emerald Bay to ensure highway 89 won't be closed for avalanche danger and always remain open. 	Traffic/Transportation; Purpose and Need
12	Klang, Edy	<ul style="list-style-type: none"> Spending millions of dollars to construct a four-lane concrete bridge through 64 acres will create an environmental eyesore with the possibly of jeopardizing our communities financial economy, when even the TTD states in its own literature that the alternatives may not bring traffic congestion to standardized acceptable levels during the summer periods when congestion is at its height. 	Visual/Aesthetics; Traffic/Transportation; Purpose and Need
12	Klang, Edy	<ul style="list-style-type: none"> Each of the alternatives states that Fanny Bridge would be repaired or replaced. Let's leave the project scope and cost at that. Members of the community support the seismic upgrade of Fanny Bridge and leaving Fanny Bridge as two lanes without the bypass or realignment of 89. 	Purpose and Need; Project Description/Alternatives
12	Klang, Edy	<ul style="list-style-type: none"> TTD's requirement that they say is coming from Caltrans holds no merit. The requirement for having to widen Fanny Bridge to four lanes is not justified based on current data. If Caltrans requires widening 	Purpose and Need; Project Description/Alternatives

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		Fanny Bridge to four lanes then how could repairing the bridge or replacing it be listed in all four alternates? Widening the existing bridge would require a property easement, which is not obtainable. Does this also mean that when all of the other bridges along the West Shore need to be seismically upgraded that they will also be widened to four lanes?	
12	Klang, Edy	<ul style="list-style-type: none"> Members of the community have provided some great input on how to make the Fanny Bridge area safer for pedestrians and cyclists. Providing an ADA-compliant pedestrian ramp between the existing concrete railing and the dam paralleling the road way is just one example that would eliminate the pedestrian/traffic safety concern. This would also allow the visitors to have a closer look at the fish. Traffic would also not be delayed as drivers are no longer wondering "What are all of the people looking at?" 	Project Description/Alternatives
12	Klang, Edy	Historic value of Fanny Bridge.	Cultural Resources
12	Klang, Edy	Businesses would be affected by this project, which includes all of Tahoe City to Kings Beach. Many jobs would be lost and tax dollars for our State, County and local governments.	Does not raise an environmental issue
12	Klang, Edy	The numbers that have been presented were from studies done almost 10 years ago. Since then, Squaw Valley and Northstar have developed villages which have diluted tourism in and out of the surrounding areas. Businesses have been struggling to stay afloat in this area.	Traffic/Transportation
12	Klang, Edy	I don't want to see my tax dollars spent on a bridge and roundabouts that are not needed. Needed retrofitting can be done without additional dollars spent on unnecessary projects like this one.	Purpose and Need
12	Klang, Edy	I don't want the eyesore of a new bridge in our quaint town of Tahoe City.	Visual/Aesthetics
12	Klang, Edy	The traffic congestion is overstated. Congestion occurs for a few weeks during the summer months, but constructing a four-lane bridge that would filter into two would only increase the problem.	Traffic/Transportation
12	Klang, Edy	This is not "revitalization". This would be destruction.	Does not raise an environmental issue
12	Klang, Edy	I am hopeful that someone on your staff can look into this and help with our concerns that have fallen on deaf ears of these Nevada based agencies.	Does not raise an environmental issue

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13	Threlfall, William	Traffic analyses in the EIS/EIR should consider the expected impact of the Homewood Mountain Resort adding approximately 316 residential units to Homewood on SR 89. The nearest significant shopping area to Homewood is Tahoe City via Fanny Bridge. Accordingly, an independent traffic analysis assuming completion of the Homewood project should be included in the scope of the SR 89/Fanny Bridge EIS/EIR. Analysis of historic or existing traffic patterns is not sufficient.	Traffic/Transportation
13	Threlfall, William	The Homewood CEP should provide mitigation for the regional traffic impacts associated with these 316 units, and again considering that the nearest significant shopping area to Homewood is Tahoe City, it would be appropriate to apply transportation mitigation funds to the SR 89 Realignment - Fanny Bridge project. The Placer County West Shore General Plan (adopted by Placer County in 1998 but never adopted by TRPA) recommends a policy to "Require development to mitigate their impacts on the transportation system" (p. III-7) and states "The single most effective improvement for relieving congestion (in the Tahoe City area) is the SR 89 bypass" (p. III-9).	n/a – (Comment relates to the Homewood project)
14	Grant, JM	Water clarity and purity will not improve if the project is implemented.	Hydrology and Water Quality
15	Kreling, Renton	Eliminating vehicle travel across Fanny Bridge (as suggested in alternatives other than Alternative 1) would have a negative economic impact. The businesses on both sides of Fanny Bridge, as well as Tahoe City in general, would suffer from not having direct access from the west shore. With the economic sustainability of Tahoe City tenuous at best, this is no time to deliver another blow to its businesses.	Socioeconomics
15	Kreling, Renton	Eliminating vehicle travel across Fanny Bridge (as suggested in alternatives other than Alternative 1) would have a negative impact to transit. The "connectivity" of the new Transit Center would be drastically reduced, if it were located on a "dead end street".	Traffic/Transportation (Transit)
15	Kreling, Renton	Eliminating vehicle travel across Fanny Bridge (as suggested in alternatives other than Alternative 1) would have a negative impact to tourism. In the summer, when traffic congestion is a concern, a large percentage of the vehicles crossing Fanny Bridge are sightseeing tourists who are not familiar with the area. Traveling across Fanny Bridge and having the opportunity to stop and enjoying the dam/bridge area is an important visitor attraction in Tahoe City.	Does not raise an environmental issue

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15	Kreling, Renton	Alternative 6 and 6a would not improve the pedestrian/vehicle conflict at Fanny Bridge.	Project Description/Alternatives
15	Kreling, Renton	Alternative 6 and 6a would negatively impact the value of the dam and the bridge as sightseeing attractions.	Project Description/Alternatives; Visual/Aesthetics
15	Kreling, Renton	Having the new alignment of SR 89 serve as a "relief valve" for traffic across Fanny Bridge makes the most sense in achieving all the stated goals of the project.	Purpose and Need; Project Description/Alternatives; Traffic/Transportation
16	Miller, Mark	Both the bypass/roundabouts plus the ability to drive into Tahoe City to head East or from Tahoe City to head South (Option 1) are needed. However the current connector that is used when turning South when heading into Tahoe City on SR 89 will not be needed. This could be converted to either park/public space and/or be used for parking.	Project Description/Alternatives; Purpose and Need
17	Sweeny, Charlotte	The traffic coming from Sunnyside toward Tahoe City can be very heavy at key times of day.	Traffic/Transportation
17	Sweeny, Charlotte	I really did NOT like the idea of making fanny bridge four lanes. I think that will negatively impact the look and feel of our town.	Visual/Aesthetics
17	Sweeny, Charlotte	Conversely, I did not like the options that completely remove the access to Tahoe City for local traffic via the existing route.	Traffic/Transportation
17	Sweeny, Charlotte	Option 1 looked like the best solution, allowing the bridge to remain open to local traffic while diverting the SR 89 bound drivers.	Does not raise an environmental issue
18	Adams, Amanda, <i>et al</i> (petition)	Include an alternative for review that includes no bypass road, with an upgrade to the Fanny Bridge intersection. This alternative should be presented with a design exception from Caltrans. A design exception would allow for this alternative to be built with minimum impact on the business that borders the highway and the bridge. The Caltrans manual for design standards allows for exceptions of design standards to accommodate local conditions and situations.	Project Description/Alternatives; Purpose and Need
18	Adams, Amanda, <i>et al</i> (petition)	In the case of the current Alternative 1, content should be added to the EIR/EIS that examines specific road signage, digital (GPS) direction and educational programs that will direct people toward Tahoe City, Fanny Bridge, and businesses on the old road.	Project Description/Alternatives; Purpose and Need

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18	Adams, Amanda, <i>et al</i> (petition)	In the case of the current Alternative 1, content should be added to the EIR/EIS that specifically details the ownership, upgrades and responsibilities as it relates to the old road alignment and Fanny Bridge. Additionally, mechanisms must be in place that guarantee that the old road alignment will not be lost after the new SR 89 is constructed.	Project Description/ Alternatives; Purpose and Need
19	Taylor, John Vice President, Bank of the West	Fanny Bridge should be replaced by keeping the bridge and existing SR 89 open to traffic. Not having SR 89 open passed the bridge for local traffic could affect Bank of the West business and future in Tahoe City.	Project Description/Alternatives
20	Evans Hall, Sandy Executive Director, North Lake Tahoe Chamber	Provide a written description of the Cal-Trans requirement for bridge size and what it is based on.	Purpose and Need
21	Park, Scott Owner of The Bridgetender property	Alternative 1 should be modified by constructing a new two-lane bypass bridge in the location suggested, without modifying Fanny Bridge. No roundabouts should be added to the new bypass bridge as they are too intrusive to the Tahoe road system. This modification still generally answers project goals, with a reduced imprint on the environment, taxpayers, and local businesses. It keeps the history of the area relatively undisturbed while relieving pressure points to improve traffic movement. The advantage to the two-lane bridge is it would not be as much of an eye sore as a four-lane bridge, yet it would allow a significant curtailment of vehicular traffic at Fanny Bridge thereby making life easier for non-vehicular traffic to enjoy the Fanny Bridge intersection. Two outlets would appease fire/safety concerns and ease access to the West Shore or the bus depot. The four-lane bridge with roundabouts sets a tone for further transportation development which no one wants to see for aesthetic and pollution reasons.	Project Description/Alternatives
21	Park, Ulla Owner of The Bridgetender property	A four-lane bridge and roundabouts would encourage traffic flow away from Tahoe City; a town that has already been financially wounded by the advent of destination resorts to the north (North Star) and west (Squaw Valley).	Traffic/Transportation
22	Moeller, Tom	Alternative 6A is the only viable solution, for the following reasons: It uses the land in the existing intersection rather than disturbing additional land which is currently being used for recreation and our vital open space and natural scenery. Additionally, roundabouts are effective at moving massive quantities of traffic. A side benefit of the roundabouts is the ability to landscape the center island.	Recreation; Biological Resources; Traffic/Transportation

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		Roundabouts keep traffic moving more consistently than a stop light, which can help reduce automotive emissions. Alternative 6A will not have a detrimental effect by diverting traffic from downtown businesses. Additionally, it works in tandem with the Transit Center.	
22	Moeller, Tom	Fanny bridge isn't necessarily beautiful or unique. Appearance is shabby, it restricts traffic flow, and it is a danger. Replacement with something similar but newer, wouldn't be opposed.	Does not raise an environmental issue
22	Moeller, Tom	Two southbound lanes on SR 89 are not needed.	Purpose and Need
22	Moeller, Tom	Doing something to accommodate traffic coming out of or into Savemart is important.	Traffic/Transportation
23	Sajdak, Deborah	What are the date(s) of the traffic study currently being used to determine project needs?	Traffic/Transportation
23	Sajdak, Deborah	What role does the Homewood Ski Project play in this project, e.g., financially, Ski project approval requirements, etc.	Cumulative Impacts; Project Description/Alternatives
24	Sajdak, Jim	Alternate 5, the do nothing alternate, still needs to undergo an environmental study since some work will be performed over the Truckee River on the existing bridge.	Project Description/Alternatives
24	Sajdak, Jim	Alternate 6 and 6A would require securing private property to expand the number of lanes over Fanny Bridge which is not financially responsible. In alternate 6A access has been cut off from business properties served from the two radius lanes located on the Northeast and Northwest sides of the existing traffic signal North of Fanny Bridge. Alternates 6 and 6A should be removed unless documentation is provided confirming their validity.	Project Description/Alternatives
24	Sajdak, Jim	Provide a current traffic study to justify the need for a bypass / realignment of SR 89.	Traffic/Transportation
24	Sajdak, Jim	Substantiate financially why spending State and local money on a bypass / realignment is necessary in addition to repairing and or replacing Fanny Bridge.	Purpose and Need
24	Sajdak, Jim	Provide fish and wildlife studies as to how the aquatic habitat in the Truckee River and the wildlife in 64 acres will be affected by the construction process and from increased traffic in the area.	Biological Resources
24	Sajdak, Jim	It is assumed that additional lighting will be required on the proposed bridge and associated roundabouts. Provide a night lighting study addressing the increased light levels and light pollution.	Visual/Aesthetics

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24	Sajdak, Jim	Indicate how the snow located on the proposed bridge during the winter months which contains sand and road salts will be keep out of the Truckee River.	Hydrology and Water Quality
24	Sajdak, Jim	All alternates state that Fanny Bridge will be repaired or replaced. Provide written confirmation from Caltrans to support statements made by the TTD that if any work is done to Fanny Bridge the bridge must be widened to four lanes.	Purpose and Need
24	Sajdak, Jim	Provide a seismic study from Caltrans indicating the scope of work required to substantiate replacing the current bridge.	Purpose and Need
24	Sajdak, Jim	Provide the results from a traffic study which looks at traffic flowing South on SR 89 from Squaw Valley through Tahoe City east to Kings Beach when the traffic light turns red, how will this affect the traffic in the roundabout, during peak travel times.	Traffic/Transportation
24	Sajdak, Jim	In the December 28, 2011 Sierra Sun reference was made to a statement by the TRPA that stated "Limiting the amount of land coverage at Lake Tahoe will continue to be a cornerstone of TRPA's plan to protect Lake Tahoe's water quality". Indicate how increasing the land coverage by thousands of square feet for the proposed bypass falls within the cornerstone of TRPA's plan to protect Lake Tahoe.	Hydrology and Water Quality
24	Sajdak, Jim	Provide air quality reports addressing the increased air pollution resulting from sweeping sand used for traction control during the winter months on the proposed bypass roadway.	Air Quality
24	Sajdak, Jim	Provide an economic study as to how the proposed bypass will financially affect the businesses in Tahoe City.	Socioeconomics
24	Sajdak, Jim	Currently there are two areas which result in congestion at the Tahoe City wye. Both areas are located on the North side of Fanny Bridge. One area is the three lanes of traffic merging before entering Fanny Bridge heading South on SR 89. The second is the three lanes merging in front of the Squaw Valley Sport Shop with traffic heading East on SR 28. Indicate how the traffic flow from these two areas of congestion will be alleviated by construction of the proposed bypass.	Traffic/Transportation
24	Sajdak, Jim	Provide information as to how constructing the proposed bypass will better protect the safety of pedestrians on Fanny Bridge.	Traffic/Transportation (pedestrian safety)

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24	Sajdak, Jim	Provide an environmental review on how the size and configuration of the proposed four-lane bypass bridge does not create an environmental eyesore to the forested area.	Visual/Aesthetics
24	Sajdak, Jim	Provide a visitor study that reviews whether the proposed bypass bridge will provide a better visitor experience to the Tahoe City / Lake Tahoe area.	Does not raise an environmental issue
24	Sajdak, Jim	Provide a traffic study to determine if providing the proposed bypass results in less automobile emissions and conforms to the goal of minimizing automobile travel / growth in the Tahoe Basin.	Traffic/Transportation; Air Quality and GHG
24	Sajdak, Jim	Provide environmental information on how the storm water treatment will be improved by adding additional pavement which requires treatment as compared to currently not having any pavement in the proposed area of the bypass. Explain the existing culverts recently installed by Caltrans adjacent to the project site that drain directly from the roadway into the Truckee River.	Hydrology and Water Quality
24	Sajdak, Jim	Provide a list of businesses / residents who are having their commerce and freight mobility needs affected by the lack of a current bypass.	Purpose and Need
24	Sajdak, Jim	Fanny Bridge must remain operational for traffic as it currently functions. This requirement is supported by the scope of work stated in all six alternates which indicates Fanny Bridge will be replaced or repaired. Having a repaired/ replaced Fanny Bridge in addition to a second bypass bridge within a quarter of a mile apart is excessive in the scope of our community.	Purpose and Need
24	Sajdak, Jim	Based on the recommendation from members of both the NTRAC and TRPA (APC) committees a suggestion to contact Caltrans was made requesting that TTD request a variance from a four-lane bridge to a two-lane bridge based on minimal days of increased traffic over Fanny Bridge. Keeping Fanny Bridge as a two-lane bridge and moving the roundabout as part of the proposed bypass to replace the traffic signal at SR 28 and SR 89 has many benefits. (See attachment) The benefits of pursuing this reconfiguration would allow constant traffic flow through the current controlled intersection, allow for the existing radius lanes to still serve as access to the businesses such as the Dam Café and the new Visitor Center to be located at the current Porters Ski Shop, replace the bottle neck areas of three lanes of traffic merging into one lane, minimize any potential financial impact on the businesses of Tahoe City, will not require modification/ relocation of	Project Description/Alternatives

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Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
		the sewer main minimizing any chance of contamination of the Truckee River, leave 64 acres as a recreational site and not spending millions of Local, State and Federal money on the proposed by-pass which is not justified.	
24	Sajdak, Jim	During my review of this project I contacted John Holder and Eric Fredrickson both of Caltrans. John is a project manager and Eric is in charge of structures for our area. John can also refer you to the person (Jim) who works on their traffic studies. Based on my conversation with both members of Caltrans it appeared there was no urgency to seismically upgrade Fanny Bridge, a seismic study has not been completed, and there are individual situations such as the lane reduction through Tahoe Vista and Kings Beach Core that can be reviewed by Caltrans. This proposed reconfiguration is a win-win situation for the Tahoe City businesses, the environment, and any money spent on the project can be justified.	Purpose and Need; Project Description/Alternatives
ORAL COMMENTS RECEIVED DURING SCOPING MEETINGS			
North Tahoe Regional Advisory Council (NTRAC) (Thursday, December 8, 2011)			
NTRAC 01	Zumwalt, Scott General Manager of The Bridgetender	Does the new SR 89 have to be a five-lane bridge, like the Fanny Bridge only alternative? If not, why not?	Project Description/Alternatives; Purpose and Need
NTRAC 01	Zumwalt, Scott General Manager of The Bridgetender	Is there a way to keep the existing Fanny Bridge route designated as SR 89, so travelers will continue to access the current road when using maps and GPS?	Project Description/Alternatives
NTRAC 01	Zumwalt, Scott General Manager of The Bridgetender	Not in favor of having Fanny Bridge closed to vehicular traffic, or having a cul-de-sac. Concerned with visibility for businesses.	Does not raise an environmental issue
NTRAC 02	Davis, Gary Tahoe City Downtown Association Board	Is an economic analysis being conducted for the EIR/EIS/EA? An economic analysis is important.	Socioeconomics
NTRAC 02	Davis, Gary Tahoe City Downtown Association Board	How would the project serve as a Gateway to Tahoe City, recognizing it is far from the existing businesses?	Project Description/Alternatives; Visual/Aesthetics
NTRAC 03	Sajdak, Jim	Some of the information in the project documents is misleading, including the number of bicyclists and the bicycle safety issues.	Traffic/Transportation
NTRAC 03	Sajdak, Jim	Do all the alternatives include fixing Fanny Bridge? More time should be spent with Caltrans regarding the priority of fixing Fanny Bridge. Other bridges are getting old, too. Do we need five-lane bridges all the way down the West Shore?	Purpose and Need
NTRAC 03	Sajdak, Jim	My preference is not to create a large-city feeling. The size of these improvements will be an eyesore.	Visual/Aesthetics

**Table 2. Environmental Issues Raised During the NOP Scoping Period
December 2, 2011 – January 30, 2012**

Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
NTRAC 03	Sajdak, Jim	Commenter relayed a conversation he had with Fire Chief Duane Whitelaw regarding the project. He stated that the Fire Chief said, "All I heard was that the bridge was going to fall down."	Does not raise an environmental issue
NTRAC 04	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	A bypass is not desirable. The bypass will short-cut traffic to Tahoe City, taking needed business traffic away from downtown. The new Tahoe City Gateway will become the Caltrans Maintenance Yard, which is not appealing. We don't have the degree of congestions that requires this project. The project is not needed.	Purpose and Need
NTRAC 04	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	Only one alternative keeps the existing bridge open. Is this because of coverage removal? The old bridge should remain open for emergency access and business access in all alternatives. There should be just two choices: bypass or no bypass.	Project Description/Alternatives
NTRAC 04	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	The town is split down the middle on this project.	Does not raise an environmental issue
NTRAC 04	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	If people put Tahoe City into their GPS they may be rerouted to Emerald Bay. and will bypass Tahoe City.	Does not raise an environmental issue
NTRAC 04	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	Not in favor of having Fanny Bridge closed to vehicular traffic, or having a cul-de-sac. Concerned with visibility for businesses.	Does not raise an environmental issue
NTRAC 04	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	What is the position of the League to Save Lake Tahoe?	Does not raise an environmental issue
NTRAC 05	Widerader, Dave	What happens when the bridge is given to the County? Will the bridge rehabilitation burden need to be taken up by the County, too?	Project Description/Alternatives
NTRAC 05	Widerader, Dave	Are five lanes really needed to keep the existing bridge? Caltrans has backed away from their standards in other communities, so this issue should be pushed more.	Purpose and Need
NTRAC 05	Widerader, Dave	In favor of keeping the bridge open.	Does not raise an environmental issue
NTRAC 06	Sprague, Marguerite North Lake Tahoe Historical Society	My organizational members (700 people) are concerned that Fanny Bridge will disappear from view if the highway is moved. Can a reasonable analysis be done on how any changes will affect the commercial corridors?	Cultural Resources; Visual/Aesthetics; Socioeconomics

**Table 2. Environmental Issues Raised During the NOP Scoping Period
December 2, 2011 – January 30, 2012**

Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
NTRAC 06	Sprague, Marguerite North Lake Tahoe Historical Society	Disappointed that there would be no comparable analysis (about the effects on businesses) to another town like Tahoe City that implemented a re-alignment or something similar to the Fanny Bridge Project.	Socioeconomics
NTRAC 07	Simpson, Marty Tahoe City Lumber Company	Is there any plan that leaves the intersection as it is (keeping the sweeping free right turns)?	Project Description/Alternatives
NTRAC 07	Simpson, Marty Tahoe City Lumber Company	The downtown fire station is relocating near the SR 89 roundabout. Alternative 1 is the only one that allows two emergency accesses to the West Shore, correct? There needs to be two clear emergency accesses. During an emergency, there is no time for removal of bollards, so that option is not safe.	Hazards/Hazardous Materials (emergency access)
NTRAC 07	Simpson, Marty Tahoe City Lumber Company	Several study topics looked like great goals for the document, but why would TTD put the transit station at its site, if those environmental sensitivities were so critical.	n/a – (Transit Center comment, rather than proposed project)
NTRAC 07	Simpson, Marty Tahoe City Lumber Company	Mr. Simpson has not decided his stance yet. If we leave the intersection near Save Mart as it is, can we keep the left and right hand free turns?	Project Description/Alternatives
NTRAC 07	Simpson, Marty Tahoe City Lumber Company	Speaking as a 20+ year fire fighter, Mr. Simpson stated that in a time of emergency, removing bollards would not happen quickly enough.	Hazards and Hazardous Materials (emergency access)
NTRAC 07	Simpson, Marty Tahoe City Lumber Company	If the concern is about emissions, why put the transit center where it is?	n/a – (Transit Center comment, rather than proposed project)
Tahoe Transportation District (Friday, December 9, 2011)			
TTD 01	Cullen, Leigh Ann Resident	When I look at the documents, it appears that the bypass is a forgone conclusion. Maybe the community would prefer putting up with congestion, rather than building a new highway through the forest. This should be the community's choice. An alternative should be just fixing Fanny Bridge as it is. If the bypass is a done deal, the question should be changed to "bypass with Fanny Bridge" or "bypass without Fanny Bridge."	Project Description/Alternatives
TTD 02	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	It seems that the community is not aware that in four of five alternatives, the community will lose the Fanny Bridge segment for local traffic. Local residents on the west shore will have to take a very circuitous route. The objectives would not be met by those alternatives, such as two emergency access routes. TTD needs to emphasize that the local route will be lost in most of the alternatives.	Project Description/Alternatives

**Table 2. Environmental Issues Raised During the NOP Scoping Period
December 2, 2011 – January 30, 2012**

Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
TTD 02	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	The concept of placing a bike trail under the new bridge over the Truckee River will be very challenging because it is a navigable water and floodway. How high will the bridge be? Will there be enough clearance?	Project Description/Alternatives
TTD 03	Zumwalt, Scott General Manager of The Bridgetender	What makes the community nervous is there is only one alternative that keeps the Fanny Bridge segment open.	Project Description/Alternatives
TTD 04	Anonymous	The project is wasteful. Why can't you widen the existing bridge? There is existing congestion through Tahoe City that is not going to the west shore. Do not pave over the 64-acre tract.	Project Description/Alternatives; Purpose/Need
TRPA Advisory Planning Commission (APC) (Wednesday, January 11, 2012)			
APC 01	Kahn, Roger Owner of two parcels at the Wye (100 and 140 N. Lake Blvd)	In all of the alternatives I didn't see access to my property by vehicles. I would like to know how I will interface – and this is probably a concern of most of people who own property at the Wye. Nobody spoke with them about how this would work. Enhancing the economics at Tahoe City as a main priority is a concern – how will closing access to my property enhance the economics of my property? I would like someone to get in touch with me to explain how all of these alternatives would work with me. If you close the road it is a huge economic consideration to all of us in that part of Tahoe City and I would hope you would not do it. I oppose Alternative 1.	Project Description/Alternatives; Socioeconomics
APC 02	Cullen, Leigh Ann Resident	Alternatives 6 and 6a make this a better and more complete document. I would ask that those be considered for a design exception with Caltrans not to build five lanes.	Project Description/Alternatives
APC 02	Cullen, Leigh Ann Resident	With all alternatives, even with bypass we may not improve LOS during the three weeks out of the summer when it is poor.	Traffic/Transportation
APC 02	Cullen, Leigh Ann Resident	Alternative 1 with the retention of the old SR 89 needs some guaranteed mechanism to be sure the road is properly maintained by Placer county.	Project Description/Alternatives
APC 03	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	Wouldn't two roads better relieve congestion, improve local access, and provide better emergency access, etc.?	Traffic/Transportation; Project Description/Alternatives
APC 03	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	The alternatives that close the road would create additional travel time for locals in the area. Why do most of the alternatives have the road closed? Let's have some plans that keep the road open. In the last few years the longest wait in July and August has been 30 minutes. We should consider stoplights and/or cross-walks as alternatives for traffic congestion control and pedestrian safety.	Traffic/Transportation; Project Description/Alternatives

**Table 2. Environmental Issues Raised During the NOP Scoping Period
December 2, 2011 – January 30, 2012**

Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
APC 03	Courcier, Richard Property owner – River Grill, Truckee River Rafting, Dam Café	The bridge is a permanent change, whereas other types of changes could be seasonal. There is only a 6-week period of high congestion – living with the bridge 365 days/year is not what I want. Other options are better.	Project Description/Alternatives
APC 04	Sajdak, Jim Resident	Are Alternatives 6 and 6a really viable? My concern is they are not and are put here just to please the public.	Project Description/Alternatives
APC 04	Sajdak, Jim Resident	Alt 6 and 6a are cutting into the right-of-way and easement rights of The Bridgetender.	Project Description/Alternatives
APC 04	Sajdak, Jim Resident	A three-lane roadway merging to a one-lane roadway needs to be looked at.	Traffic/Transportation
APC 04	Sajdak, Jim Resident	Location of roundabout by Tahoe City lumberyard will not work – traffic is coming from ski areas. As traffic backs up it will plug up that roundabout. Over Christmas I saw no back up at all coming over Fanny Bridge except in the three-lane to one-lane merge.	Project Description/Alternatives; Traffic/Transportation
APC 04	Sajdak, Jim Resident	A four-lane bridge through the 64 acres is an environmental and aesthetic nightmare.	Visual/Aesthetics
APC 04	Sajdak, Jim Resident	Traffic study is old and needs to be updated.	Traffic/Transportation
APC 04	Sajdak, Jim Resident	Regarding pedestrian safety – drop a walkway down under the bridge.	Project Description/Alternatives
APC 05	Zumwalt, Scott General Manager of The Bridgetender	Traffic study in 2003 and environmental study (including economic study for businesses) should be provided.	Traffic/Transportation; Socioeconomics
APC 05	Zumwalt, Scott General Manager of The Bridgetender	If both roads are kept open, help the community with signage, GPS, etc., to keep traffic directed towards town.	Project Description/Alternatives
APC 06	Hale, Elizabeth Resident	The 64-acres parcel is a misnomer, because the Transit Center takes up some area, so land for recreation is reduced. We want to retain the remaining land for recreation.	Recreation
APC 06	Hale, Elizabeth Resident	I understand Homewood developer is putting money into this project – what happens if there is a slowdown in the Homewood project?	Does not raise an environmental issue
APC 06	Hale, Elizabeth Resident	Traffic studies – A certain company did these over and over. For Homewood, Friends of the West Shore did their own study and came up with different results. I am concerned with the same traffic consultant being used over and over with different results.	Traffic/Transportation
APC 07	Kreul, Sharina Vice President of Bank of the West in Tahoe City	The bank would be affected by closing Fanny Bridge – we want to make sure that bridge does not close. It would be devastating for all businesses if it closed.	Socioeconomics

**Table 2. Environmental Issues Raised During the NOP Scoping Period
December 2, 2011 – January 30, 2012**

Letter Number	Name of Author	Environmental Issue	EIR/EIS/EA Chapter(s) Addressing Comment
APC 08	Park, Ulla Owner of The Bridgetender property	My family owns the property of The Bridgetender. This is the first time I've seen Alternative 6 and 6a – this is taking some of the property of The Bridgetender, which I need to hear more about. What is the vision for the road if it is kept open?	Project Description/ Alternatives
APC 09	Beal, Marcia General Manager of Tahoe Truckee Sanitation Agency (TTSA)	We collect sewage at the Caltrans maintenance yard location. There is a 42-inch diameter sewer collector line at MH1 going down to a 30-inch diameter line at MH2. Based on the NOP, we superimposed this line over the project roundabout graphic. This interceptor is a gravity sewer. How is the easement from Caltrans affected by this? The reference to the sewer line in the NOP notes impacts for the sewer line as treated effluent. This is actually raw, not treated.	Utilities and Service Systems; Project Description/Alternatives
APC 10	Smith, Jeff Consultant engineer with CH2M Hill for TTSA	All flow of sewage would have to be bypassed during construction. This is all going to take a lot of room. Also, we would prefer not relocating this. The manholes will be right in the traffic lanes. This creates an access problem due to frequent need to get to them for access to the flow meters. With manholes in the roadways, snow plows can knock these off, which increases flow and can cause flow into the Truckee River. There is only a certain amount of flow this pipe can contain. A huge issue with the bridge is the abutments. These abutments go deep and could affect the line, resulting in sewage into the Truckee River. Relocation of the line that makes the line longer might affect flow as it gets flatter. If it needs to go deeper that can affect hydrology. The close proximity of this to the Truckee River and risk associated with spills during construction is high. Cost to mitigate risk to River could be \$400,000-\$500,000.	Utilities and Service Systems; Project Description/Alternatives; Hydrology/Water Quality

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Appendix A

Notice of Preparation

TAHOE TRANSPORTATION DISTRICT
P.O. Box 499
128 Market Street, Suite 3F
Zephyr Cove, NV 89448
(775) 589-5500
Fax: (775) 588-0917



TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
128 Market Street
Stateline, Nevada 89449-5310
(775) 588-4547
Fax: (775) 588-4527



This notice is being issued jointly by the Tahoe Regional Planning Agency (TRPA) and the Tahoe Transportation District (TTD) in preparation of a joint TRPA Environmental Impact Statement (EIS) and California Environmental Quality Act (CEQA) Environmental Impact Report (EIR).

NOTICE OF PREPARATION

To: California State Clearinghouse
Responsible Agencies
Trustee Agencies
Other Interested Public Agencies
Interested Parties and Organizations
Affected Property Owners (within 300 feet of the project boundary)

Subject: **Notice of Preparation of a TRPA Draft EIS and CEQA Draft EIR for the State Route (SR) 89 /Fanny Bridge Community Revitalization Project**

Lead Agencies:

TTD
P.O. Box 499
Zephyr Cove, NV 89448

TRPA
P.O. Box 5310
128 Market Street
Stateline, NV 89449-5310

Contact: Alfred Knotts
Transportation Project Manager
Phone: (775) 589-5503
Fax: (775) 588-0917
Email: aknotts@tahoetransportation.org

Contact: Brian Judge
Principal Environmental Specialist
Phone: (775) 589-5262
Fax: (775) 588-4527
Email: bjudge@trpa.org

Project Title: State Route (SR) 89 /Fanny Bridge Community Revitalization Project

Project Location: The project site is located within the immediate vicinity of Truckee River Bridge # 19-0033 (locally known as the "Fanny Bridge") in Tahoe City, Placer County, California.

Project Overview: The SR 89 /Fanny Bridge Community Revitalization Project would include construction of a new bridge over the Truckee River, repair or replacement of Fanny Bridge, and various other improvements to address the following project objectives:

- ▲ Improve connectivity, reliability, travel times and operations of public transportation modal concepts, including increased mobility and safety of bicycles and pedestrians;
- ▲ Relieve existing congestion on SR 89 and improve vehicle mobility for commerce needs and a better resident and visitor experience;
- ▲ Improve traffic safety, traffic operations, and emergency access on SR 89 and SR 28, which includes the river crossing (Fanny Bridge) and associated intersections;
- ▲ Improve highway freight mobility and commerce needs;
- ▲ Improve the river crossing's structural integrity (Fanny Bridge) and resolve safety and community concerns about the cultural values related to the historic Fanny Bridge;

- ▲ Make public transportation more effective with better connectivity, reliability, and travel times;
- ▲ Provide two viable emergency evacuation routes from the Lake Tahoe West Shore communities; and
- ▲ Reduce vehicle emissions and improve stormwater treatment.

Four action alternatives and a no-action alternative will be evaluated in the EIS/EIR. TRPA and TTD are initiating preparation of an EIS/EIR for the SR 89/Fanny Bridge Community Revitalization Project. This document is an EIS prepared by TRPA pursuant to the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure and an EIR prepared by TTD pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). It is anticipated that an Environmental Assessment (EA) will be prepared by the California Department of Transportation (Caltrans) (under National Environmental Policy Act (NEPA) delegation authority from the Federal Highway Administration (FHWA)) pursuant to NEPA (42 U.S. Code 4321 – 4347), the Council on Environmental Quality's Regulations Implementing NEPA (40 Code of Federal Regulations [CFR] 1500 – 1508), FHWA Environmental Impact and Related Procedures (23 CFR 771), and the Caltrans Standard Environmental Reference. This notice meets the TRPA and CEQA noticing requirements for a Notice of Preparation (NOP). Public notice of scoping is not required for an EA.

A brief description of the alternatives likely to be evaluated in the EIS/EIR and a summary of the probable environmental effects of the proposed project are available for review on the TRPA website at: www.trpa.org, and on the TTD website at: www.tahoetransportation.org.

Public Scoping: The purpose of this NOP is to solicit views of interested persons, organizations, and agencies as they relate to the scope and content of the information to be included and analyzed in the EIS/EIR. Agencies should comment on the elements of the environmental information that are relevant to their legal authority and statutory responsibilities in connection with the project.

The designated public scoping period will extend for 60 calendar days beginning on December 2, 2011 and concluding on January 30, 2012. Comments would be most helpful if received within this 60-day scoping period. Please send your comments and contact information to Alfred Knotts, TTD Project Manager, by mail, fax, or email to the address shown above. Comment letters should include the name of a contact person at your agency or organization. Additional information on the SR 89/Fanny Bridge Community Revitalization Project may be obtained at www.tahoetransportation.org.

Three public scoping meetings will be held to provide the opportunity to learn more about the SR 89 /Fanny Bridge Community Revitalization Project and to receive comments from the public and other interested parties and agencies regarding the issues that should be addressed in the EIS/EIR. The scoping meetings will be held as follows:

Thursday, December 8, 2011

Beginning at 6:00 p.m.

North Tahoe Regional Advisory Council (NTRAC)
Tahoe City Public Utility District - Board Room
221 Fairway Drive
Tahoe City, CA 96145

Friday, December 9, 2011

Beginning at 9:30 a.m.

Tahoe Transportation District
Granlibakken Conference Center
725 Granlibakken Rd.
Tahoe City, CA 96145

Wednesday, January 11, 2012

Beginning at 9:30 a.m.

TRPA Advisory Planning Commission (APC)
Tahoe Regional Planning Agency - Board Room
128 Market Street
Stateline, NV 89449

The TRPA APC and TTD meetings will begin at 9:30 a.m. while the NTRAC meeting will begin at 6:00 p.m.; however, the scoping agenda item for the proposed project is not time certain. Please refer to the agendas posted at www.trpa.org, www.tahoetransportation.org, and www.placer.ca.gov within one week of the meetings for updated information.

If you have further questions or require additional information, please contact Alfred Knotts at TTD by mail, fax, or email at the address shown above.

STATE ROUTE 89/FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT

PROJECT OVERVIEW AND LOCATION

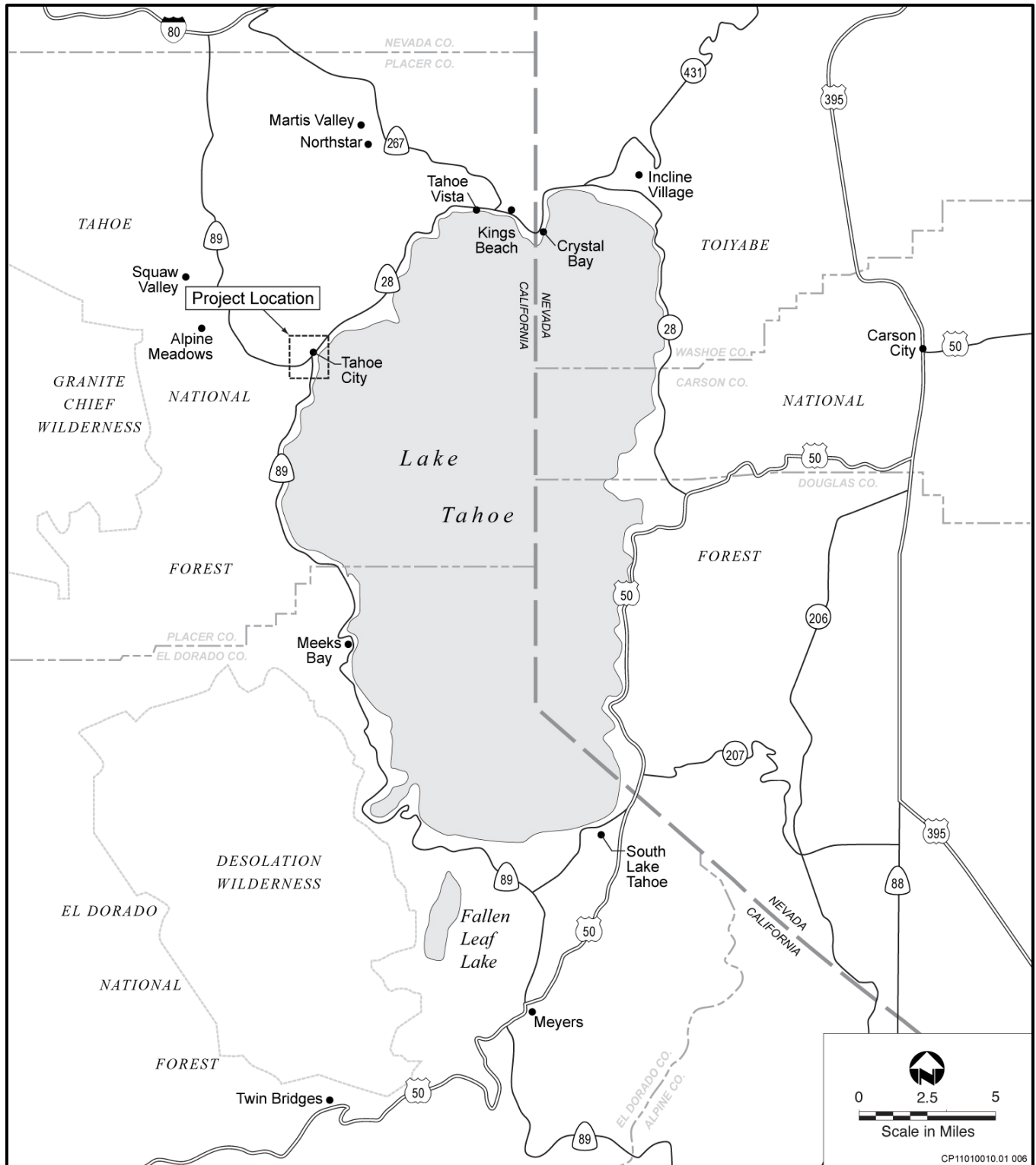
The proposed State Route (SR) 89/Fanny Bridge Community Revitalization Project study area is located within the vicinity of Truckee River Bridge #19-0033 (Fanny Bridge) in Tahoe City, Placer County, California. In the Tahoe City area, SR 89 is primarily a two-lane roadway built to rural design standards. At the southwest end of the Tahoe City commercial area, SR 89 intersects with SR 28 at a signalized intersection locally referred to as the North Tahoe “Wye” (see Exhibit 1).

The Tahoe Transportation District (TTD) is proposing improvements around the existing Fanny Bridge to relieve traffic congestion, improve bicycle and pedestrian circulation, and address the structural deficiencies of the bridge. The project would involve the repair or replacement of Fanny Bridge, construction of a new bridge across the Truckee River to the south, and construction on SR 89 north of Granlibakken Road to northwest of Fairway Drive and on SR 28 from just to the east of the SR 89/28 intersection to the SR 89/28 intersection, and possible construction in an open wooded area south and west of SR 89 known as the 64-acre Tract.

PROJECT PURPOSE AND NEED

The purpose of this project is to reduce congestion and improve the safety and operations of the SR 89/28 intersection in Tahoe City by addressing present and future automobile travel demand, pedestrian and bicycle mobility, public transit needs, the structural integrity of Fanny Bridge, and emergency access to the Lake Tahoe West Shore communities in the Fanny Bridge vicinity. The project will fulfill the following specific needs:

- A. Degraded traffic operation along SR 89 within the project area during summer peak periods is currently at an unacceptable Level of Service (LOS) “F” for northbound traffic. It should be noted that some or all concepts developed may not improve LOS to levels normally considered acceptable to one or more agencies’ criteria. The project has physical and environmental constraints that limit the opportunity for substantial LOS improvement; i.e., roadway lane additions on SR 28 or 89 would not be feasible or advisable because the existing roadway system around the North and West Shores of Lake Tahoe is predominately a two-lane highway and agency plans do not envision adding vehicular lanes.
- B. Bike/pedestrian/transit facility connectivity is lacking within the project area and across the Truckee River. Currently, bike/pedestrian/vehicle conflicts occur at Fanny Bridge due to the proximity of bicycles and pedestrians to traffic lanes and pedestrians crossing the highway. This impacts pedestrian and bicycle safety and causes vehicle operations to operate at an unacceptable LOS during peak summer hours. SR 89 bisects U.S. Forest Service land that prevents the public from having a reasonable level of access to public land that fronts the lake adjacent to the project area.
- C. Intermodal connectivity is lacking between vehicles, transit, bicycles, and pedestrians. Currently there is insufficient parking and access for recreational activities and transit. The new bus Transit Center will accommodate existing bicycle and pedestrian paths, but those paths have limited connections east across SR 89 to access Lake Tahoe and Tahoe City. Those path connections are limited by the existing SR 89, because it supports the primary vehicular roadway circling the lake and does not provide adequate width for pathways additional to the vehicle travel lanes.
- D. Structural condition of Fanny Bridge (Truckee River Bridge, Bridge No. 19-0033) structure has degraded. The existing structure has a bridge sufficiency rating of 52.7 and is classified as



Source: Adapted by Ascent in 2011

Exhibit 1 **SR 89/Fanny Bridge Community Revitalization Project – Regional Location Map**

“structurally deficient.” The existing structure also does not meet current seismic design standards and is potentially vulnerable to failure in an earthquake. Design considerations address present and future automobile travel demand, pedestrian and bicycle mobility, public transit needs, the structural integrity of Fanny Bridge, and emergency access to the West Shore communities within the Fanny Bridge area.

PROJECT OBJECTIVES

The project is intended to achieve the following objectives:

- ▲ Relieve existing congestion on SR 89 and improve vehicle mobility for commerce needs and a better resident and visitor experience;
- ▲ Improve traffic safety, traffic operations, and emergency access on SR 89 and SR 28, which includes the river crossing (Fanny Bridge) and associated intersections;
- ▲ Improve connectivity, reliability, travel times and operations of public transportation modal concepts, including increased mobility and safety of bicycles and pedestrians;
- ▲ Improve highway freight mobility and commerce needs;
- ▲ Improve the river crossing’s structural integrity (Fanny Bridge) and resolve safety and community concerns about the cultural values related to the historic Fanny Bridge;
- ▲ Make public transportation more effective with better connectivity, reliability, and travel times;
- ▲ Provide two viable emergency evacuation routes from the Lake Tahoe West Shore communities; and
- ▲ Reduce vehicle emissions and improve stormwater treatment.

ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

Fanny Bridge serves as the main artery for vehicles, cyclists, and pedestrians to enter and exit Lake Tahoe’s West Shore to Tahoe City and/or Truckee. Fanny Bridge is currently the only vehicular bridge crossing the Truckee River that provides access to the west shore from the north. This bridge provides one 12-foot lane in each direction with a five-foot wide shoulder on the west side and three-foot wide shoulder and a five-foot sidewalk on the east side. During peak summer months, there is an average of 22,300 vehicles per day and approximately 400 cyclists and pedestrians per hour. Fanny Bridge congestion continues to deteriorate due, in part, to high (and growing) traffic during peak vacation times. Pedestrian, cyclists and drivers are also affected by the extreme congestion heading into Tahoe City along the West Shore (SR 89) and at the southwest end of town. In addition, vehicle, bicycle and foot traffic disturbs topsoil, which can erode and enter the lake; and, emissions from idling vehicles also affect air and water quality.

The project site is bounded by commercial and industrial facilities, but much of the site lies within a public open space with native vegetation (64-Acre Tract owned by the U.S. Forest Service). The land uses in the vicinity of the project site include single-family residential, visitor accommodations (hotel/motel), public utilities, commercial uses, and industrial uses. A Caltrans maintenance yard is located at the western end of the project site. The Truckee River Bike Trail is adjacent to the maintenance yard, parallel to SR 89. The project area is nearly level but includes scattered depressions as well as the incised channel of the Truckee River. The project site is located at an elevation of approximately 6,300 feet above mean sea level. Much of the project area is on land that was, in part, previously developed but that has been restored to native vegetation and is used as a park. Vegetation in the project area consists primarily of open Jeffrey pine forest and montane riparian scrub. Non-vegetated areas include the channel of the Truckee River and developed areas.

ALTERNATIVES

There are five alternatives considered for implementation of the project, including four action alternatives and a no-action alternative. Exhibits 2 through 5 illustrate each action alternative. A brief description of these alternatives follows below.

ALTERNATIVE 1 – PROPOSED ACTION

Under Alternative 1, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 and Fanny Bridge would become a local street and there would be no change in access to existing recreational parking areas from the existing SR 89. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 2).

ALTERNATIVE 2

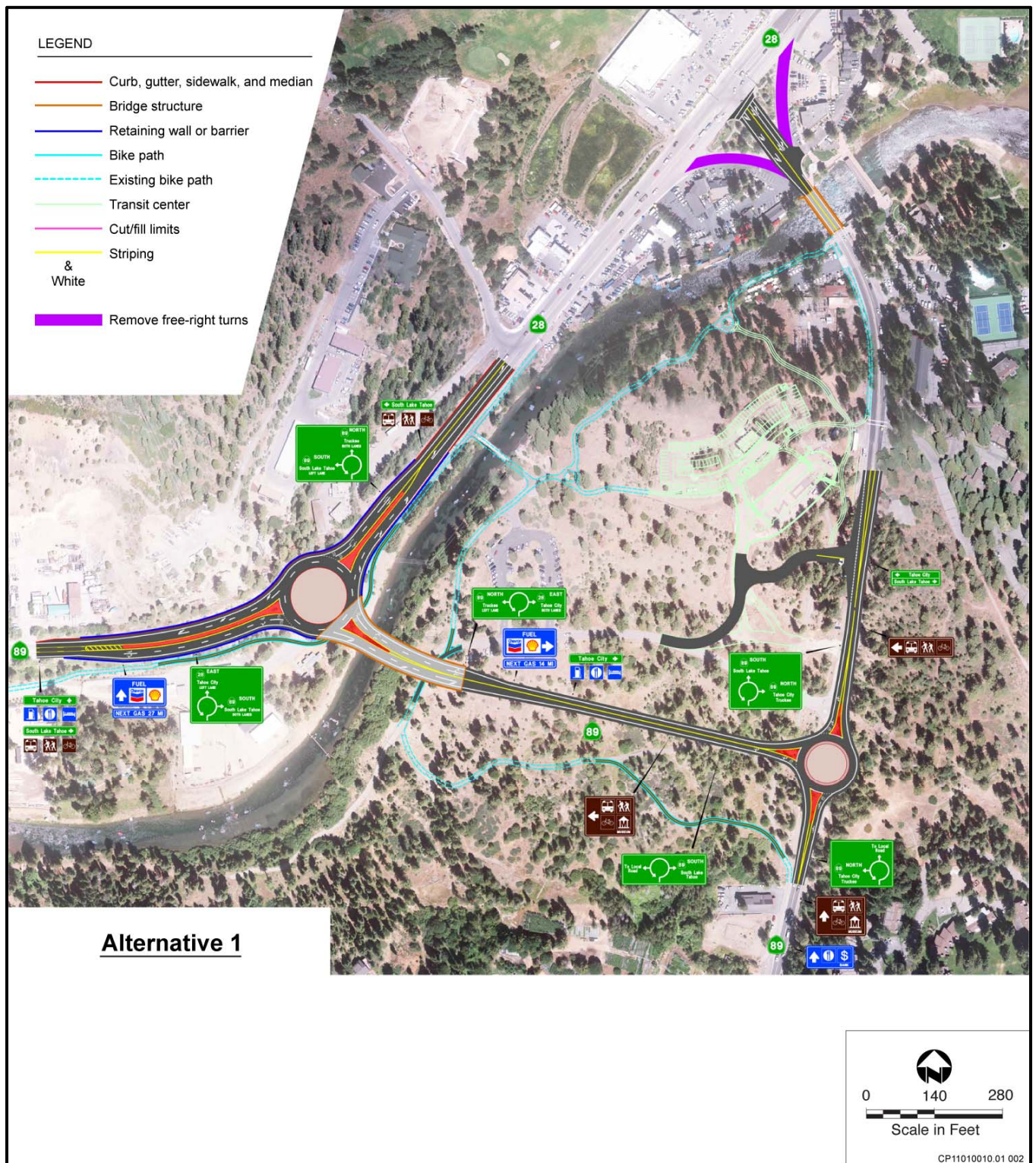
Under Alternative 2, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 and Fanny Bridge would be used for pedestrians, bicycle, and emergency access, and would be closed to all other traffic. There would be no change in access to existing recreational parking areas from the existing SR 89. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 3).

ALTERNATIVE 3

Under Alternative 3, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 would be turned into a cul-de-sac on the southern side of the bridge and only provide for local access. SR 89 would be closed to vehicle traffic between the existing recreational parking access and the Tavern Shores driveway. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 4).

ALTERNATIVE 4

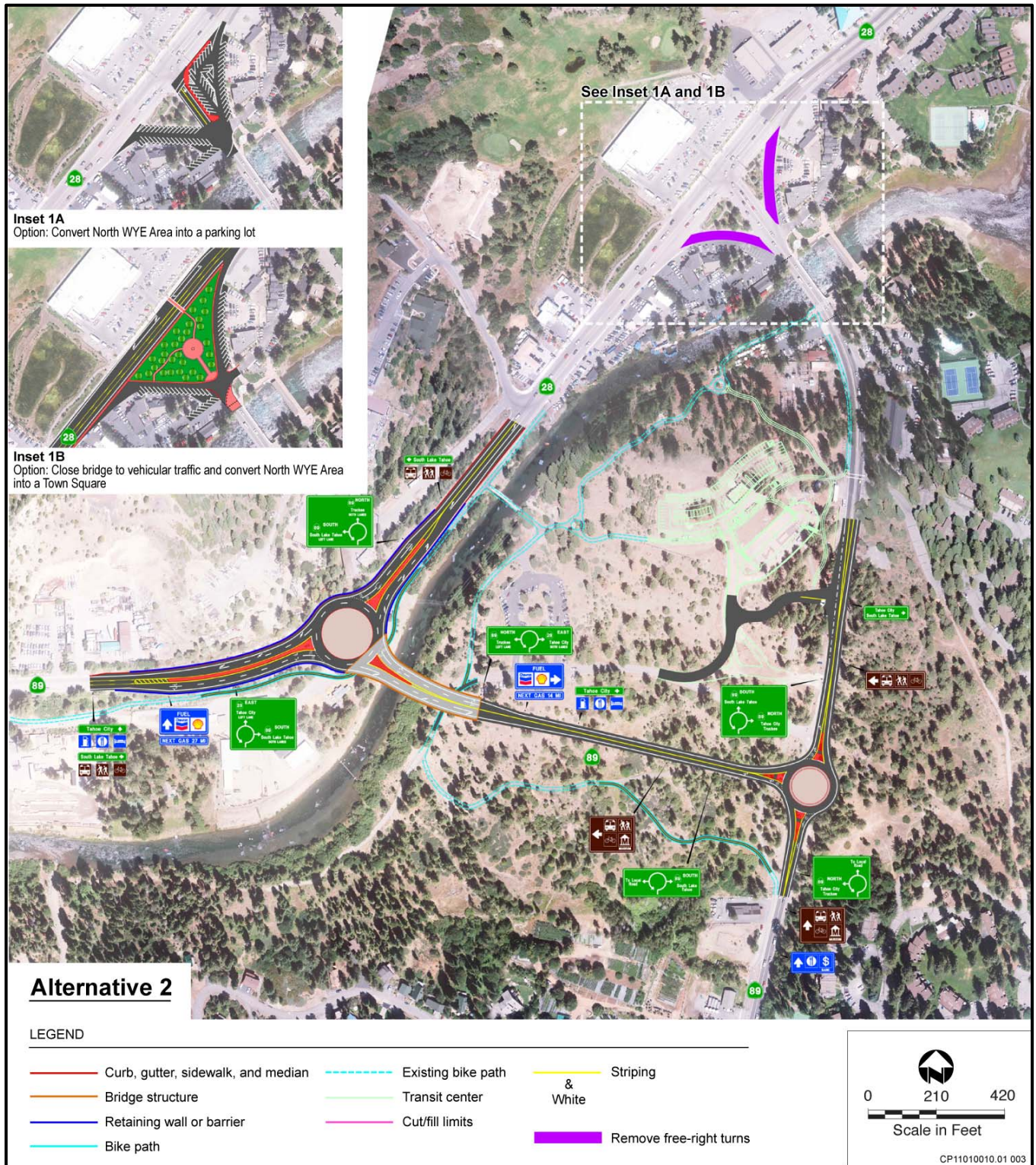
Under Alternative 4, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a signalized intersection at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a sweeping curve at the southern end of the new SR 89 alignment. The existing SR 89 would be turned into a cul-de-sac on the southern side of Fanny Bridge. SR 89 would be closed to vehicle traffic between the existing recreational parking access and the Tavern Shores driveway. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 5).



Source: Adapted from Wood Rodgers 2011

Exhibit 2

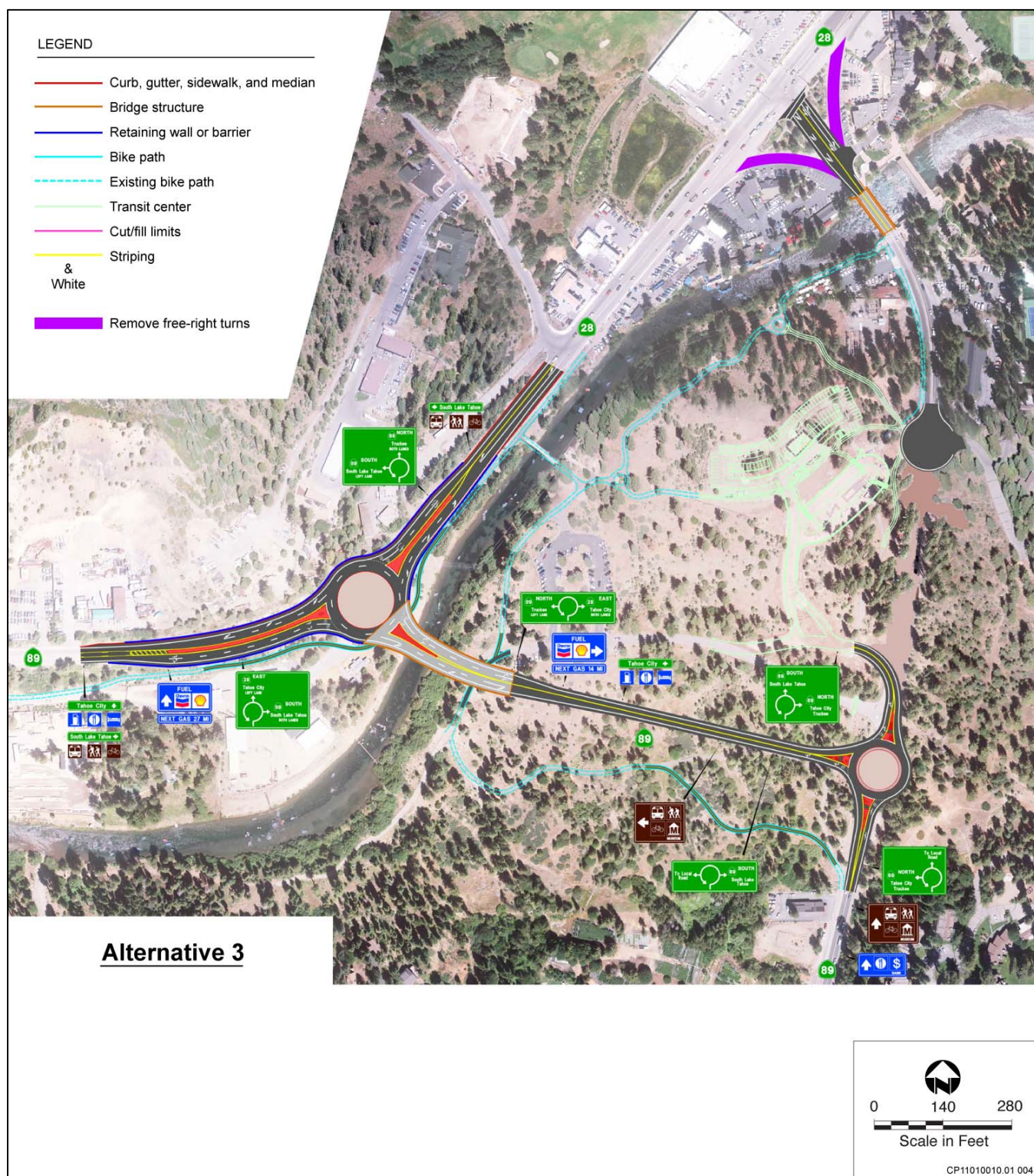
Alternative 1



Source: Adapted from Wood Rodgers 2011

Exhibit 3

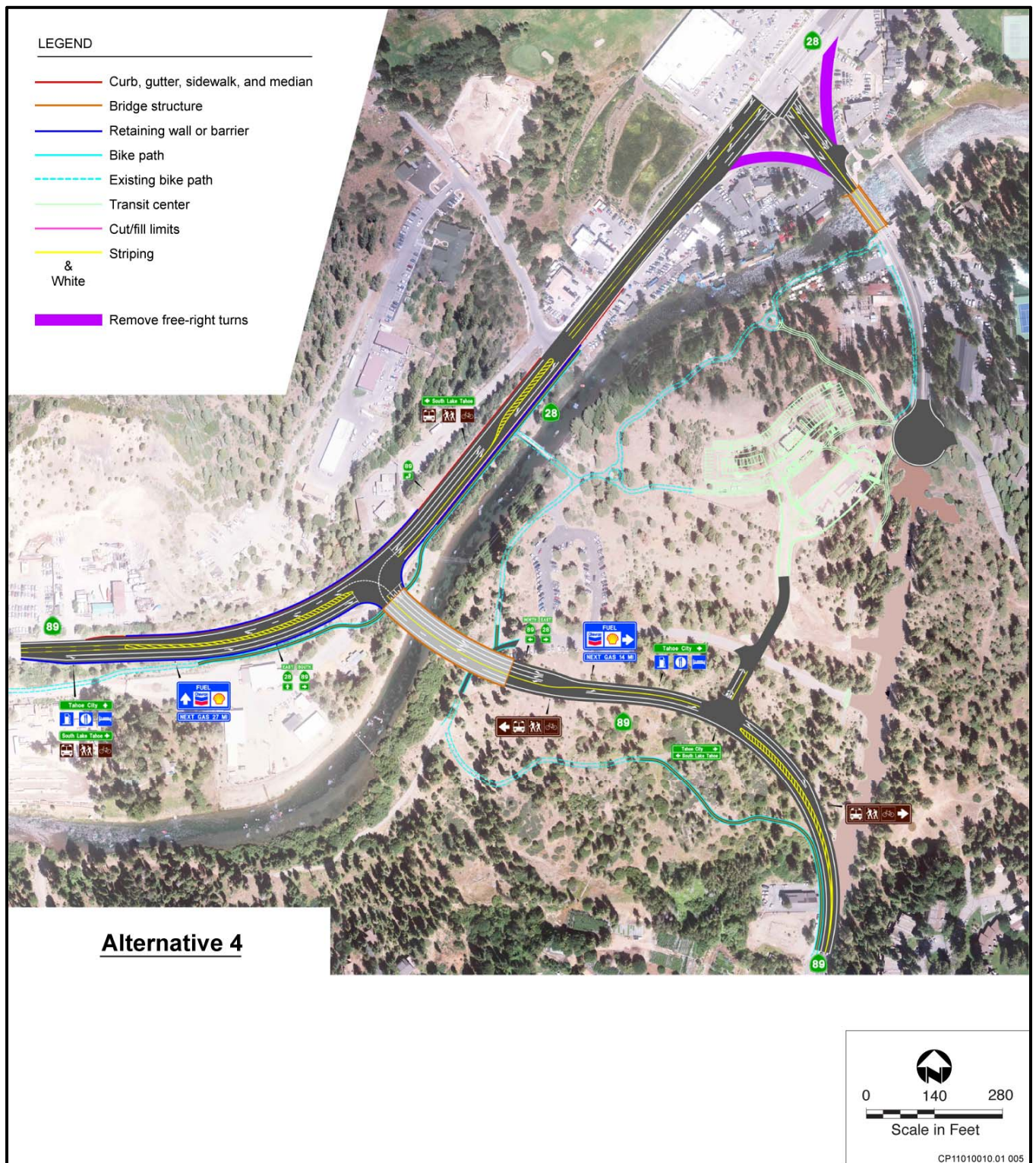
Alternative 2



Source: Adapted from Wood Rodgers 2011

Exhibit 4

Alternative 3



Source: Adapted from Wood Rodgers 2011

Exhibit 5

Alternative 4

ALTERNATIVE 5 (NO PROJECT/NO ACTION)

Alternative 5 is the No Project/No Action Alternative. The project would not be constructed, and existing conditions on the project site would remain.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER EVALUATION

An additional alternative was considered during the initial planning for the SR 89/Fanny Bridge project. This alternative is described below.

Replace and Widen Existing Bridge, Provide Pedestrian Undercrossing. This alternative would replace the existing Fanny Bridge with a new three span structure widened by approximately 23 feet in the downstream direction. Widened sidewalks on both sides would be separated from traffic lanes with reinforced concrete barrier rails. A pedestrian/bicycle underpass would be provided on the south side of the bridge, with stairs and ramps connecting existing trails. Reinforced concrete barrier rails would be constructed on each side of SR 89 to discourage at-grade pedestrian/bicycle crossing. This alternative did not meet the purpose and need of the project because the pedestrian undercrossing would be closed during high river flows in early summer when there is corresponding heavy pedestrian activity, thereby reducing any benefit to the level of service at the intersection. This alternative would have resulted in substantial impacts to property owners because of the large footprint needed to meet Caltrans standards for design and level of service.

POTENTIAL ENVIRONMENTAL EFFECTS

The following subject areas include potential environmental effects that will be analyzed in the EIS/EIR/EA.

Land Use. Land use impacts to be addressed in the EIS/EIR/EA include changes to onsite uses, community character, compatibility with adjacent land uses, and development outside the urban boundary. The EIS/EIR/EA will also address consistency with the Tahoe City Community Plan, and TRPA Code of Ordinances, and Goals and Policies.

Hydrology and Water Quality. The alternatives being considered would cross the Truckee River. Project construction could create short-term increases in sediment loads at locations adjacent to Lake Tahoe during the construction period. Both pre- and post-construction impacts will be identified and analyzed in the environmental document. This will include non-point pollution sources from the project, potential contaminants, proposed source control methods, and proposed temporary and permanent best management practices (BMPs) to address potential impacts on water quality. The EIS/EIR/EA will also address potential hazardous material issues, evaluate potential short-term and long-term changes in sediment rate and transport as it relates to altered landscapes, total maximum daily load (TMDL) effects, source water protection (wells and intake lines), and address long-term water quality monitoring needs. Mitigation measures will be proposed, if needed.

Biological Resources: Fisheries and Aquatic Resources, Vegetation, and Wildlife. Construction and use of the action alternatives could affect the distribution, extent, and quality of sensitive and common biological resources that may be located within the project site and vicinity. Habitat that may be suitable for sensitive plant species could occur in the project area. The relationship of the TRPA vegetation and wildlife threshold carrying capacities will be discussed along with tree removal related to construction of the action alternatives. Impacts on native vegetation, fisheries and aquatic resources, and wildlife will be described based on the alternative infrastructure improvements. The potential for the project to result in the spread of noxious weeds (e.g., cheatgrass) will also be discussed. Mitigation measures will be proposed where needed.

Geology and Soils, and Land Capability and Coverage. The project would involve substantial excavation and placement of fill material and new coverage for shared-use path construction, bridges, and roadways. The EIS/EIR/EA will describe the potential adverse environmental effects related to coverage, land capability, soils, and geology. Potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion will be described. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated. Mitigation measures will be proposed, if needed.

Scenic Resources. Roadway, bridge, and trail construction would result in changes to natural elements that contribute to the scenic quality of the study area (e.g., tree removal, grading, vegetation disturbance), as well as changes related to the installation of recreation-related structures (e.g., paved path and structure-supported path). The project would introduce manmade features that could be visible from SR 28, SR 89, and Lake Tahoe. The EIS/EIR/EA will evaluate the project's potential effects to scenic resources through the use of ground-level site photographs from sensitive viewpoints on or near the project site and photorealistic visual simulations. Scenic effects will be evaluated in terms of visibility of the alternatives, alteration of the visual setting, sensitivity of viewpoints, as well as the effect of the project on TRPA scenic thresholds. Mitigation measures will be proposed, if needed.

Public Access and Recreation. Construction and operation of the path would result in changes in existing public access to and recreational uses of the study area. Existing recreation resources and opportunities at the project site and vicinity will be described and mapped. Changes in public access and recreational opportunities will be described and mitigation measures will be recommended for significant impacts, if necessary.

Archeological and Historical Resources. The potential for cultural resources to be located on or near the project site and the potential for disturbance of known and/or undiscovered cultural resources due to implementation of the project will be analyzed. The evaluation methodology will include field reconnaissance and evaluation of potentially significant resources in accordance with Section 106 of the National Historic Preservation Act. Mitigation measures will be proposed, if needed.

Transportation, Parking, and Circulation. Transportation, parking, and circulation will be evaluated by calculating the level of service (LOS) for all intersection control types using methods documented in the Transportation Research Board's Publication *Highway Capacity Manual, Fourth Edition, 2000*. Key traffic issues that will be evaluated in the EIS/EIR/EA are increased traffic volumes, LOS at area intersections, changes to vehicle miles traveled (VMT), effects on bicycle and pedestrian travel, public transit and shuttle access, and the adequacy of parking. Both short-term construction-related traffic and long-term traffic generated by the project will be analyzed. Mitigation measures will be recommended for significant impacts.

Air Quality and Conformity. The project would involve temporary construction emissions and generation of fugitive dust, as well as generate construction traffic in the area, contributing pollutants to the air basin. The EIS/EIR/EA will include an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile and area source emissions. The potential for long-term air quality benefits will also be evaluated from improved traffic operations. The analysis will identify sensitive receptors within and in the vicinity of the project area, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area, General Conformity and Transportation Conformity, and determine the significance of air quality impacts in comparison with applicable local, state, and federal standards and significance thresholds. Mitigation measures will be recommended for significant impacts, if necessary.

Greenhouse Gas Emissions and Climate Change. The EIS/EIR/EA will include an analysis of potential project impacts relative to greenhouse gas (GHG) emissions and climate change. This analysis will include a quantitative estimate of construction and operational carbon dioxide emissions from mobile sources. Carbon dioxide will be used as a proxy for all GHGs potentially emitted as a result of project operation. GHG emissions from project construction will also be discussed qualitatively. Mitigation measures will be recommended for significant impacts, if necessary.

Noise. The EIS/EIR/EA will assess potential short-term (i.e., construction) noise impacts relative to sensitive receptors and their potential exposure, as well as stringent noise standards that apply to Plan Area Statements. Noise levels of specific construction equipment will be determined and resultant noise levels at nearby receptors (at given distances from the source) will be calculated. Long-term (i.e., operational) noise impacts will be assessed. Mitigation measures will be proposed, if needed.

Public Services and Utilities. The public services and utilities section of the EIS/EIR/EA will evaluate impacts on power, solid waste collection and disposal, police services, fire protection services, fire fuel management, water treatment and distribution and wastewater collection – including any impacts associated with disturbance or relocation of the treated effluent pipeline at identified locations. Mitigation measures will be proposed, if needed.

Hazards and Hazardous Materials. The EIS/EIR/EA will map and address potential hazardous materials located on the project site such as petroleum products (including aerially deposited lead), fertilizers, and pesticides. The EIS/EIR/EA will also address hazardous materials issues related to adjoining properties. Mitigation measures will be proposed, if needed.

Agricultural and Mineral Resources. The proposed alternatives are not expected to affect agricultural or mineral resources in the study area. Existing resources will be verified and discussed.

Socioeconomics and Environmental Justice. The EIS/EIR/EA will address socioeconomic concerns including: 1) community character and cohesion; 2) potential business relocation; and 3) potential environmental justice issues, including potentially disproportionate impacts to these populations as a result of the proposed project and/or alternatives. Mitigation measures will be proposed, if needed.

Growth-Inducing Impacts. The proposed project and action alternatives would increase the number of jobs available in the region on a temporary basis during construction. Given the growth restrictions that exist in the Lake Tahoe Basin (limited commodities and restrictions on development), project implementation is not anticipated to result in long-term growth-inducing impacts.

Cumulative Effects. The EIS/EIR/EA will identify and describe recently approved and reasonably anticipated projects and planning efforts in the vicinity of the project, including the TRPA Regional Plan Update, the Regional Transportation Plan, and other applicable projects. The EIR/EIS/EIS will evaluate the project's direct and indirect contribution to the combined effects of these activities.

TRPA Threshold Carrying Capacities: The EIS/EIR/EA will include assessment of the project alternatives' compliance with and contribution to the attainment and maintenance of threshold carrying capacities adopted by TRPA.

INTENDED USES OF THE EIS/EIR/EA

The TTD, FHWA, Caltrans, and TRPA will use this EIS/EIR/EA to consider the potential environmental effects, design features, mitigation measures, and alternatives when reviewing the SR 89/Fanny Bridge project for approval. The EIS/EIR/EA will serve as FHWA's NEPA compliance document, TTD's CEQA compliance document, and as TRPA's compliance document with respect to its Compact and implementing regulations. Agencies with permitting authority over the project may also use the EIS/EIR/EA, as needed, for subsequent discretionary actions. Permits may include but are not limited to, TRPA and Placer County construction permits, Caltrans encroachment permits, and a California State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Stormwater Permit.

Appendix B

Scoping Meeting Materials

State Route 89/Fanny Bridge

Community Revitalization Project

Tahoe Transportation District (TTD)

Public Scoping Meetings

December 8 & 9, 2011

Purpose of Today's Meeting

- Present information on the project and environmental review process
- Receive comments on:
 - Environmental issues to be addressed during environmental review
 - Alternatives to consider
 - Suggestions for mitigation
 - Other recommendations related to the project

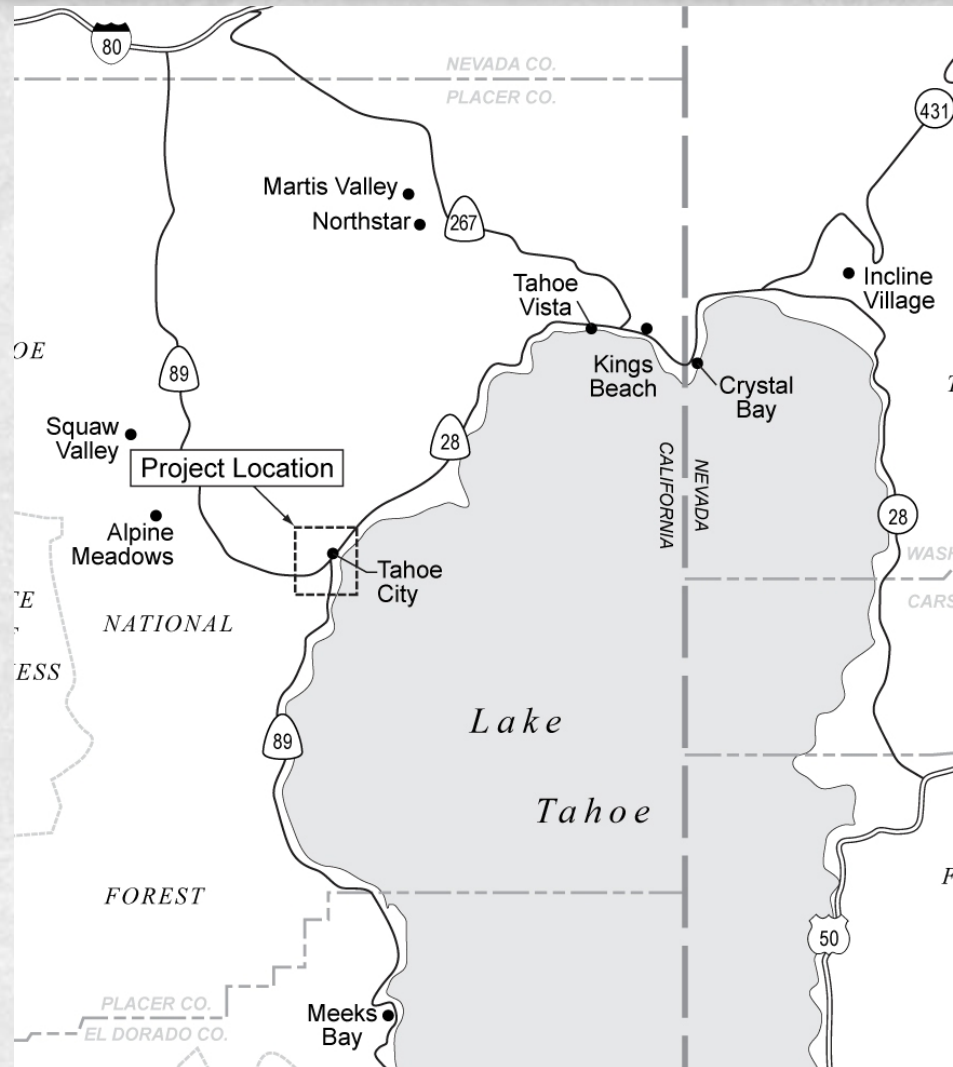
Project Sponsor

- **TTD Established 1980 as a Bi-State Agency**
- **TTD Goal**
 - Facilitate or Develop Transportation Improvements that are Positive for the:
 - Economy
 - Environment
 - Community
- **TTD Utilizes Public and Private Partnerships to Deliver Projects**

Project Partners

- Placer County
- Caltrans/FHWA
- US Forest Service
- Tahoe City Public Utility District (TCPUD)
- CA State Parks
- Lahontan Regional Water Quality Control Board
- Tahoe Regional Planning Agency

Project Location



Community Outreach to Date

January 21, 2011	Transportation Open House at TCPUD Board Room
January 2011	Gatekeepers Museum Public Presentation
February 2011	TCPUD Board Meeting
April 2011	Tahoe City Downtown Association
May 2011	Tahoe League for Charity
June 2011	Hospitality Industry
June 2011	TNT- Transportation Management Association (TMA)

Project Need

- Degraded traffic operation along State Route 89 within the project area during summer peak periods is currently at an unacceptable Level of Service “F” for northbound traffic.
- Bike/pedestrian/transit facility connectivity is lacking within the project area and across the Truckee River.
- Intermodal connectivity is lacking between vehicles, transit, bicycles, and pedestrians.
- Structural condition of Fanny Bridge (Truckee River Bridge, Bridge No. 19-0033) structure has degraded.

Proposed Action

- Five alternatives, including a No Project Alternative
- Fanny Bridge would be repaired or replaced (4 Action Alternatives)
- New four-lane bridge would be constructed over the Truckee River (4 Action Alternatives)
- New alignment would consist of a single-lane roundabout (3 Action Alternatives) or a signalized intersection at the new SR 89/SR 28 connection



Project Objectives

- Relieve existing congestion on SR 89 and improve vehicle mobility for commerce needs and a better resident and visitor experience
- Improve traffic safety, traffic operations, and emergency access on SR 89 and SR 29, including Fanny Bridge and associated intersections
- Improve connectivity, reliability, travel times and operations of public transportation modal concepts, including increased mobility and safety of bicycles and pedestrians
- Reduce vehicle emissions and improve stormwater treatment

Project Objectives

- Improve highway freight mobility and commerce needs
- Improve Fanny Bridge structural integrity and resolve safety concerns about the cultural values related to the historic bridge
- Make public transportation more effective with better connectivity, reliability, and travel times
- Provide two viable emergency evacuation routes from the Lake Tahoe West Shore communities

Project History

1994	Community Plan
2002	Project Study Report Approved
2003	Traffic Analysis Update/Initiate PA/ED
2009	Beginning PA/ED Phase and Update of Technical Analysis

Opportunities

- Economic Development
- Historical Site Access and Parking
- District Has Project Planning Funds
- Improve Visitor Experience

Joint EIS/EIR/EA

- Tahoe Regional Planning Agency EIS
 - Tahoe Regional Planning Compact (Compact)
 - Code of Ordinances (Chapter 5)
 - Rules of Procedure (Article VI)
- Tahoe Transportation District EIR
 - CEQA (PRC Section 21000 et seq.)
 - State CEQA Guidelines (CCR Section 15000 et seq.)
- Caltrans/FHWA EA (anticipated)
 - NEPA (42 U.S. Code 4321-4347)
 - CEQ NEPA Regulations (40 CFR 1500-1508)
 - Environmental Impact and Related Procedures (23 CFR 771)
 - Caltrans Standard Environmental Reference

Key Issues

- **Traffic, Bicycle, and Pedestrian Circulation**
 - Changes to vehicle miles traveled
 - Effects on bicycle and pedestrian travel
 - Public transit and shuttle access
 - Parking adequacy
- **Hydrology and Water Quality**
- **Biological Resources**
- **Cultural Resources**

NOP and Scoping Process

- NOP distributed on December 2, 2011
- 60-day public comment period; comments requested by January 30, 2012
- Three scoping meetings – 12/8/11, 12/9/11, and 1/11/12
- Seeking comments on:
 - Environmental impact issues to be addressed during environmental review
 - Alternatives to consider
 - Suggestions for mitigation measures
 - Other concerns related to the project

Issues to Be Addressed in the EIS/EIR/EA

- Land Use and Plan Consistency
- Hydrology and Water Quality
- Socioeconomics and Environmental Justice
- Biological Resources
- Geology and Soils and Land Capability and Coverage
- Scenic Resources
- Public Access and Recreation
- Cultural Resources
- Public Services and Utilities
- Transportation, Circulation, and Parking
- Air Quality and Conformity
- Greenhouse Gas Emissions and Climate Change
- Noise
- Hazards and Hazardous Materials
- Growth-Inducing Effects
- Cumulative and Indirect Effects
- TRPA Threshold Carrying Capacities



Estimated Timeline and Opportunities for Public Input

NOP Published	December 2, 2011
Public Scoping Period (60 days)	December 2 – January 30, 2012
Public Scoping Meetings x 3	December 8, 2011 - NTRAC December 9, 2011 – TTD Board January 11, 2012 – TRPA APC
Environmental Analysis	Spring/Summer 2012
Draft EIR/EIS/EA Released, Public Hearing(s) and Review Period (60 days)	Fall 2012 (approximate)
Final EIR/EIS/EA Issued (Response to Comments)	Winter/Spring 2013
Project Approval/Certification Meetings	Spring/Summer 2013
Construction Start Date (if approved)	2015

Next Steps

- Seek Public Input and Insight
- Continue Field Studies
- Continue Engineering Analysis
- Refine Alternatives
- Develop PA/ED (including Preferred Alternative)
- Design Preferred Alternative

Comment Submittal Options

- Oral Comments:

Please state your name and speak clearly so that we may record your comments

- Written Comments:

- Comment sheets and envelope available to collect today's comments; or
- Send comments to Alfred Knotts at TTD by mail, fax, or email by January 30, 2012.

Information/Contacts

Contact: Alfred Knotts
Project Manager
Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448
Phone: (775) 589-5503
Fax: (775) 588-0917

aknotts@tahoetransportation.org

For more information: www.tahoetransportation.org



**Public Scoping Meeting for the SR 89/Fanny Bridge
Community Revitalization Project**

December 8 and 9, 2011

SCOPING COMMENTS

*Please hand in comments during the meeting, mail them (address on back), fax them to 775-588-0917, or send an email by **January 30, 2012**. Those submitting comments electronically should provide them by email in either Microsoft Word format or as a Portable Document Format (PDF) to aknotts@tahoetransportation.org. Please include "SR 89/Fanny Bridge Community Revitalization Project Scoping Comment" in the email subject line.*

Name: _____

Organization (if any): _____

Address (optional): _____

City, State, Zip: _____

E-mail: _____

The Tahoe Transportation District (TTD) and Tahoe Regional Planning Agency (TRPA) invite you to provide additional comments you have on the SR 89/Fanny Bridge Community Revitalization Project. To submit additional comments that were not made at the public scoping meetings, please fold this page in half, tape closed, affix postage and place in the mail to Alfred Knotts at the address on the reverse. You may also submit comments to Alfred Knotts at aknotts@tahoetransportation.org or fax them to Alfred Knotts at 775-588-0917. Written comments should be sent at the earliest possible date, and no later than January 30, 2012. All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public. Thank you for your comments!

Comments:

-----PLEASE FOLD ALONG THIS LINE AND TAPE CLOSED. -----



Tahoe Transportation District
Alfred Knotts, Project Manager
P.O. Box 499
Zephyr Cove, NV 89448



Public Scoping Meeting for the
SR 89/Fanny Bridge
Community Revitalization Project
 December 8, 2011

Tahoe Regional Advisory Council
 Board Room • 221 Fairway Drive • Tahoe City, California

SIGN IN SHEET
(Please print clearly and legibly)

NOTE: Signing this list is voluntary.

You are not required to register your name or provide any information as a condition to attend or participate in this proceeding.

No.	Name (Individual/Organization)	Mailing Address	E-Mail	Reason for Attending (Check all that apply)	
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest



Public Scoping Meeting for the
SR 89/Fanny Bridge
Community Revitalization Project

December 8, 2011

North Tahoe Regional Advisory Council
 Board Room • 221 Fairway Drive • Tahoe City, California

SPEAKER SIGN IN SHEET

No.	Name (Individual/Organization)	Mailing Address	E-Mail	Reason for Attending (Check all that apply)	
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest
				<input type="checkbox"/> land owner	<input type="checkbox"/> general interest

Appendix C

**Written and Oral Comments Received
During the Scoping Period**

LIST OF COMMENTERS

The following list of commenters provided written or oral comments during the scoping period. Below the list of commenters, copies of letters and emails received are provided in full, followed by summarized notes of oral comments received at the public scoping meetings.

Written Comments

Federal

1. U.S. Department of Homeland Security, United States Coast Guard, 11th Coast Guard District, Bridge Section, David H. Sullouff (December 6, 2011).
2. U.S. Department of Homeland Security, United States Coast Guard, 11th Coast Guard District, Bridge Section, David H. Sullouff (December 13, 2011).

State

3. State of California Office of Planning and Research, State Clearinghouse and Planning Unit, Scott Morgan (December 13, 2011).
4. California Department of Transportation, District 3, Office of Transportation Planning - North Division of Planning and Local Assistance, Angela Shepard (January 6, 2012).
5. California Department of Forestry and Fire Protection, Mary Huggins (January 27, 2012).

Regional/Local

6. Placer County Health and Human Services Department, Environmental Health Services, Justin Hansen (January 5, 2012).
7. Tahoe-Truckee Sanitation Agency, Marcia Beals (January 30, 2012).
8. Placer County Air Pollution Control District, Angel Green (January 30, 2012).

Individuals/Organizations

9. Sordelet, Flavia (League to Save Lake Tahoe and the Tahoe Area Sierra Club) (January 30, 2012)
10. Sharbrough, Bill (December 13, 2011)
11. Cullen, Leigh Ann (December 23, 2011)
12. Klang, Edy (January 9, 2012)
13. Threlfall, William (January 16, 2012)
14. Grant, JM (January 17, 2012)
15. Kreling, Renton (January 17, 2012)
16. Miller, Mark (January 17, 2012)
17. Sweeny, Charlotte (January 17, 2012)
18. Adams, Amanda, *et al* (January 20, 2012 (Petition))
19. Taylor, John (Vice President, Bank of the West) (January 23, 2012)
20. Evans Hall, Sandy (Executive Director, North Lake Tahoe Chamber) (January 26, 2012)
21. Park, Scott (Owner of The Bridgetender property) (January 26, 2012)
22. Moeller, Tom (January 30, 2012)
23. Sajdak, Deborah (January 30, 2012)
24. Sajdak, Jim (January 30, 2012)

Oral Comments

1. Zumwalt, Scott (General Manager of The Bridgetender) (Oral comments at December 8, 2011 meeting)
2. Davis, Gary (Tahoe City Downtown Association Board) (Oral comments at December 8, 2011 meeting)
3. Sajdak, Jim (Oral comments at December 8, 2011 meeting)
4. Courcier, Richard (Property owner – River Grill, Truckee River Rafting, Dam Café)(Oral comments at December 8, 2011 meeting)
5. Widerader, Dave (Oral comments at December 8, 2011 meeting)
6. Sprague, Marguerite (North Lake Tahoe Historical Society) (Oral comments at December 8, 2011 meeting)
7. Simpson, Marty (Tahoe City Lumber Company) (Oral comments at December 8, 2011 meeting)
8. Cullen, Leigh Ann (Oral comments at December 9, 2011 meeting)
9. Courcier, Richard (Oral comments at December 9, 2011 meeting)
10. Zumwalt, Scott (Oral comments at December 9, 2011 meeting)
11. Anonymous (Oral comments at December 9, 2011 meeting)
12. Kahn, Roger (Owner of two parcels at the Wye - 100 and 140 N. Lake Blvd) (Oral comments at January 11, 2012 meeting)
13. Cullen, Leigh Ann (Oral comments at January 11, 2012 meeting)
14. Courcier, Richard (Property owner – River Grill, Truckee River Rafting, Dam Café) (Oral comments at January 11, 2012 meeting)
15. Sajdak, Jim (Oral comments at January 11, 2012 meeting)
16. Zumwalt, Scott (General Manager of The Bridgetender) (Oral comments at January 11, 2012 meeting)
17. Hale, Elizabeth (Oral comments at January 11, 2012 meeting)
18. Kreul, Sharina (Vice President of Bank of the West in Tahoe City) (Oral comments at January 11, 2012 meeting)
19. Park, Ulla (Owner of The Bridgetender property) (Oral comments at January 11, 2012 meeting)
20. Beals, Marcia (General Manager of Tahoe Truckee Sanitation Agency (T-TSA)) (Oral comments at January 11, 2012 meeting)
21. Smith, Jeff (Consultant engineer with CH2M Hill for T-TSA) (Oral comments at January 11, 2012 meeting)

Written Comments

From: David.H.Sulouff@uscg.mil [mailto:David.H.Sulouff@uscg.mil]
Sent: Tuesday, December 06, 2011 10:04 AM
To: aknotts@tahoetransportation.org; bjudge@trpa.org
Cc: Snyder, Arthur CAPT; Johnson, Lane CDR; Brahm, Ronald CDR; Johnson, Daniel CDR; Stuhlreyer, Thomas CDR; Salas, Matthew LCDR; McKinney, Clay LT; Kilburger, Danny BOSN2; Barr, Stephen BMCM; Stalters, David ; Meyn, William; Prellwitz, David; Walter, Michael; Sox, David
Subject: SR 89 BRIDGE, TRUCKEE RIVER AT TAHOE CITY, CA N 39.16684 W 120.14439

Mr. Knotts:

As discussed, bridges over navigable waters of the US are regulated by the USCG under the provisions of the General Bridge Act of 1946, as amended. The Truckee River was determined to be non-navigable for Coast Guard bridge permitting purposes, pursuant to SIERRA PACIFIC POWER V. FEDERAL ENERGY REGULATORY COMMISSION, 681 F.2D 1134 (9TH CIR. 1982). A copy of the pertinent waterway listing is attached. Also, under the provisions of the Coast Guard Authorization Act of 1982 I have included a copy of the most recent USCG review dated 12/5/2011 and the original is being mailed to you for inclusion in the DEIS as appropriate. The following is our website for bridge related issues under USCG jurisdiction: <http://www.uscg.mil/hq/cg5/cg551/> and I am your CG point of contact for future bridge projects in CA, AZ, NV & UT.

While this bridge is outside our jurisdiction for bridge permitting purposes and there appears to be no impact to CG property, I am deferring to the following CG personnel for their possible interest and further input on the project, relative to possible impacts on CG operations around the lake:

CDR Daniel Johnson Daniel.C.Johnson@uscg.mil and CDR Thomas Stuhlreyer Thomas.J.Stuhlreyer@uscg.mil at Coast Guard Sector San Francisco and CWO Danny Kilburger Danny.W.Kilburger@uscg.mil , D11 Auxiliary

Thank you,

David H. Sulouff
Chief, Bridge Section
Eleventh Coast Guard District
50-2 Coast Guard Island
Alameda, CA 94501
(510) 437-3516 Office
(510) 219-4366 cel
(510) 437-5836 fax

NAVIGABILITY OF WATERWAYS IN THE SEVENTH COAST GUARD DISTRICT

BODY OF WATER	CHART NUM.	NAV. CG?	NAV. CoE?	REC. VSL. FEE?	REMARKS	AUTHORITY
TOMALES BAY MARIN COUNTY, CA	18643	YES		YES	CG--TO MHW	D12 LTR 6 FEB 79
TOM PAINE SLOUGH SAN JOAQUIN COUNTY, CA	18661	YES		NO	CG--TO MILE 1.0 UNION ISLAND	D12 LTR 6 FEB 79
TOPAZ LAKE CALIFORNIA/NEVADA BORDER	UNCHAR	YES		NO	CG--ALL	D12 LTR 6 FEB 79
TREE SLOUGH SOLANO COUNTY, CA	18656	YES		YES	CG--TO MILE 2.8 DENVERTON/FAIRFIELD	D12 LTR 6 FEB 79
TRUCKEE RIVER		NO	NO	NO	NONNAVIGABLE SIERRA PACIFIC POWER V. FED. ENERGY REG. COMMISSION, 681 F.2D 1134 (9TH CIR. 1982)	
TULE SLOUGH	18654	YES		YES	CG--TO MILE 1.8 PETALUMA RIVER	D12 LTR 6 FEB 79
TULLOCK RESERVOIR		NO		NO	NONNAVIGABLE OAKDALE	D12 LTR 24 NOV 82
TUOLUMNE RIVER VARIOUS	UNCHAR	YES	YES	YES	CG--TO MILE 4.0 CoE--TO MILE 47.1	D12 MEMO 30 JAN 78 CoE LTR 6 OCT 78
TURNER CUT	18662	YES		YES	CG--TO MHW HOLT	D12 LTR 6 FEB 79
TWENTY MILE CUT SAN JOAQUIN COUNTY, CA	18661	YES	YES	YES	CG--ALL TERMINOUS	D12 LTR 6 FEB 79 CoE LTR 1 SEP 65
TWENTY-ONE MILE CUT SAN JOAQUIN COUNTY, CA	18661	YES	YES	YES	CG--TO MILE 0.8 TERMINOUS	D12 LTR 6 FEB 79

TAHOE TRANSPORTATION DISTRICT
P.O. Box 499
128 Market Street, Suite 3F
Zephyr Cove, NV 89448
(775) 589-5500
Fax: (775) 588-0917



TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
128 Market Street
Stateline, Nevada 89449-5310
(775) 588-4547
Fax: (775) 588-4527



This notice is being issued jointly by the Tahoe Regional Planning Agency (TRPA) and the Tahoe Transportation District (TTD) in preparation of a joint TRPA Environmental Impact Statement (EIS) and California Environmental Quality Act (CEQA) Environmental Impact Report (EIR).

NOTICE OF PREPARATION

Under the provisions of the Coast Guard Authorization Act of 1982, the Coast Guard has determined this project does not require Coast Guard involvement for bridge permit purposes.

To: California State Clearinghouse
Responsible Agencies
Trustee Agencies
Other Interested Public Agencies
Interested Parties and Organizations
Affected Property Owners (within 300 feet of the project)

Signature:

DAVID H. SULOUFF
Chief, Bridge Section
11th Coast Guard District
District Commander

Date: 12/5/2011

Subject: Notice of Preparation of a TRPA Draft EIS and CEQA Draft EIR for the State Route (SR) 89 /Fanny Bridge Community Revitalization Project

Lead Agencies:

TTD
P.O. Box 499
Zephyr Cove, NV 89448

TRPA
P.O. Box 5310
128 Market Street
Stateline, NV 89449-5310

Contact: Alfred Knotts
Transportation Project Manager
Phone: (775) 589-5503
Fax: (775) 588-0917
Email: aknotts@tahoetransportation.org

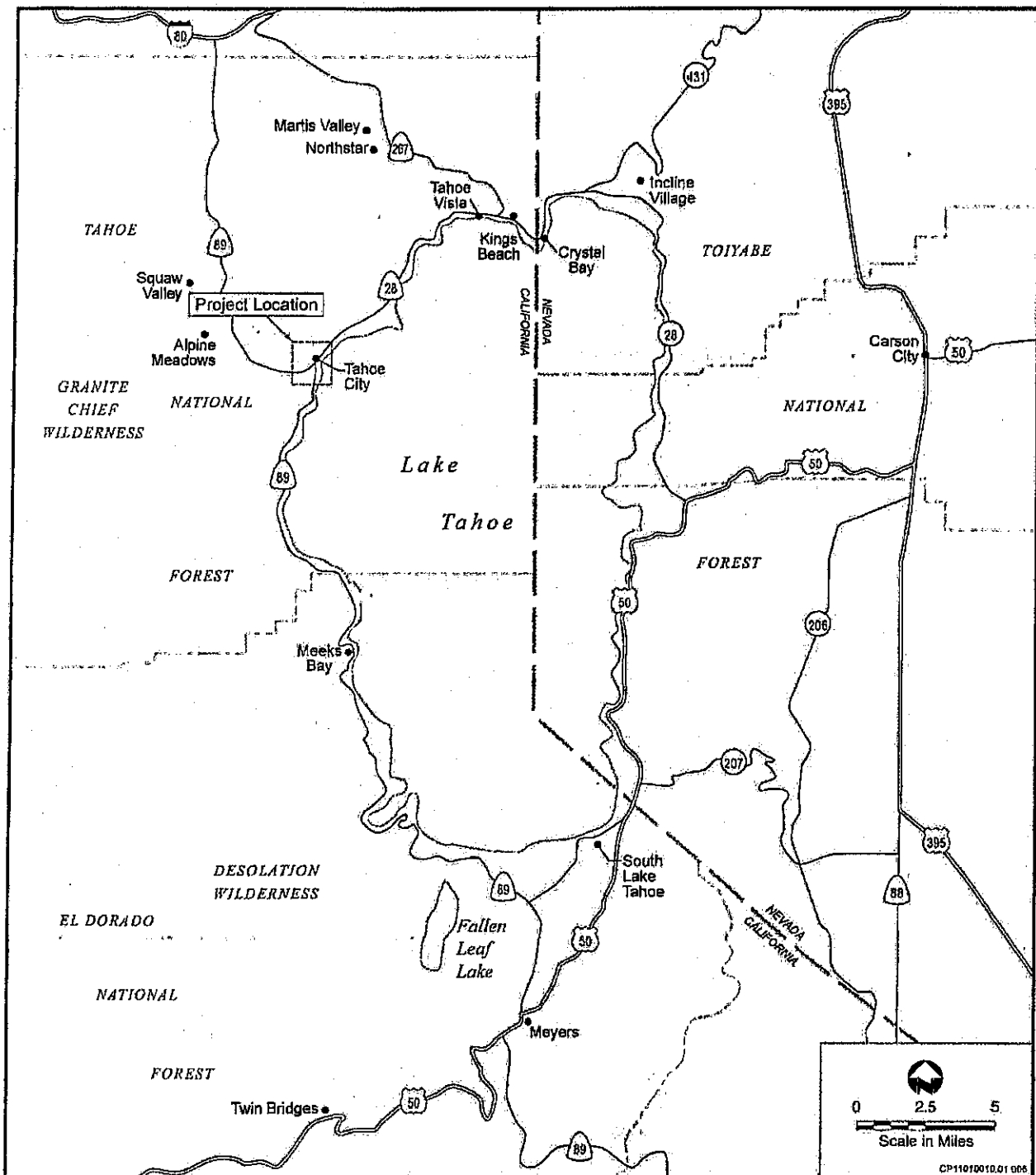
Contact: Brian Judge
Principal Environmental Specialist
Phone: (775) 589-5262
Fax: (775) 588-4527
Email: bjjudge@trpa.org

Project Title: State Route (SR) 89 /Fanny Bridge Community Revitalization Project

Project Location: The project site is located within the immediate vicinity of Truckee River Bridge # 19-0033 (locally known as the "Fanny Bridge") in Tahoe City, Placer County, California.

Project Overview: The SR 89 /Fanny Bridge Community Revitalization Project would include construction of a new bridge over the Truckee River, repair or replacement of Fanny Bridge, and various other improvements to address the following project objectives:

- ▲ Improve connectivity, reliability, travel times and operations of public transportation modal concepts, including increased mobility and safety of bicycles and pedestrians;
- ▲ Relieve existing congestion on SR 89 and Improve vehicle mobility for commerce needs and a better resident and visitor experience;
- ▲ Improve traffic safety, traffic operations, and emergency access on SR 89 and SR 28, which includes the river crossing (Fanny Bridge) and associated intersections;
- ▲ Improve highway freight mobility and commerce needs;
- ▲ Improve the river crossing's structural integrity (Fanny Bridge) and resolve safety and community concerns about the cultural values related to the historic Fanny Bridge;



Source: Adapted by Ascent in 2011.

Exhibit 1 SR 89/Fanny Bridge Community Revitalization Project – Regional Location Map

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NOTICE OF PREPARATION

To: California State Clearinghouse
Responsible Agencies
Trustee Agencies
Other Interested Public Agencies
Interested Parties and Organizations
Affected Property Owners (within 300 feet of the project boundary)

Subject: Notice of Preparation of a TRPA Draft EIS and CEQA Draft EIR for the State Route (SR) 89 /Fanny Bridge Community Revitalization Project

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- ▲ Improve highway freight mobility and commerce needs;
- ▲ Improve the river crossing's structural integrity (Fanny Bridge) and resolve safety and community concerns about the cultural values related to the historic Fanny Bridge;

- ▲ Make public transportation more effective with better connectivity, reliability, and travel times;
- ▲ Provide two viable emergency evacuation routes from the Lake Tahoe West Shore communities; and
- ▲ Reduce vehicle emissions and improve stormwater treatment.

Four action alternatives and a no-action alternative will be evaluated in the EIS/EIR. TRPA and TTD are initiating preparation of an EIS/EIR for the SR 89/Fanny Bridge Community Revitalization Project. This document is an EIS prepared by TRPA pursuant to the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure and an EIR prepared by TTD pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). It is anticipated that an Environmental Assessment (EA) will be prepared by the California Department of Transportation (Caltrans) (under National Environmental Policy Act (NEPA) delegation authority from the Federal Highway Administration (FHWA)) pursuant to NEPA (42 U.S. Code 4321 – 4347), the Council on Environmental Quality's Regulations Implementing NEPA (40 Code of Federal Regulations [CFR] 1500 – 1508), FHWA Environmental Impact and Related Procedures (23 CFR 771), and the Caltrans Standard Environmental Reference. This notice meets the TRPA and CEQA noticing requirements for a Notice of Preparation (NOP). Public notice of scoping is not required for an EA.

A brief description of the alternatives likely to be evaluated in the EIS/EIR and a summary of the probable environmental effects of the proposed project are available for review on the TRPA website at: www.trpa.org, and on the TTD website at: www.tahoetransportation.org.

Public Scoping: The purpose of this NOP is to solicit views of interested persons, organizations, and agencies as they relate to the scope and content of the information to be included and analyzed in the EIS/EIR. Agencies should comment on the elements of the environmental information that are relevant to their legal authority and statutory responsibilities in connection with the project.

The designated public scoping period will extend for 60 calendar days beginning on December 2, 2011 and concluding on January 30, 2012. Comments would be most helpful if received within this 60-day scoping period. Please send your comments and contact information to Alfred Knotts, TTD Project Manager, by mail, fax, or email to the address shown above. Comment letters should include the name of a contact person at your agency or organization. Additional information on the SR 89/Fanny Bridge Community Revitalization Project may be obtained at www.tahoetransportation.org.

Three public scoping meetings will be held to provide the opportunity to learn more about the SR 89 /Fanny Bridge Community Revitalization Project and to receive comments from the public and other interested parties and agencies regarding the issues that should be addressed in the EIS/EIR. The scoping meetings will be held as follows:

Thursday, December 8, 2011

Beginning at 6:00 p.m.

North Tahoe Regional Advisory
Council (NTRAC)
Tahoe City Public Utility District -
Board Room
221 Fairway Drive
Tahoe City, CA 96145

Friday, December 9, 2011

Beginning at 9:30 a.m.

Tahoe Transportation District
Granlibakken Conference Center
725 Granlibakken Rd.
Tahoe City, CA 96145

Wednesday, January 11, 2012

Beginning at 9:30 a.m.

TRPA Advisory Planning
Commission (APC)
Tahoe Regional Planning Agency -
Board Room
128 Market Street
Stateline, NV 89449

The TRPA APC and TTD meetings will begin at 9:30 a.m. while the NTRAC meeting will begin at 6:00 p.m.; however, the scoping agenda item for the proposed project is not time certain. Please refer to the agendas posted at www.trpa.org, www.tahoetransportation.org, and www.placer.ca.gov within one week of the meetings for updated information.

If you have further questions or require additional information, please contact Alfred Knotts at TTD by mail, fax, or email at the address shown above.

STATE ROUTE 89/FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT

PROJECT OVERVIEW AND LOCATION

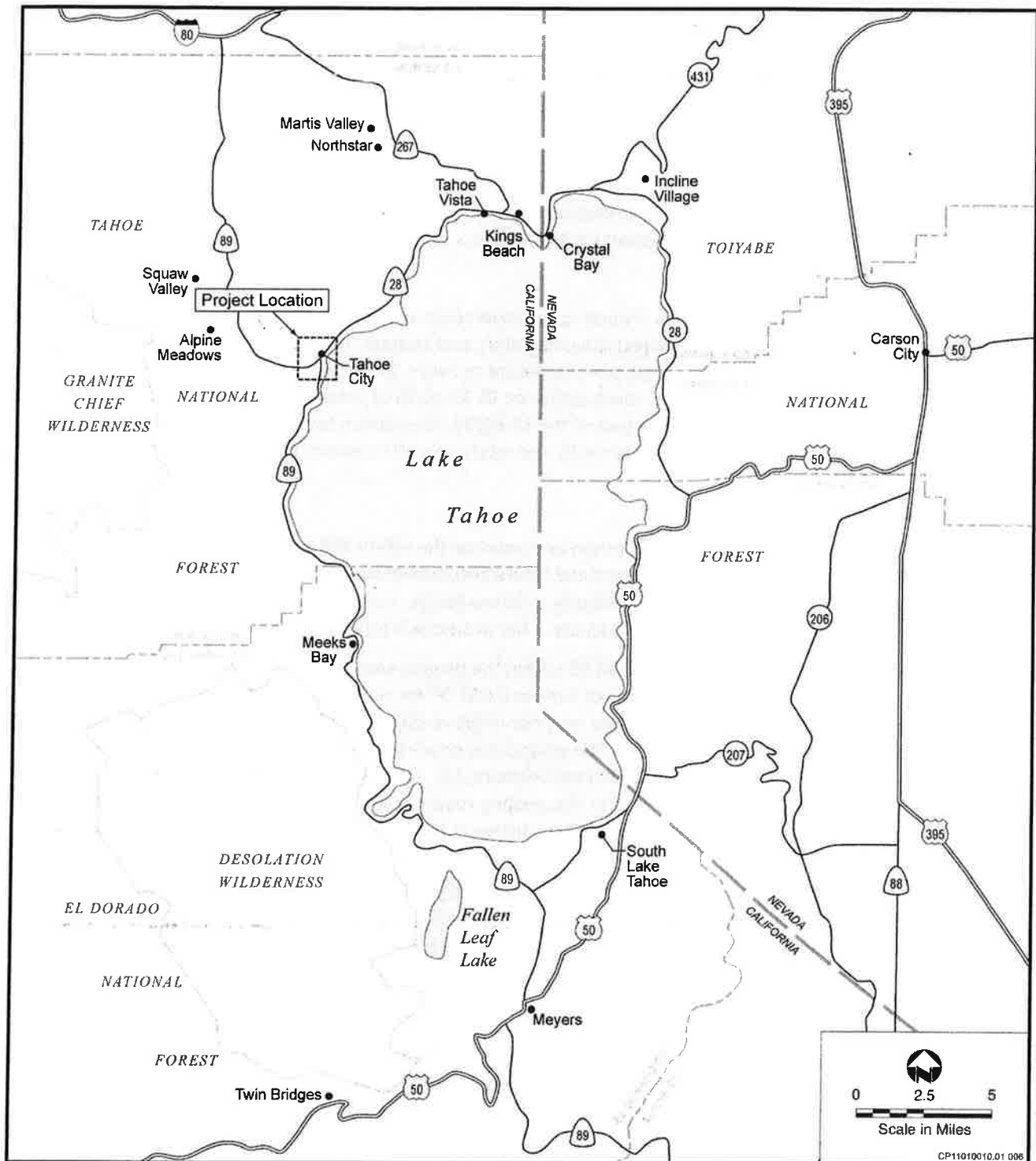
The proposed State Route (SR) 89/Fanny Bridge Community Revitalization Project study area is located within the vicinity of Truckee River Bridge #19-0033 (Fanny Bridge) in Tahoe City, Placer County, California. In the Tahoe City area, SR 89 is primarily a two-lane roadway built to rural design standards. At the southwest end of the Tahoe City commercial area, SR 89 intersects with SR 28 at a signalized intersection locally referred to as the North Tahoe "Wye" (see Exhibit 1).

The Tahoe Transportation District (TTD) is proposing improvements around the existing Fanny Bridge to relieve traffic congestion, improve bicycle and pedestrian circulation, and address the structural deficiencies of the bridge. The project would involve the repair or replacement of Fanny Bridge, construction of a new bridge across the Truckee River to the south, and construction on SR 89 north of Granlibakken Road to northwest of Fairway Drive and on SR 28 from just to the east of the SR 89/28 intersection to the SR 89/28 intersection, and possible construction in an open wooded area south and west of SR 89 known as the 64-acre Tract.

PROJECT PURPOSE AND NEED

The purpose of this project is to reduce congestion and improve the safety and operations of the SR 89/28 intersection in Tahoe City by addressing present and future automobile travel demand, pedestrian and bicycle mobility, public transit needs, the structural integrity of Fanny Bridge, and emergency access to the Lake Tahoe West Shore communities in the Fanny Bridge vicinity. The project will fulfill the following specific needs:

- A. Degraded traffic operation along SR 89 within the project area during summer peak periods is currently at an unacceptable Level of Service (LOS) "F" for northbound traffic. It should be noted that some or all concepts developed may not improve LOS to levels normally considered acceptable to one or more agencies' criteria. The project has physical and environmental constraints that limit the opportunity for substantial LOS improvement; i.e., roadway lane additions on SR 28 or 89 would not be feasible or advisable because the existing roadway system around the North and West Shores of Lake Tahoe is predominately a two-lane highway and agency plans do not envision adding vehicular lanes.
- B. Bike/pedestrian/transit facility connectivity is lacking within the project area and across the Truckee River. Currently, bike/pedestrian/vehicle conflicts occur at Fanny Bridge due to the proximity of bicycles and pedestrians to traffic lanes and pedestrians crossing the highway. This impacts pedestrian and bicycle safety and causes vehicle operations to operate at an unacceptable LOS during peak summer hours. SR 89 bisects U.S. Forest Service land that prevents the public from having a reasonable level of access to public land that fronts the lake adjacent to the project area.
- C. Intermodal connectivity is lacking between vehicles, transit, bicycles, and pedestrians. Currently there is insufficient parking and access for recreational activities and transit. The new bus Transit Center will accommodate existing bicycle and pedestrian paths, but those paths have limited connections east across SR 89 to access Lake Tahoe and Tahoe City. Those path connections are limited by the existing SR 89, because it supports the primary vehicular roadway circling the lake and does not provide adequate width for pathways additional to the vehicle travel lanes.
- D. Structural condition of Fanny Bridge (Truckee River Bridge, Bridge No. 19-0033) structure has degraded. The existing structure has a bridge sufficiency rating of 52.7 and is classified as



Source: Adapted by Ascent in 2011.

Exhibit 1 SR 89/Fanny Bridge Community Revitalization Project – Regional Location Map

“structurally deficient.” The existing structure also does not meet current seismic design standards and is potentially vulnerable to failure in an earthquake. Design considerations address present and future automobile travel demand, pedestrian and bicycle mobility, public transit needs, the structural integrity of Fanny Bridge, and emergency access to the West Shore communities within the Fanny Bridge area.

PROJECT OBJECTIVES

The project is intended to achieve the following objectives:

- ▲ Relieve existing congestion on SR 89 and improve vehicle mobility for commerce needs and a better resident and visitor experience;
- ▲ Improve traffic safety, traffic operations, and emergency access on SR 89 and SR 28, which includes the river crossing (Fanny Bridge) and associated intersections;
- ▲ Improve connectivity, reliability, travel times and operations of public transportation modal concepts, including increased mobility and safety of bicycles and pedestrians;
- ▲ Improve highway freight mobility and commerce needs;
- ▲ Improve the river crossing’s structural integrity (Fanny Bridge) and resolve safety and community concerns about the cultural values related to the historic Fanny Bridge;
- ▲ Make public transportation more effective with better connectivity, reliability, and travel times;
- ▲ Provide two viable emergency evacuation routes from the Lake Tahoe West Shore communities; and
- ▲ Reduce vehicle emissions and improve stormwater treatment.

ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

Fanny Bridge serves as the main artery for vehicles, cyclists, and pedestrians to enter and exit Lake Tahoe’s West Shore to Tahoe City and/or Truckee. Fanny Bridge is currently the only vehicular bridge crossing the Truckee River that provides access to the west shore from the north. This bridge provides one 12-foot lane in each direction with a five-foot wide shoulder on the west side and three-foot wide shoulder and a five-foot sidewalk on the east side. During peak summer months, there is an average of 22,300 vehicles per day and approximately 400 cyclists and pedestrians per hour. Fanny Bridge congestion continues to deteriorate due, in part, to high (and growing) traffic during peak vacation times. Pedestrian, cyclists and drivers are also affected by the extreme congestion heading into Tahoe City along the West Shore (SR 89) and at the southwest end of town. In addition, vehicle, bicycle and foot traffic disturbs topsoil, which can erode and enter the lake; and, emissions from idling vehicles also affect air and water quality.

The project site is bounded by commercial and industrial facilities, but much of the site lies within a public open space with native vegetation (64-Acre Tract owned by the U.S. Forest Service). The land uses in the vicinity of the project site include single-family residential, visitor accommodations (hotel/motel), public utilities, commercial uses, and industrial uses. A Caltrans maintenance yard is located at the western end of the project site. The Truckee River Bike Trail is adjacent to the maintenance yard, parallel to SR 89. The project area is nearly level but includes scattered depressions as well as the incised channel of the Truckee River. The project site is located at an elevation of approximately 6,300 feet above mean sea level. Much of the project area is on land that was, in part, previously developed but that has been restored to native vegetation and is used as a park. Vegetation in the project area consists primarily of open Jeffrey pine forest and montane riparian scrub. Non-vegetated areas include the channel of the Truckee River and developed areas.

ALTERNATIVES

There are five alternatives considered for implementation of the project, including four action alternatives and a no-action alternative. Exhibits 2 through 5 illustrate each action alternative. A brief description of these alternatives follows below.

ALTERNATIVE 1 – PROPOSED ACTION

Under Alternative 1, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 and Fanny Bridge would become a local street and there would be no change in access to existing recreational parking areas from the existing SR 89. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 2).

ALTERNATIVE 2

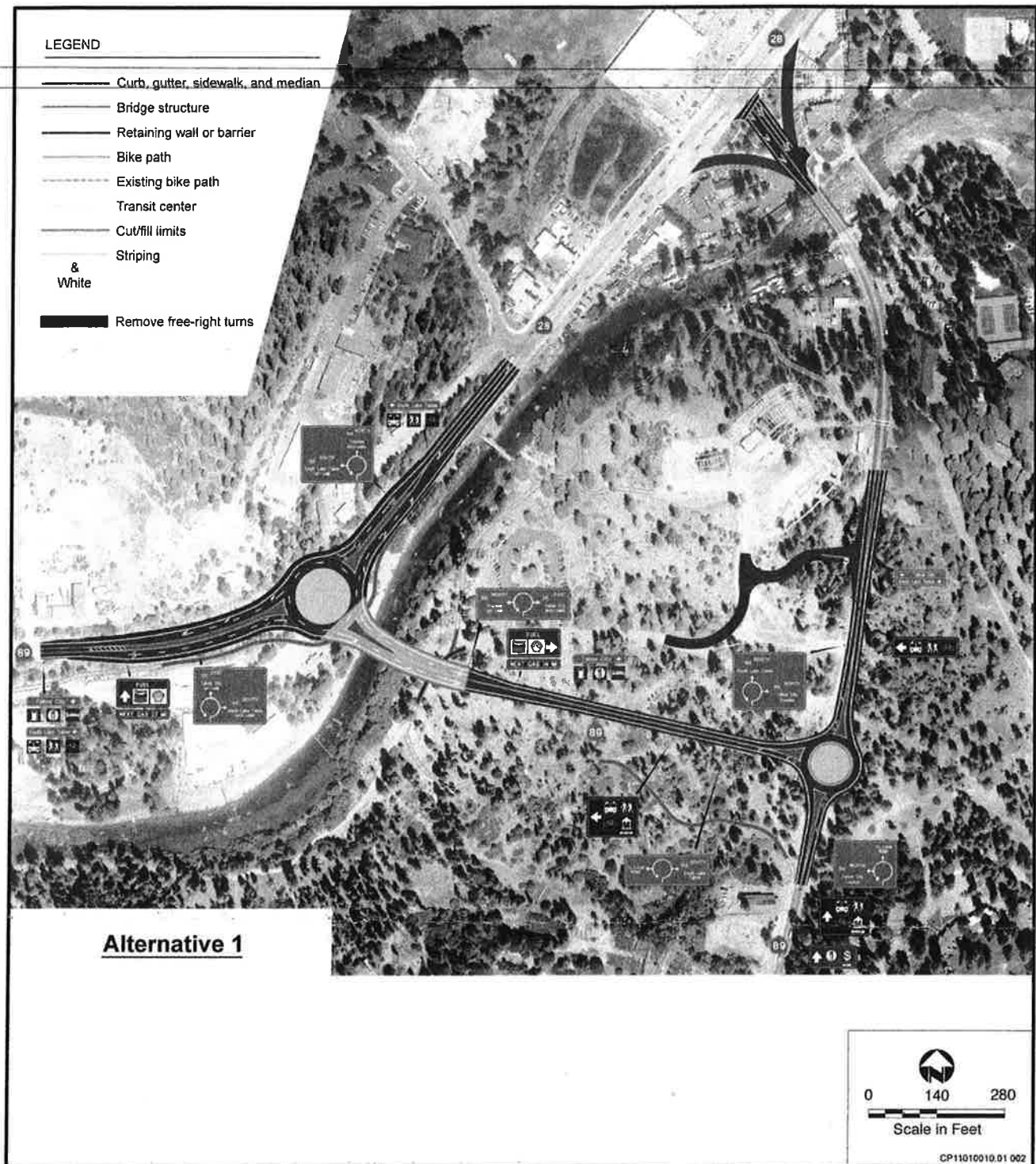
Under Alternative 2, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 and Fanny Bridge would be used for pedestrians, bicycle, and emergency access, and would be closed to all other traffic. There would be no change in access to existing recreational parking areas from the existing SR 89. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 3).

ALTERNATIVE 3

Under Alternative 3, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 would be turned into a cul-de-sac on the southern side of the bridge and only provide for local access. SR 89 would be closed to vehicle traffic between the existing recreational parking access and the Tavern Shores driveway. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 4).

ALTERNATIVE 4

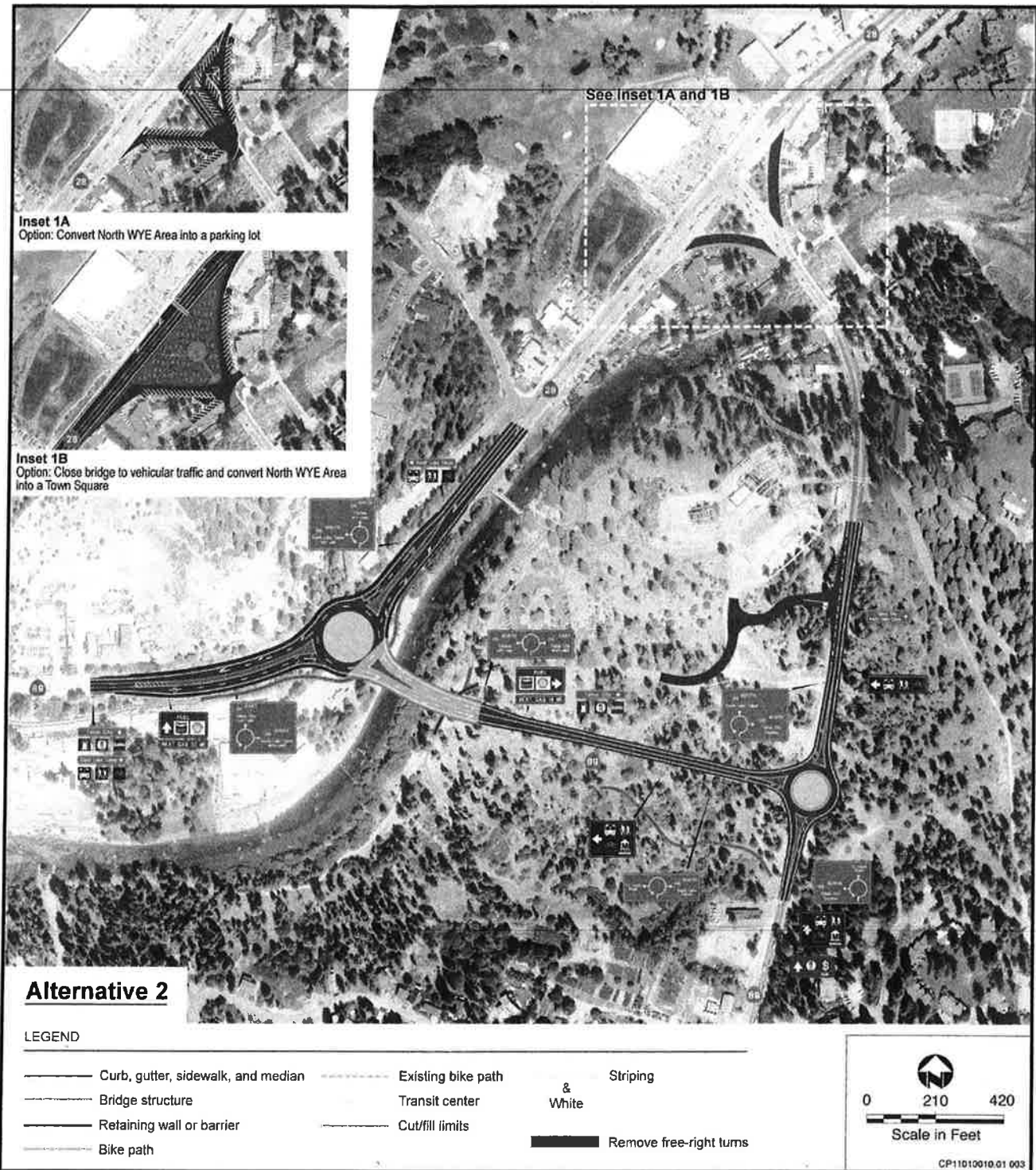
Under Alternative 4, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a signalized intersection at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a sweeping curve at the southern end of the new SR 89 alignment. The existing SR 89 would be turned into a cul-de-sac on the southern side of Fanny Bridge. SR 89 would be closed to vehicle traffic between the existing recreational parking access and the Tavern Shores driveway. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 5).



Source: Adapted from Wood Rodgers 2011

Exhibit 2

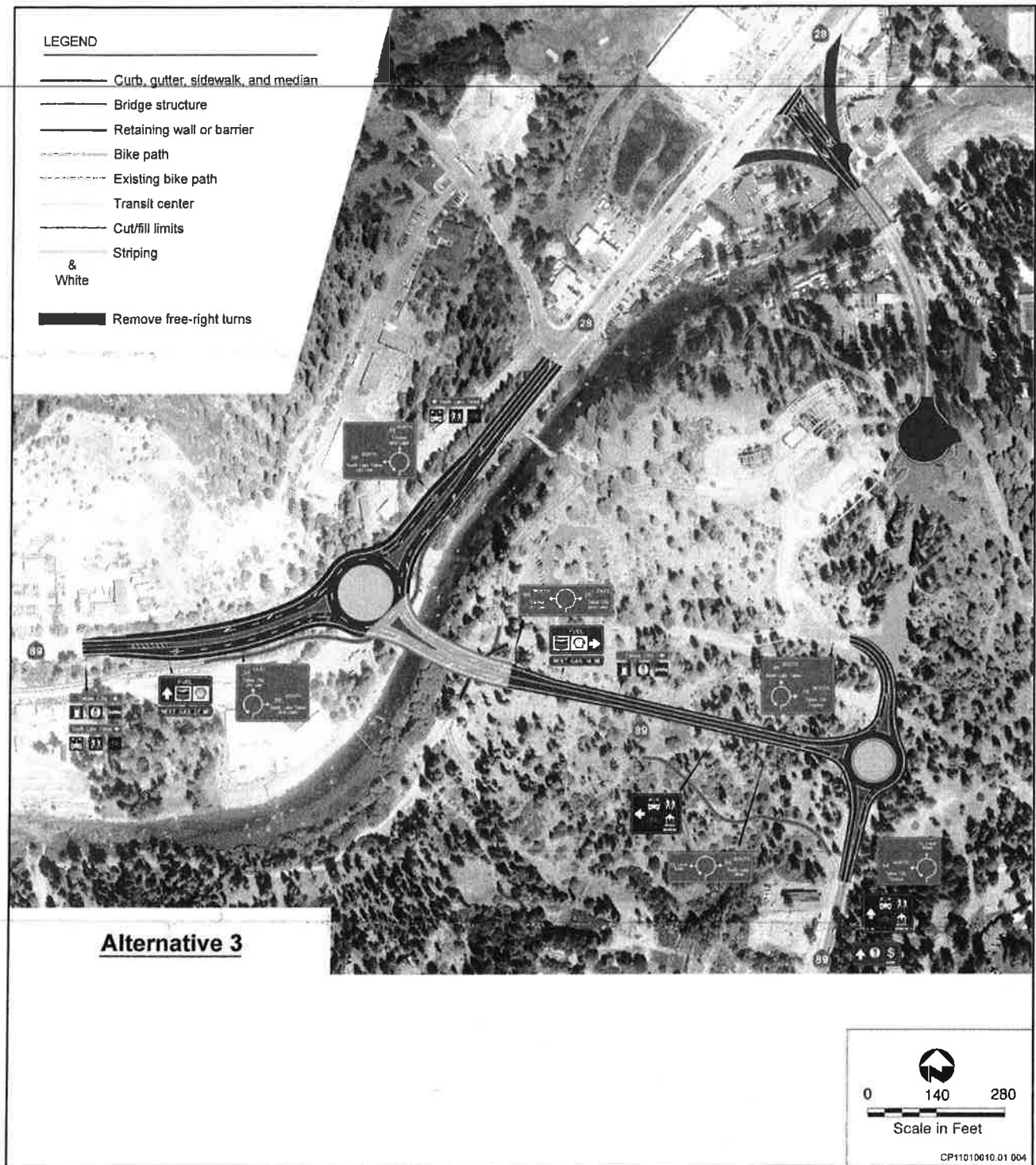
Alternative 1



Source: Adapted from Wood Rodgers 2011

Exhibit 3

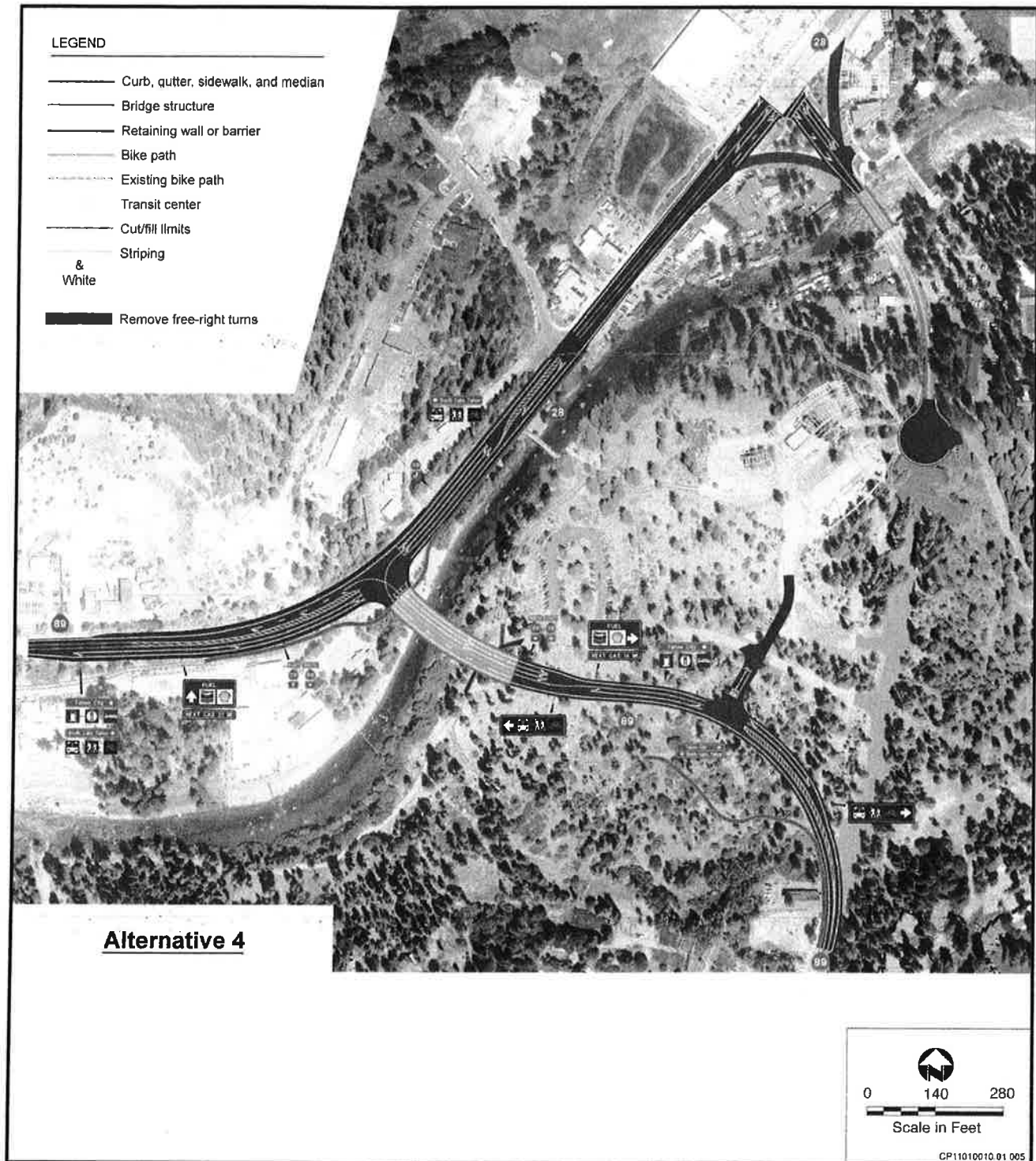
Alternative 2



Source: Adapted from Wood Rodgers 2011

Exhibit 4

Alternative 3



Source: Adapted from Wood Rodgers 2011.

Exhibit 5

Alternative 4

ALTERNATIVE 5 (NO PROJECT/NO ACTION)

Alternative 5 is the No Project/No Action Alternative. The project would not be constructed, and existing conditions on the project site would remain.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER EVALUATION

An additional alternative was considered during the initial planning for the SR 89/Fanny Bridge project. This alternative is described below.

Replace and Widen Existing Bridge, Provide Pedestrian Undercrossing. This alternative would replace the existing Fanny Bridge with a new three span structure widened by approximately 23 feet in the downstream direction. Widened sidewalks on both sides would be separated from traffic lanes with reinforced concrete barrier rails. A pedestrian/bicycle underpass would be provided on the south side of the bridge, with stairs and ramps connecting existing trails. Reinforced concrete barrier rails would be constructed on each side of SR 89 to discourage at-grade pedestrian/bicycle crossing. This alternative did not meet the purpose and need of the project because the pedestrian undercrossing would be closed during high river flows in early summer when there is corresponding heavy pedestrian activity, thereby reducing any benefit to the level of service at the intersection. This alternative would have resulted in substantial impacts to property owners because of the large footprint needed to meet Caltrans standards for design and level of service.

POTENTIAL ENVIRONMENTAL EFFECTS

The following subject areas include potential environmental effects that will be analyzed in the EIS/EIR/EA.

Land Use. Land use impacts to be addressed in the EIS/EIR/EA include changes to onsite uses, community character, compatibility with adjacent land uses, and development outside the urban boundary. The EIS/EIR/EA will also address consistency with the Tahoe City Community Plan, and TRPA Code of Ordinances, and Goals and Policies.

Hydrology and Water Quality. The alternatives being considered would cross the Truckee River. Project construction could create short-term increases in sediment loads at locations adjacent to Lake Tahoe during the construction period. Both pre- and post-construction impacts will be identified and analyzed in the environmental document. This will include non-point pollution sources from the project, potential contaminants, proposed source control methods, and proposed temporary and permanent best management practices (BMPs) to address potential impacts on water quality. The EIS/EIR/EA will also address potential hazardous material issues, evaluate potential short-term and long-term changes in sediment rate and transport as it relates to altered landscapes, total maximum daily load (TMDL) effects, source water protection (wells and intake lines), and address long-term water quality monitoring needs. Mitigation measures will be proposed, if needed.

Biological Resources: Fisheries and Aquatic Resources, Vegetation, and Wildlife. Construction and use of the action alternatives could affect the distribution, extent, and quality of sensitive and common biological resources that may be located within the project site and vicinity. Habitat that may be suitable for sensitive plant species could occur in the project area. The relationship of the TRPA vegetation and wildlife threshold carrying capacities will be discussed along with tree removal related to construction of the action alternatives. Impacts on native vegetation, fisheries and aquatic resources, and wildlife will be described based on the alternative infrastructure improvements. The potential for the project to result in the spread of noxious weeds (e.g., cheatgrass) will also be discussed. Mitigation measures will be proposed where needed.

Geology and Soils, and Land Capability and Coverage. The project would involve substantial excavation and placement of fill material and new coverage for shared-use path construction, bridges, and roadways. The EIS/EIR/EA will describe the potential adverse environmental effects related to coverage, land capability, soils, and geology. Potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion will be described. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated. Mitigation measures will be proposed, if needed.

Scenic Resources. Roadway, bridge, and trail construction would result in changes to natural elements that contribute to the scenic quality of the study area (e.g., tree removal, grading, vegetation disturbance), as well as changes related to the installation of recreation-related structures (e.g., paved path and structure-supported path). The project would introduce manmade features that could be visible from SR 28, SR 89, and Lake Tahoe. The EIS/EIR/EA will evaluate the project's potential effects to scenic resources through the use of ground-level site photographs from sensitive viewpoints on or near the project site and photorealistic visual simulations. Scenic effects will be evaluated in terms of visibility of the alternatives, alteration of the visual setting, sensitivity of viewpoints, as well as the effect of the project on TRPA scenic thresholds. Mitigation measures will be proposed, if needed.

Public Access and Recreation. Construction and operation of the path would result in changes in existing public access to and recreational uses of the study area. Existing recreation resources and opportunities at the project site and vicinity will be described and mapped. Changes in public access and recreational opportunities will be described and mitigation measures will be recommended for significant impacts, if necessary.

Archeological and Historical Resources. The potential for cultural resources to be located on or near the project site and the potential for disturbance of known and/or undiscovered cultural resources due to implementation of the project will be analyzed. The evaluation methodology will include field reconnaissance and evaluation of potentially significant resources in accordance with Section 106 of the National Historic Preservation Act. Mitigation measures will be proposed, if needed.

Transportation, Parking, and Circulation. Transportation, parking, and circulation will be evaluated by calculating the level of service (LOS) for all intersection control types using methods documented in the Transportation Research Board's Publication *Highway Capacity Manual, Fourth Edition, 2000*. Key traffic issues that will be evaluated in the EIS/EIR/EA are increased traffic volumes, LOS at area intersections, changes to vehicle miles traveled (VMT), effects on bicycle and pedestrian travel, public transit and shuttle access, and the adequacy of parking. Both short-term construction-related traffic and long-term traffic generated by the project will be analyzed. Mitigation measures will be recommended for significant impacts.

Air Quality and Conformity. The project would involve temporary construction emissions and generation of fugitive dust, as well as generate construction traffic in the area, contributing pollutants to the air basin. The EIS/EIR/EA will include an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile and area source emissions. The potential for long-term air quality benefits will also be evaluated from improved traffic operations. The analysis will identify sensitive receptors within and in the vicinity of the project area, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area, General Conformity and Transportation Conformity, and determine the significance of air quality impacts in comparison with applicable local, state, and federal standards and significance thresholds. Mitigation measures will be recommended for significant impacts, if necessary.

Greenhouse Gas Emissions and Climate Change. The EIS/EIR/EA will include an analysis of potential project impacts relative to greenhouse gas (GHG) emissions and climate change. This analysis will include a quantitative estimate of construction and operational carbon dioxide emissions from mobile sources. Carbon dioxide will be used as a proxy for all GHGs potentially emitted as a result of project operation. GHG emissions from project construction will also be discussed qualitatively. Mitigation measures will be recommended for significant impacts, if necessary.

Noise. The EIS/EIR/EA will assess potential short-term (i.e., construction) noise impacts relative to sensitive receptors and their potential exposure, as well as stringent noise standards that apply to Plan Area Statements. Noise levels of specific construction equipment will be determined and resultant noise levels at nearby receptors (at given distances from the source) will be calculated. Long-term (i.e., operational) noise impacts will be assessed. Mitigation measures will be proposed, if needed.

Public Services and Utilities. The public services and utilities section of the EIS/EIR/EA will evaluate impacts on power, solid waste collection and disposal, police services, fire protection services, fire fuel management, water treatment and distribution and wastewater collection – including any impacts associated with disturbance or relocation of the treated effluent pipeline at identified locations. Mitigation measures will be proposed, if needed.

Hazards and Hazardous Materials. The EIS/EIR/EA will map and address potential hazardous materials located on the project site such as petroleum products (including aurally deposited lead), fertilizers, and pesticides. The EIS/EIR/EA will also address hazardous materials issues related to adjoining properties. Mitigation measures will be proposed, if needed.

Agricultural and Mineral Resources. The proposed alternatives are not expected to affect agricultural or mineral resources in the study area. Existing resources will be verified and discussed.

Socioeconomics and Environmental Justice. The EIS/EIR/EA will address socioeconomic concerns including: 1) community character and cohesion; 2) potential business relocation; and 3) potential environmental justice issues, including potentially disproportionate impacts to these populations as a result of the proposed project and/or alternatives. Mitigation measures will be proposed, if needed.

Growth-Inducing Impacts. The proposed project and action alternatives would increase the number of jobs available in the region on a temporary basis during construction. Given the growth restrictions that exist in the Lake Tahoe Basin (limited commodities and restrictions on development), project implementation is not anticipated to result in long-term growth-inducing impacts.

Cumulative Effects. The EIS/EIR/EA will identify and describe recently approved and reasonably anticipated projects and planning efforts in the vicinity of the project, including the TRPA Regional Plan Update, the Regional Transportation Plan, and other applicable projects. The EIR/EIS/EIS will evaluate the project's direct and indirect contribution to the combined effects of these activities.

TRPA Threshold Carrying Capacities: The EIS/EIR/EA will include assessment of the project alternatives' compliance with and contribution to the attainment and maintenance of threshold carrying capacities adopted by TRPA.

INTENDED USES OF THE EIS/EIR/EA

The TTD, FHWA, Caltrans, and TRPA will use this EIS/EIR/EA to consider the potential environmental effects, design features, mitigation measures, and alternatives when reviewing the SR 89/Fanny Bridge project for approval. The EIS/EIR/EA will serve as FHWA's NEPA compliance document, TTD's CEQA compliance document, and as TRPA's compliance document with respect to its Compact and implementing regulations. Agencies with permitting authority over the project may also use the EIS/EIR/EA, as needed, for subsequent discretionary actions. Permits may include but are not limited to, TRPA and Placer County construction permits, Caltrans encroachment permits, and a California State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Stormwater Permit.

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(775) 589-5500
Fax: (775) 588-0917



TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
128 Market Street
Stateline, Nevada 89449-5310
(775) 588-4547
Fax: (775) 588-4527


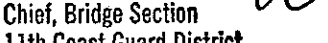


This notice is being issued jointly by the Tahoe Regional Planning Agency (TRPA) and the Tahoe Transportation District (TTD) in preparation of a joint TRPA Environmental Impact Statement (EIS) and California Environmental Quality Act (CEQA) Environmental Impact Report (EIR).

NOTICE OF PREPARATION

Under the provisions of the Coast Guard Authorization Act of 1982, the Coast Guard has determined this project does not require Coast Guard involvement for bridge permit purposes.

To: California State Clearinghouse
Responsible Agencies
Trustee Agencies
Other Interested Public Agencies
Interested Parties and Organizations
Affected Property Owners (within 300 feet of the project area)

Signature:  **Date:** 12/5/2011
DAVID H. SULOUFF
Chief, Bridge Section
11th Coast Guard District
By  District Commander

Subject: Notice of Preparation of a TRPA Draft EIS and CEQA Draft EIR for the State Route (SR) 89 /Fanny Bridge Community Revitalization Project

Lead Agencies:

TTD
P.O. Box 499
Zephyr Cove, NV 89448

TRPA
P.O. Box 5310
128 Market Street
Stateline, NV 89449-5310

Contact: Alfred Knotts
Transportation Project Manager
Phone: (775) 589-5503
Fax: (775) 588-0917
Email: aknotts@tahoetransportation.org

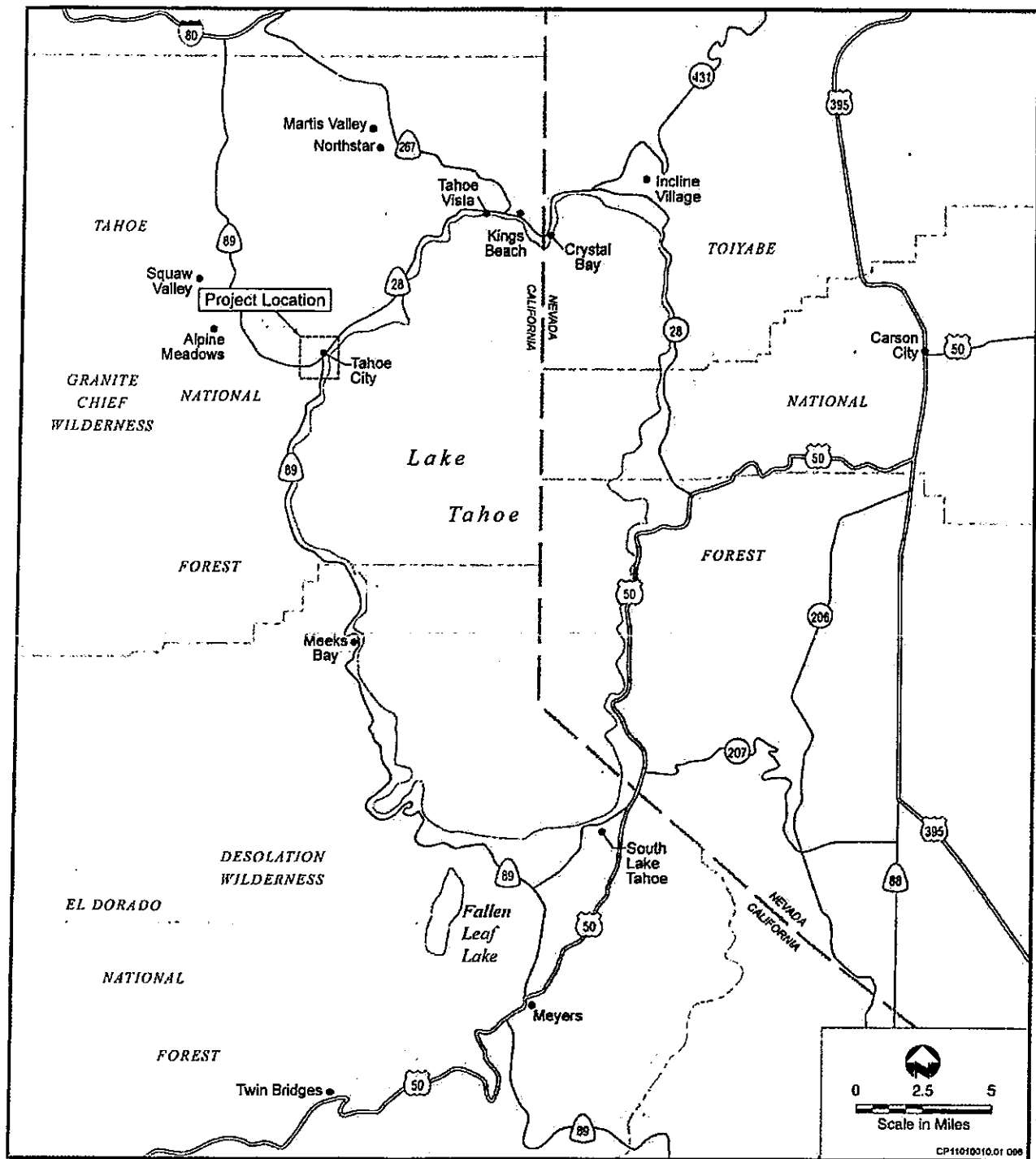
Contact: Brian Judge
Principal Environmental Specialist
Phone: (775) 589-5262
Fax: (775) 588-4527
Email: bjjudge@trpa.org

Project Title: State Route (SR) 89 /Fanny Bridge Community Revitalization Project

Project Location: The project site is located within the immediate vicinity of Truckee River Bridge # 19-0033 (locally known as the "Fanny Bridge") in Tahoe City, Placer County, California.

Project Overview: The SR 89 /Fanny Bridge Community Revitalization Project would include construction of a new bridge over the Truckee River, repair or replacement of Fanny Bridge, and various other improvements to address the following project objectives:

- ▲ Improve connectivity, reliability, travel times and operations of public transportation modal concepts, including increased mobility and safety of bicycles and pedestrians;
- ▲ Relieve existing congestion on SR 89 and improve vehicle mobility for commerce needs and a better resident and visitor experience;
- ▲ Improve traffic safety, traffic operations, and emergency access on SR 89 and SR 28, which includes the river crossing (Fanny Bridge) and associated intersections;
- ▲ Improve highway freight mobility and commerce needs;
- ▲ Improve the river crossing's structural integrity (Fanny Bridge) and resolve safety and community concerns about the cultural values related to the historic Fanny Bridge;



Source: Adapted by Ascent in 2011

Exhibit 1 **SR 89/Fanny Bridge Community Revitalization Project – Regional Location Map**



Edmund G. Brown Jr.
Governor

RECEIVED
12/13/11

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

December 2, 2011

To: Reviewing Agencies

Re: SR 89/Fanny Bridge Community Revitalization Project
SCH# 2011122013

Attached for your review and comment is the Notice of Preparation (NOP) for the SR 89/Fanny Bridge Community Revitalization Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Alfred Knotts
Tahoe Transportation District (Caltrans for NEPA and TRPA)
P.O. Box 499
Zephyr Cove, NV 89448

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments

cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011122013
Project Title SR 89/Fanny Bridge Community Revitalization Project
Lead Agency Tahoe Transportation District

Type **NOP** Notice of Preparation
Description The SR 89/Fanny Bridge Community Revitalization Project would include construction of a new bridge over the Truckee River, repair or replacement of Fanny Bridge, and various other improvements to address the following: existing traffic, bicycle, and pedestrian congestion; traffic safety and operations; emergency access on SR 89 and SR 28; the structural integrity of Fanny Bridge; and vehicle emissions and stormwater treatment.

Lead Agency Contact

Name Alfred Knotts
Agency Tahoe Transportation District (Caltrans for NEPA and TRPA)
Phone 775 589-5503 **Fax**
email
Address P.O. Box 499
City Zephyr Cove **State** NV **Zip** 89448

Project Location

County Placer
City
Region
Cross Streets SR 89 and SR 28
Lat / Long 39° 09' 50" N / 120° 8' 40" W
Parcel No. Various

Township	Range	Section	Base
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Proximity to:

Highways SR 89, 28
Airports
Railways
Waterways Truckee River, Lake Tahoe
Schools Tahoe Lake ES
Land Use Various

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Native American Heritage Commission; State Lands Commission; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 6 (So Lake Tahoe); Tahoe Regional Planning Agency

Date Received 12/02/2011 **Start of Review** 12/02/2011 **End of Review** 01/03/2012

From: Angela Shepard [mailto:angela_shepard@dot.ca.gov]
Sent: Friday, January 06, 2012 7:54 AM
To: aknotts@tahoetransportation.org
Subject: Review of SR 89/ Fanny Bridge Community Revitalization Project

Dear Mr. Knotts:

Thank you for the opportunity to review and comment on the NOP/NOI of a Draft EIR/EIS for the SR 89/ Fanny Bridge Community Revitalization Project.

Caltrans has no specific comments to provide at this time, based on the information received. We do request that you provide our office with copies of any further action(s) taken on this project.

If you have any questions, feel free to contact me by phone at (530) 740-4992 or by email at angela_shepard@dot.ca.gov.

Thank you,

Angela Shepard
Transportation Planner
Office of Transportation Planning - North
Division of Planning and Local Assistance
Caltrans - District 3
703 B Street
Marysville, CA 95901
Phone: (530) 740-4992
angela_shepard@dot.ca.gov

**DEPARTMENT OF FORESTRY AND FIRE PROTECTION**

Nevada-Yuba-Placer Unit Headquarters

13760 Lincoln Way

Auburn, CA 95603

Website: www.fire.ca.gov

January 25, 2012

TO: Tahoe Transportation District
ATTN: Alfred Knotts, Transportation Project Manager
P.O. Box 499
Zephyr Cove, NV 89448

TO: Tahoe Regional Planning Agency
ATTN: Brian Judge, Principal Environmental Specialist
P.O. Box 5310
Stateline, NV 89449-5310

RE: NOTICE OF PREPARATION: RESPONSE TO STATE ROUTE 89/FANNY
BRIDGE COMMUNITY REVITALIZATION PROJECT

Dear Planners,

CAL FIRE respectfully submits the following comments to the Notice of Preparation regarding the State Route 89/Fanny Bridge Community Revitalization Project. Our comments consist of state law requirements regarding tree removal and timberland conversion under the California Forest Practices Act and its Rules and Regulations (Title 14 California Code of Regulations, Chapters 4, 4.5, and 10), state fire laws detailed within California Public Resource Code (PRC) 4290 and 4291, California Building Code Chapter 7A Wildland Urban Interface building standards, as well as comment regarding emergency response issues and needs. Please note that California laws regarding tree removal and vegetation management are in addition to TRPA requirements.

CAL FIRE supports the construction of a new bridge spanning the Truckee River for emergency ingress and egress needs for the west shore at Tahoe City. CAL FIRE does not support the full nor the partial closure of Fanny Bridge. Having two vehicle crossings (the new bridge and Fanny Bridge) over the Truckee River at Highway 89 allows for two viable emergency evacuation and emergency response routes and results in reduced emergency response times to and from the lake Tahoe West Shore communities to Highway 89. Closing Fanny Bridge to all vehicle traffic will result in reduced response times for all emergency traffic to and from the West Shore coming from Highway 89 at Tahoe City due to only one point of ingress and egress, which is not in the public's best interest. The alternative of allowing only pedestrian, bicycle, and emergency response traffic over Fanny Bridge is also not in the best interest of the public or emergency

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response agencies. Doing so increases the risk of injury to pedestrians, bicyclists, etc from being hit and results in delayed emergency response times, especially at night, as emergency vehicles attempt to navigate through a likely very crowded bridge, if current pedestrian and bicycling traffic conditions (especially summer) are any indication.

CAL FIRE requests Placer County and/or the Tahoe Regional Planning Agency (TRPA) implement and enforce as per county and/or TRPA code all applicable State Responsibility Area (SRA) Fire Safe Regulations for any SRA lands which are or may become part of the Project. Construction, installation and/or development of structures and/or facilities on SRA lands shall comply with the most recent California State Responsibility Fire Safe Regulations (Public Resource Code 4290) and all other applicable State and County code, ordinances and regulations in effect at the time of application for improvement permits. Exceptions from the provisions of the county code which implement the SRA Fire Safe Regulations may be made by the Building Official and/or TRPA after consultation with CAL FIRE, which administers State Responsibility Area (SRA) fire protection in this area of Placer County, as well as with North Tahoe Fire Protection District, the local fire protection agency.

Title 14 California Code of Regulations §1103, and Public Resources Code §4581 requires a Timberland Conversion Permit and, in this case, a Timber Harvest Plan be filed with the California Department of Forestry and Fire Protection (CAL FIRE) if the project involves the removal of a crop of trees of commercial species (regardless of size of trees or if trees are commercially harvested) from non-federal lands. Timberland is defined as land supporting the growth of commercial timber species. A Timberland Conversion also requires a Timber Harvest Plan, whether or not the timberland owner plans to sell the logs. If the converted land is zoned as Timber Production Zone (TPZ), the property may also require rezoning by local government with the approval of CAL FIRE.

The project applicant must include within the Timberland Conversion Permit at a minimum a soil, slope, and watershed analysis. In addition, pursuant to §1105 and §1105.3 of Title 14 of the California Code of Regulations, an archaeological addendum, discussion of the cumulative effects of the loss of timberland and timber supply, erosion control plan, and environmental checklist must also be provided.

The following is a specific listing of those items the project applicant must include and discuss within the EIR in order for CAL FIRE to accept the application and make further determinations as per our regulatory authorities. The specific items required by CAL FIRE for inclusion to the EIR for evaluation and disclosure include:

1. General Site Evaluation
 - a. Timber site classification map.
 - b. Current timber stocking levels in basal area per acre.
 - c. Quantitative and qualitative analysis detailing how sustained yield of timber growth will be achieved.
 - d. Total project acres and amount of acreage in timberland.
 - e. Erosion Hazard Rating(s) map per §932.5, Title 14 California Code of Regulations.
 - f. Soil description/map(s).
 - g. Watercourse classification map as per Table 1, §936.5, Title 14 California Code of Regulations.
 - h. Road construction/reconstruction plan.
 - i. Road abandonment/obliteration plan, if any

- j. Silvicultural prescriptions and interim measures to be applied based upon the proposed management objectives.
2. Discussion of the cumulative effects of the loss of timberland and timber supply.
3. Map indicating the land use of parcels adjoining lands to be converted to a non-timber growing use.
4. Erosion control plan for the development, or an explanation detailing why such a plan is not necessary.
5. Discussion of past and future timber management and harvesting activities.
6. Archaeological addendum of the project area.
7. Description of special measures to be conducted after completion of timber harvesting operations (if applicable), including road and skid trail construction and use to prevent erosion, protect soil, and to protect watercourses, ponds, or lakes on or near the areas to be converted to non-timber growing uses.
8. Description detailing how the project area will be prepared for the new use(s) after completion of timber harvesting. Include description of methods of slash disposal and woody vegetation treatment, and any additional land treatment measures to be taken.
9. Name of the fire protection jurisdiction to supply protection to the developed areas/features.
10. Explanation detailing how the project shall meet fire protection standards of the fire protection jurisdiction or of the safety element of the Placer County General Plan and the county's adopted State Responsibility Area Fire Safe Regulations.

If you require further clarification, please contact Brad Harris, Nevada-Yuba-Placer Unit Chief at (530) 889-0111.

Sincerely,

Mary Huggins, Division Chief

For

Brad Harris, Chief
CAL FIRE Nevada-Yuba-Placer Unit

CC: Bill Homes, CAL FIRE Northern Region Chief (electronic)
Ken Nehoda, CAL FIRE Environmental Protection (electronic)



**Placer County
Health and Human Services Department**

Richard J. Burton, M.D., M.P.H.
Health Officer and Director

Jill Pahl, R.E.H.S.
Director, Environmental Health

To: Maywan Krach, Environmental Coordination Services
From: Justin Hansen, Environmental Health Services *JA*
Date: December 29, 2011
Re: Notice of Preparation of a TRPA Draft EIS and CEQA Draft EIR for the State Route 89/Fanny Bridge Community Revitalization Project

Environmental Health Services has reviewed the Notice of Preparation for this project and finds it to be complete.

Perspective, Hope, and Opportunity



TAHOE-TRUCKEE SANITATION AGENCY

A Public Agency
13720 Joerger Drive
TRUCKEE, CALIFORNIA 96161
(530) 587-2525 • FAX (530) 587-5840

Directors
O.R. Butterfield
Dale Cox
Erik Henrikson
S. Lane Lewis
Jon Northrop
General Manager
Marcia A. Beals

VIA U.S. MAIL AND E-MAIL

30 January 2012

Mr. Alfred Knotts
Transportation Project Manager
Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448

Mr. Brian Judge
Principal Environmental Specialist
TRPA
P. O. Box 5310
Stateline, NV 89449-5310

RE: State Route 89/Fanny Bridge Community Revitalization Project
Comments on the Notice of Preparation of a TRPA Draft EIS and CEQA Draft EIR

Dear Mr. Knotts and Mr. Judge:

The Tahoe-Truckee Sanitation Agency (T-TSA) provides the following written comments to the Tahoe Regional Planning Agency (TRPA) and the Tahoe Transportation District (TTD) on the Notice of Preparation (NOP) for the proposed State Route (SR) 89/Fanny Bridge Community Revitalization Project (Project).

T-TSA, which provides regional wastewater treatment and conveyance service to its member entities, owns, operates, and maintains the Martis Valley Water Reclamation Plant and the Truckee River Interceptor (TRI), a main trunk line for raw sewage conveyance. T-TSA's member entities are the North Tahoe Public Utility District (NTPUD), the Tahoe City Public Utility District (TCPUD), the Alpine Springs County Water District, the Squaw Valley Public Service District, and the Truckee Sanitary District.

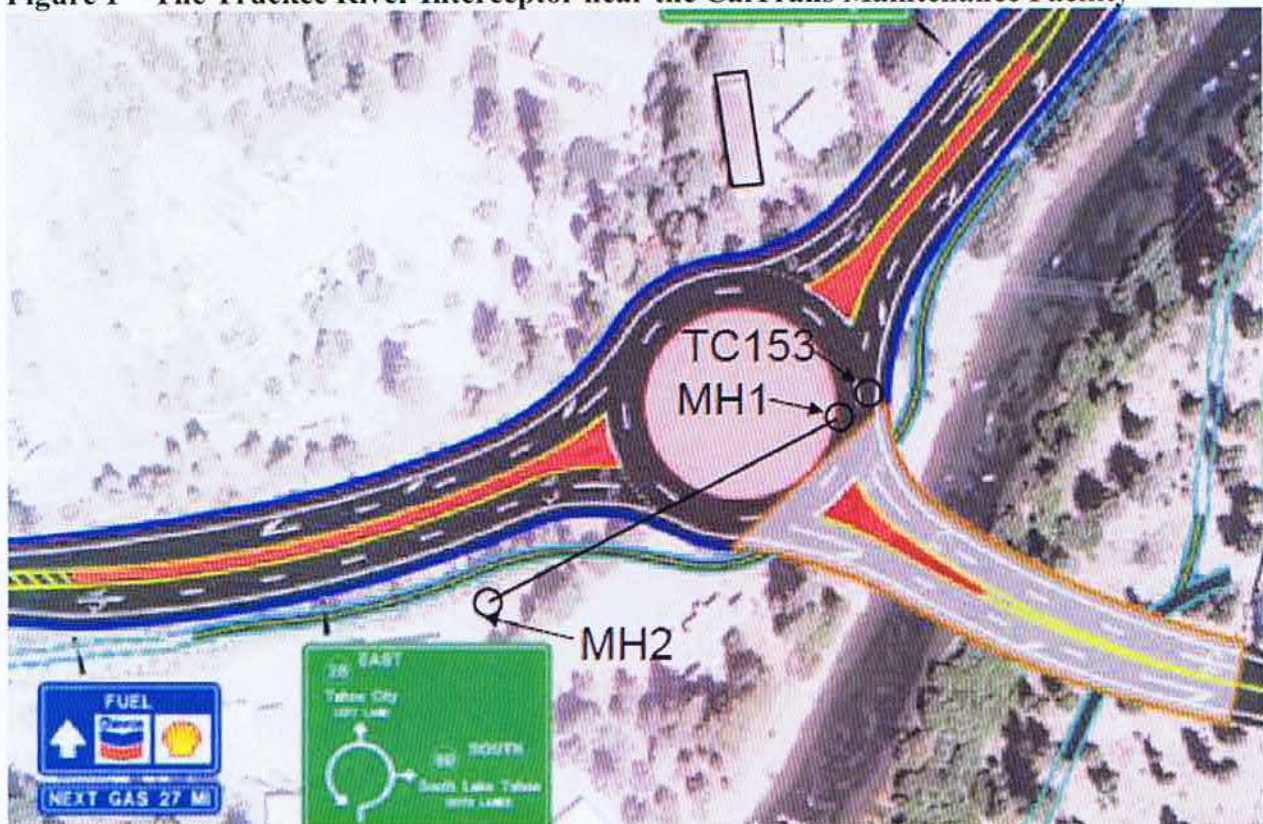
The 17-mile long TRI pipeline runs along the Truckee River Corridor between Tahoe City and Truckee. The reinforced concrete pipe (RCP) interceptor flows exclusively by gravity and varies in size from 24- to 42-inches in diameter. The interceptor conveys all of the untreated, raw sewage collected from the northern and western shores of Lake Tahoe. The tributary area served by the plant includes that portion of the Lake Tahoe Basin beginning at the California-Nevada stateline at the north end of the lake and extending along the lake's west side to the northern edge of Emerald Bay. The average daily flow rate at the Project location is approximately 2 million gallons per day (mgd), but has exceeded 7 mgd. Peak instantaneous flowrates of raw sewage at this location have been recorded in excess of 10 mgd.

In four of the Project's alternatives (Alternative Nos. 1, 2, 3, and 4), a new roundabout/

intersection would be constructed on SR 89 immediately adjacent to and east of the California Department of Transportation (CalTrans) Maintenance Yard in Tahoe City. A new bridge spanning the Truckee River would be constructed at this location to allow southbound traffic to bypass Tahoe City. The proposed layout of the Project features in these alternatives would significantly impact the TRI raw sewage transmission pipeline and associated facilities.

As shown in Figure 1 below, the roundabout proposed in Alternatives 1, 2, and 3 would be located on top of the TRI and two of its manholes. Two of the TRI manholes would be located right in the lanes of traffic and the TRI pipeline would practically bisect the new circle. T-TSA has the same concerns about Alternative 4, which shows a T-style intersection near the same location.

Figure 1 – The Truckee River Interceptor near the CalTrans Maintenance Facility



As shown above, the proposed roundabout/intersection and connecting roads would significantly impact existing TRI Manhole No. 1 (MH 1) and an adjacent manhole (TC 153) jointly used by T-TSA and TCPUD. At this location, the TRI is at its largest size, 42-inches in diameter, and the two manholes are about 13 to 14 feet deep. Ultrasonic flow measurement instrumentation and a Palmer-Bowlus flume are installed in TC 153 to measure flows entering the TRI from the TCPUD and NTPUD collection systems, except for flow from the West Shore of Lake Tahoe which enters the TRI at MH 2. All of these flow metering systems require regular access for maintenance. There is a small storage building adjacent to the two manholes, which houses the telemetry communication equipment used to monitor flows. This building also would be

impacted by the Project. T-TSA has a granted easement from CalTrans for the TRI and all associated facilities. Therefore, any costs concerning relocation or modification of the facilities will be the responsibility of the Project.

Potential Environmental Impacts and Concerns

T-TSA and its consultant, CH2M HILL, have reviewed the available Project information and have identified a number of impacts and concerns that must be addressed in the environmental documentation phase. These impacts and concerns are summarized below.

1. Raw sewage in the TRI flows by gravity, without the use of pump stations, from Tahoe City all the way to the Martis Valley Water Reclamation Plant. Uninterrupted flow in the TRI must be maintained at all times, including during construction of the Project, to prevent raw sewage from spilling into Lake Tahoe and/or the Truckee River. This requirement could be very challenging to meet given the small Project area, stringent bypass pumping requirements, and the proximity of the Project site to the Truckee River. There would be no tolerance for any raw sewage leaks of any kind.
2. The proposed features of the Project would overlies existing T-TSA manholes making them very difficult to access and maintain. T-TSA checks, cleans, and calibrates the equipment installed in these manholes at least a half dozen times each year. This Project would have a negative impact on the ability of T-TSA crews to safely access these manholes for the required, scheduled maintenance work. Because access to the manholes would require lane closures, the Project would have a negative impact on traffic flow through the new roundabout/intersection and connecting roads during these times. Frequent closures of the traffic circle/intersection would be necessary, resulting in more traffic congestion.
3. T-TSA is concerned that the manhole lids and frames, located within the lanes of traffic, would be damaged by the heavy equipment used for snow removal activities. Damaged manholes within the roundabout/intersection could result in traffic hazards that cannot be seen from a distance, with the drivers' line-of-sight being obstructed by Project features.
4. In Alternatives 1 through 4, a new bridge would be constructed to allow southbound traffic to cross the Truckee River near the CalTrans Maintenance Yard. This bridge would likely require a structural abutment that would be in close proximity to the TRI and its manholes, making protection of the TRI and its manholes challenging, both during construction and afterwards. Structural loadings and potential conflicts with existing facilities would need to be carefully examined. The TRI and/or its manholes could be undermined and breached during excavation activities for the bridge abutment and new bike path alignment. The loadings imparted to the TRI and its manholes by this structural abutment need to be carefully evaluated to ensure the existing infrastructure would not be damaged. To mitigate these concerns, the TRI and/or its manholes may need to be heavily reinforced throughout the Project area at the outset of construction.

5. Further, while it is still unclear as to whether cuts or fills would be required, an altered finish grade for the Project could place excessive loads on the TRI. If the allowable design loads for the RCP piping and manholes were to be exceeded, the TRI could catastrophically fail and result in an uncontrolled spill of raw sewage into the Truckee River. Based upon the information that T-TSA received at the scoping meeting for the Project which was held on January 11, 2012, the grade at this location will be raised ten feet. According to T-TSA's preliminary calculations, this will cause the maximum design loads of the pipe to be exceeded. This major concern needs to be properly addressed by Project designers in great detail. T-TSA will not allow any fill to be placed over the pipeline in any location in the Project area until this concern is resolved to T-TSA's satisfaction.
6. Even if it were found to be acceptable to raise the finished grade at the Project site, Manholes TC 153 and MH 1 would need to be deepened. Deep manholes are far less favorable to T-TSA than shallow ones. First, manned entries are much more difficult and time consuming. Second, deeper manholes in this location could result in a surcharging of upstream collection systems during emergency bypass pumping operations on the TRI should it ever become necessary. The risk of raw sewage spills into Lake Tahoe and/or the Truckee River would be heightened if raw sewage were to back up into the TCPUD and NTPUD sewage conveyance systems.
7. In the event that any TRI infrastructure is damaged, either during Project construction or at any time afterwards, repair or replacement of these TRI facilities would pose significant difficulties. Such work could cause closures of the proposed roundabout/intersection for extended periods of time to allow for safe access during construction activities. Large excavations with wide footprints may be required to access and repair below-grade facilities. The costs of any such repair or replacement work would be significantly greater than what they are under existing conditions.
8. The proposed roundabout/intersection would likely require moving the high-voltage overhead powerlines that are located in the Project area. The new alignment for the powerlines would have to be at least 20 feet away from the TRI, its manholes and all other sewer facilities to provide safe and legal clearance for cranes, heavy vehicles and other maintenance equipment.
9. Mitigation of the potential significant impacts to the TRI and associated sewer facilities would present a number of challenges. If mitigation requires construction of a relocated TRI and/or its manholes, the following would need to be evaluated at a minimum:
 - a. The proposed alignment of a relocated TRI would have to be carefully evaluated as the Project site is in close proximity to the Truckee River.
 - b. Groundwater would most likely infiltrate into any excavations dug to install the relocated TRI and/or its manholes, thereby adding construction costs and

lengthening the overall construction time. It has been T-TSA's experience that the groundwater elevation in the Project location can be higher than the TRI alignment. Dewatering plans will need to consider how this groundwater will be treated and disposed. T-TSA will not allow discharge of treated groundwater to the sanitary sewer system.

- c. The section of the TRI that would need to be relocated varies between 30- and 42-inches in diameter and is approximately 13 to 14 feet deep. Larger heavy equipment would be required to excavate and install new piping and manholes resulting in the need for a larger overall working area. Excavations would need to be at least 15 to 16 feet deep. There are likely many large, below-grade rocks and boulders in the Project area, which would be costly to remove.
- d. There would be a higher risk of a raw sewage spill into Lake Tahoe and/or the Truckee River during construction activities and/or bypass pumping operations. The average daily flow in the TRI at this location is about 2 mgd, but has exceeded 7 mgd in the past. Bypass pumping facilities would need to be adequately sized, reliable, robust, fully redundant, and fail-safe to avoid raw sewage spills into Lake Tahoe and/or the Truckee River. The pumping system would need to be sized to convey more than the expected peak flows and would need to be fully staffed with dedicated operators on a 24-hour-per-day, 7-day-per-week basis. Raw sewage spills would have significant negative effects on Lake Tahoe and/or the Truckee River, including their fishery resources, recreational opportunities, aesthetic values, and use as a drinking water supply for all downstream users, including but not limited to the cities of Reno, Sparks, and others.
- e. The slope of the TRI is very flat in the Project location. A new TRI alignment could impact its ability to flow exclusively by gravity. Any significant bends or dips in the pipeline could be problematic. Realignment of the TRI could affect the backwater characteristics of the existing flow metering devices and/or reduce scour velocities to less than acceptable levels. Mitigation measures would be complicated because T-TSA does not allow any pump stations to be constructed on the TRI.
- f. The telemetry communications equipment and the adjacent building in which it resides would need to be demolished to make room for the proposed traffic circle/intersection. Mitigation measures would need to address relocation of this telemetry equipment.
- g. Traffic along SR 89 between Tahoe City and Truckee would be significantly disrupted during TRI relocation activities. As discussed above, excavations would be deep and wide and the heavy equipment would need a large amount of working space.

To appropriately address the above concerns, any relocation of the TRI, its manholes, and other associated facilities to accommodate the proposed roundabout/intersection will need to be carefully evaluated. With respect to any other mitigation measures that may be considered, it would be important to better understand the condition of all of the sewer facilities that would be impacted by the Project. To accomplish this, a condition assessment of the TRI and its manholes must be performed.

Alternatives 6 and 6A would likely have no impact to T-TSA's TRI and associated facilities.

T-TSA would like to thank the TTD and TRPA for the opportunity to provide these comments. We look forward to see how our concerns are addressed as part of the environmental review process. These comments do not include any other impacts and concerns that may be separately identified by T-TSA in the future or by TCPUD.

If you have any questions, please do not hesitate to call me at (530) 587-2525.

Sincerely,



Marcia A. Beals
General Manager/Treasurer

jap:JP

cc: Jay Parker/T-TSA
Jeff Smith/CH2M HILL

January 30, 2012

SENT VIA: aknotts@tahoetransportation.org;
bjudge@trpa.org

Alfred Knotts, Transportation Project Manager
Tahoe Transportation District
P.O. BOX 499
128 Market Street, Suite 3F
Zephyr Cove, NV 89448

Brian Judge, Principal Environmental Specialist
Tahoe Regional Planning Agency
P.O. BOX 5310
128 Market Street
Stateline, Nevada 89449-5310

SUBJECT: SR 89 / Fanny Bridge Community Revitalization Project, Notice of Preparation

Dear Mr. Alfred Knotts and Mr. Brian Judge;

Thank you for submitting the SR 89 /Fanny Bridge Community Revitalization Project (Project) and associated Notice of Preparation to the Placer County Air Pollution Control District (District) for review. The Project is located within the Lake Tahoe Air Basin (LTAB) and is under the jurisdiction of the District. The District provides the following information for consideration.

1. Within the Air Quality Environmental Setting and Ambient Air Quality Standards sections of the environmental document, the District recommends the discussion include the recent decision made by EPA regarding the revision of 8-hour ozone standards and amendment of the area designations based on the state ozone standards for the LTAB.
2. The District recommends the following Project-level Thresholds of Significance when analyzing construction related impacts to determine the Project's potential to have an impact on air quality (82 pounds per day for nitrogen oxide (NO_x), reactive organic gas (ROG) and particulate matter emissions (PM₁₀) and 550 pounds per day for carbon monoxide (CO) emissions). The District currently does not have an established threshold for construction related greenhouse gas (GHG) emissions. However, a determination of significance should be disclosed and based on the Project's potential to interfere with GHG reduction goals established by regulatory requirements. Mitigation measures should be included to reduce potentially significant levels of criteria pollutants, including GHG emissions. The District recommends the attached mitigation measures (Attachment 2) in order to reduce construction related impacts to the maximum extent feasible, if determined necessary. The California Air Pollution Control Officers Association's (CAPCOA) guidance document "Quantifying Greenhouse Gas Mitigation Measures" provides additional resources to identify feasible mitigation measures and quantify emission reductions.

In addition to mitigation measures proposed to reduce construction related air quality impacts, the District recommends the incorporation of the District's Rules and Regulations (Attachment 1), to be listed on all grading and/or improvement plans associated with the construction of the Project to ensure that construction crew in the field are aware of District requirements.

3. If the traffic study determines that the Project would result in an increase of traffic volume, the air quality analysis should identify any net increase in criteria pollutant emissions, as well as GHG emissions, above the existing conditions generated as a result of the Project. The analysis should use the vehicle miles traveled (VMT) data from the Project's traffic study, based on a reasonable worst-case scenario, as well as emission factors from the most recent version of EMFAC2011. The analysis

should document all emission factors, assumptions, and modeling inputs and outputs (i.e., expected traffic, mix of light-duty and heavy-duty vehicles, existing and future nearby land uses, etc.).

The District recommends the following Project-level Thresholds of Significance when analyzing operational related impacts (82 pounds per day for nitrogen oxide (NO_x), reactive organic gas (ROG) and particulate matter emissions (PM₁₀) and 550 pounds per day for carbon monoxide (CO) emissions) to determine project level impacts on air quality. As previously stated, the District currently does not have an established threshold for operational related GHG emissions. However, a determination of significance should be disclosed and based on the Project's potential to interfere with GHG reduction goals established by regulatory requirements.

4. If existing or future sensitive receptors are located within close proximity to the Project area, where there is the potential for exposure to toxic air contaminants (TAC) and other hazardous air pollutants (e.g., such as diesel particulate matter (DPM) from diesel exhaust), the District recommends the environmental document describe the level of analysis, such as a Health Risk Assessment (HRA) or other modeling analysis, necessary to determine if the Project will have the potential to cause adverse health impacts. For guidance on assessing health risk impacts, the District recommends CAPCOA's HRA guidance document which outlines recommended procedures to identify when a project should undergo further risk evaluation¹. The District recommends the lead agency consult with the District prior to conducting a health impact analysis for the Project.
5. The District recommends for any intersection or roundabout determined by the traffic study to degrade to a level of service "D" or "E" as a result of this project, alone or cumulatively, a CALINE 4 modeling analysis for CO concentration should be performed and discussed in the environmental document.

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2333 or agreen@placer.ca.gov if you have any questions.

Respectfully,



Angel Green, Associate Planner

cc: Yu-Shuo Chang, Air Quality Planning and Monitoring Manager, PCAPCD

Enclosure (2)

¹ Available via the web at www.capcoa.org

ATTACHMENT 1
District and State Rule Based Requirements
Improvement Plans

The following standard notes are recommended as a standard condition of approval or construction document language for all development projects within the Placer County Air Pollution Control District (APCD). These notes should be included on all Improvement Plans, Grading Plans, and/or Design Review Permits, including those projects exempt by CEQA.

- R1. Include the following standard note on the Improvement/Grading Plan: Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours. *(Based on APCD Rule 202)*
- R2. Include the following standard note on the Improvement/Grading Plan: The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours. *(Based on APCD Rule 228)*
- R3. Include the following standard note on the Improvement/Grading Plan: The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. *(Based on APCD Rule 228 / section 401.5)*
- R4. Include the following standard note on the Improvement/Grading Plan: During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *(Based on APCD Rule 228 / section 401.2)*
- R5. a). Include the following standard note on the Improvement/Grading Plan: In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).
- b). Include the following standard note on the Improvement/Grading Plan: The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties. *(Based on APCD Rule 228 / section 402)*
- R6. Include the following standard note on the Improvement/Grading Plan: The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. *(Based on APCD Rule 228 / section 401.1, 401.4)*

ATTACHMENT 2
Placer County Air Pollution Control District
Recommended Mitigation Measures (Construction)

1. 1a. Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County Air Pollution Control District. If the District does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by the District, to the local jurisdiction that the plan has been submitted to the District. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving District approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.

1b. Include the following standard note on the Grading Plan or Improvement Plans: The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.

1c. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average of 20% of NO_x and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the District as described above: <http://www.airquality.org/ceqa/> (click on the current "Roadway Construction Emissions Model").
2. Include the following standard note on the Improvement/Grading Plan: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
3. Include the following standard note on the Improvement/Grading Plan: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.



January 30, 2012

Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448

Dear Mr. Alfred Knotts,

The League to Save Lake Tahoe and the Tahoe Area Sierra Club appreciate the opportunity to comment on the Notice of Preparation for the State Route 89/Fanny Bridge Community Revitalization Project.

Reasonable set of Alternatives

The road should be sized to the minimum amount needed for public safety. All alternatives currently utilize a 4-lane bridge to cross the Lower Truckee River to access the west shore of Lake Tahoe. An alternative should be examined and a traffic model run on a scenario in which the bridge crossing is two lanes with a middle turning/emergency lane instead of the proposed 4-lanes. This should be analyzed for the “new” crossing (as designed in alternatives 1 – 4) and the existing Fanny Bridge alignment (alternatives 6 and 6a).

Safeguards for Congestion

The current TRPA Regional Plan and the proposed Regional Plan Update lack an overall plan for the capacity of the Basin. Each alternative should be analyzed for any cumulative traffic impacts associated with the project along the west and north shores of Lake Tahoe. This must include an accurate set of data that reveals worst case current maximum traffic, utilizing all available sources of trips. The current worst case scenario must be analyzed in order to determine the impacts of increased road capacity on SR 89 south. The project alternatives must reveal and address the current total available trip generators south of Tahoe City that, at maximum capacity, could currently use SR 89, including residences, condos, fractionals, time-shares, multi-family facilities motels, and all commercial, industrial and public use spaces. Each alternative must use the total current worst case traffic, including LOS, delay times, air emissions and noise as a base number for projections as to future impacts. The number must be separated by south-bound and north-bound for peak traffic periods as experienced along this roadway. In addition, the project must have safeguards in place to mitigate any future congestion facilitated by the project, and this must include the current maximum worst-case traffic scenario.

Coverage

The proposed alternatives (Alternatives 1 through 4) will be adding a significant amount of coverage to the project area. In order to effectively assist in achieving soil and water quality coverage thresholds, the

preferred alternative should reduce the amount of coverage to be created by this project. Furthermore, any coverage transfers for this project should ideally come from the same hydrologic unit as the project area. Impacts from added coverage to sensitive lands must be mitigated.

Road Maintenance

Sanding of roads during winter months is a major factor that affects lake clarity and the health of the Lower Truckee River. An effective means to mitigate for the impacts of road sand is to employ best available technology vacuum street sweepers on a regular basis. As a condition of this project's permit, there must be a commitment to implement effective and frequent road sweeping on SR 89 and SR 28 within the reach of the Tahoe Regional Planning Agency's jurisdiction and the impacted hydrologic unit.

Best Management Practices

The project must implement stormwater BMPs that are built and maintained for effectiveness for all sections of road involved in this project.

Stream Environment Zone

The project will be impacting a stream environment zone. The project must mitigate disturbance to this sensitive area.

Recreation Uses

The project must analyze impacts to recreational uses within the project area, and provide effective mitigation measures to those recreation uses.

Lighting and Noise

The impacts of additional lighting and noise to wildlife, recreation, and scenic quality must be mitigated, especially since the project area includes a recreation site of high use.

Screening

The project will create scenic impacts from adjacent recreational sites including the bike path. The roadway must be adequately screened in order to protect views.

Thanks you,

Flavia Sordelet
League to Save Lake Tahoe

Laurel Ames
Conservation Co-Chair
Tahoe Area Sierra Club



RECEIVED
12/13/11

Tahoe Transportation
DISTRICT

Public Scoping Meeting for the SR 89/Fanny Bridge
Community Revitalization Project

December 8 and 9, 2011

SCOPING COMMENTS

Please hand in comments during the meeting, mail them (address on back), fax them to 775-588-0917, or send an email by **January 30, 2012**. Those submitting comments electronically should provide them by email in either Microsoft Word format or as a Portable Document Format (PDF) to aknotts@tahoetransportation.org. Please include "SR 89/Fanny Bridge Community Revitalization Project Scoping Comment" in the email subject line.

Name: BILL SHARRROUGH
Organization (if any): TAHOE CITY CHEVRON
Address (optional): P.O. BOX 6032
City, State, Zip: TAHOE CITY, CA 96145
E-mail: TLCHEVRON @ GMAIL.COM

The Tahoe Transportation District (TTD) and Tahoe Regional Planning Agency (TRPA) invite you to provide additional comments you have on the SR 89/Fanny Bridge Community Revitalization Project. To submit additional comments that were not made at the public scoping meetings, please fold this page in half, tape closed, affix postage and place in the mail to Alfred Knotts at the address on the reverse. You may also submit comments to Alfred Knotts at aknotts@tahoetransportation.org or fax them to Alfred Knotts at 775-588-0917. Written comments should be sent at the earliest possible date, and no later than January 30, 2012. All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public. Thank you for your comments!

Comments:

WE CAN ALL AGREE THAT, REGARDLESS OF WHICH
ALTERNATIVE IS SELECTED, THERE WILL BE AN
ECONOMIC IMPACT WITH LONGTERM IMPLICATIONS TO
EVERY BUSINESS IN TAHOE CITY. WE DO NOT KNOW
THE EXTENT OF THESE IMPACTS, POSITIVE OR NEGATIVE,
AT THIS TIME. IT IS IRRESPONSIBLE TO PROCEED
WITH FURTHER ENVIRONMENTAL OR CULTURAL STUDIES
UNTIL A SEPARATE, INDEPENDANT AND COMPLETE

ECONOMIC STUDY IS COMPLETED AND MADE PUBLIC.
WITH THE ECONOMIC CLIMATE IN TAHOE CITY TENDERS AT BEST
TO ROLL THE DICE AND HOPE FOR THE BEST IS NOT A
POSITION I CAN ADOPT GIVEN THE INVESTMENT I HAVE
(AS WELL AS ALL BUSINESS OWNERS) GIVEN THE INACCURACIES
THAT HAVE ALREADY BEEN NOTED IN TRAFFIC COURTS, THE
REST OF THE ASSUMPTIONS MADE ARE CALLED INTO QUESTION
THE TRAFFIC "PROBLEM" WILL NOT BE MITIGATED WITHOUT
ADDRESSING THE KEY PROBLEM: GROVE ST. PEDESTRIAN
CROSSING - AND NOT FAUNY BRIDGE. THE REPAIR
IN PLACE SHOULD BE THE PREFERRED ALTERNATIVE.

-----PLEASE FOLD ALONG THIS LINE AND TAPE CLOSED.-----



09 DEC 2011 PM 3:17



Tahoe Transportation District
Alfred Knotts, Project Manager
P.O. Box 499
Zephyr Cove, NV 89448

8944830499



From: Leigh Ann [<mailto:lacullen@aol.com>]
Sent: Friday, December 23, 2011 12:52 PM
To: aknotts@tahoetransportation.org
Subject: Re: SR89Fanny Bridge

Alfred,

thank you for the information the link will work. Have a great christmas weekend.

Leigh Ann

-----Original Message-----

From: Alfred Knotts <aknotts@tahoetransportation.org>
aknotts@tahoetransportation.org>
To: Leigh Ann <lacullen@aol.com> lacullen@aol.com>
Sent: Thu, Dec 22, 2011 2:57 pm
Subject: RE: SR89Fanny Bridge

No problem, Leigh Ann. It was good to sit down with you as well.

As to your questions, I am not sure the exact report you are referring to but we did post the two "Fanny only" options. They can be viewed at the following link.

<<http://tahoetransportation.org/sr-89-fanny-bridge-community-revitalization>>
<http://tahoetransportation.org/sr-89-fanny-bridge-community-revitalization>

If you want to clarify the report you are referencing I would be happy to see if I can make it available.

If folks want to sign a petition that is their prerogative but I don't have a format or anything to provide and there is not technically anything that I am aware that has to be followed.

Thanks again, Leigh Ann and sorry for the delay in getting back to you.

Have a great day and a merry X-mas.

From: Leigh Ann [<mailto:lacullen@aol.com>> lacullen@aol.com]
Sent: Tuesday, December 20, 2011 11:01 AM
To: <aknotts@tahoetransportation.org>
aknotts@tahoetransportation.org>
Subject: SR89Fanny Bridge

Alfred, Thank you for meeting with me last week. I was putting final touches on comments and had a last few questions.

I can not find the old report on your web site. Most likely not looking in the correct place. Also did a Fanny Bridge only get posted?

Also, some folks have asked about signing a petition type comment submittal. Would there be a specific format that would have to be followed, for that type of comment submittal.

thanks again for assistance.

Leigh Ann Cullen

January 9, 2012

Governor Jerry Brown
c/o State Capitol, Suite 1173
Sacramento, CA 95814

RE: State Route 89/Fanny Bridge Community Revitalization Project
Notice of Preparation

Enclosed is information that I encountered today from a business I have called on for the past 23 years in Tahoe City. I am a Placer County resident in Truckee and this will have an impact on just about everyone I know in my business and circle of friends in this area.

It seems out of context that two Nevada based agencies are telling us how our tax dollars should be spent with regard to our roadways in Tahoe City. Please take a few minutes to read the project proposal and alternatives. Also note that they have had two meetings in the Tahoe City community (not publicized enough that I had heard about them) & now a meeting in Stateline, NV. Convenient for the Nevada based agencies, but not the people affected by the proposed project.

In addition I have enclosed an article written in our local paper the Sierra Sun. This author addresses most of our concerns. My additional objection to this project is not only the historical value of Fanny Bridge, but the businesses that would be affected by this project, which includes all of Tahoe City to Kings Beach. Many jobs would be lost and tax dollars for our State, County and local governments. As stated in the article, the numbers that have been presented were from studies done almost 10 years ago. Since then, Squaw Valley and Northstar have developed villages and that have diluted tourism in & out of the surrounding areas. Businesses have been struggling to stay afloat in this area.

I don't want to see my tax dollars spent on a bridge & roundabouts that are not needed. We have a bridge. Apparently it needs to be retrofitted, but that can be done without additional dollars spent on unnecessary projects like this one. Someone mentioned that we'd lose money coming from another source if we don't spend it on this project. If that is the case, then so be it. I don't want the eyesore of a new bridge in our quaint town of Tahoe City. The traffic congestion is overstated to say the least. Yes, we have congestion for a few weeks during the summer months, but constructing a four lane bridge that would filter into two would only exasperate the problem.

Again, please take the time to read the response from Jim Sajdak in the Sierra Sun. This is not "revitalization". This would be destruction.

I am hopeful that someone on your staff can look into this and help with our concerns that have fallen on deaf ears of these Nevada based agencies.

Thank you for your time.

Sincerely,

Edy Klang
P O Box 8204
Truckee CA 96162
Email: edyklang@me.com

Elections

Senate Bill (SB) 202 restricts ballot initiatives and referendums to the November ballot when citizens consider the right and more relevant issues to be decided. This new law will allow ballot measures sponsored by citizens to be placed on the ballot as late as the November election.

Male Circumcision

Health officials are urging a new law so that all newborn babies are circumcised. The law would require that all newborn babies be circumcised within the first 72 hours of life.

LGFT

SB 48 requires equal science instruction in public schools. The bill also requires that all students receive instruction on the scientific method and the scientific process. The bill also requires that all students receive instruction on the scientific method and the scientific process.

Apartment Law

Landlords may now bring suit against tenants for nonpayment of rent. The bill also requires that all landlords provide a written lease agreement to all tenants. The bill also requires that all landlords provide a written lease agreement to all tenants.

Human Trafficking

SB 677 makes it mandatory for all law enforcement agencies to report any suspected human trafficking cases to the Department of Justice. The bill also requires that all law enforcement agencies report any suspected human trafficking cases to the Department of Justice.

law enforcement or State Justice Department.

Genetic Tests

SB 679 allows a person to sue a health care provider for negligence if the provider fails to inform the patient of the availability of genetic testing. The bill also allows a person to sue a health care provider for negligence if the provider fails to inform the patient of the availability of genetic testing.

Supermarket Lanes

AB 138 bans stores from selling alcohol or liquor through self-checkout lanes. The bill also bans stores from selling alcohol or liquor through self-checkout lanes.

Genetic Tests

SB 679 allows a person to sue a health care provider for negligence if the provider fails to inform the patient of the availability of genetic testing. The bill also allows a person to sue a health care provider for negligence if the provider fails to inform the patient of the availability of genetic testing.

Intoxicated Alcohol

SB 679 allows a person to sue a health care provider for negligence if the provider fails to inform the patient of the availability of genetic testing. The bill also allows a person to sue a health care provider for negligence if the provider fails to inform the patient of the availability of genetic testing.

Organ Donors

The state of California now requires all drivers to register as organ donors. The bill also requires all drivers to register as organ donors. The bill also requires all drivers to register as organ donors.

Jim Porter is an attorney with Porter, Simon, and Hoot. He is a South Lake Tahoe and Reno. He is a South Lake Tahoe and Reno.

REVITALIZATION DOES NOT EQUAL BYPASS

kids in the house. I began to think what if there were an emergency? Uh... the house is on fire. my grandfather is having chest pains. my

offcomos in case of an emergency. I wish everyone a happy and safe 2012. Annie Pratt is a Truckee resident.

After attending two of the community meetings regarding the State Route 89/Fanny Bridge Community Revitalization Project, I have come to the conclusion that the name of the proposed project is very misleading and so are the statistics and data provided by the Tahoe Transportation District based on current conditions.

My Turn
By Jim Sajdak

Have you ever seen 400 cyclists and pedestrians per hour on Fanny Bridge? The "community" meetings were held within the community with members of the community in attendance; however, none of the current community input provided at the meetings has been incorporated into the five alternatives. The project is being pushed through and is now in the environmental review stage. If you did not know anything about the project, you would not know it was a revitalization project. It is a bypass.

standard growth rate. Based on a projected steady growth that did not occur, TTD believes we still need a four-lane bridge through 64 acres bypassing the "Wye" as the entrance point to the lake and Tahoe City. Ever since California changed the traffic flow at the "Wye" by providing a double green arrow/double turn lanes for the West Shore traffic, while holding the traffic coming out of the lake, the traffic back up from the West Shore has been minimal for the past several years. The transportation goal for the basin is to reduce the amount of traffic, not to build more roads to accommodate it. By building more roads, this only encourages traffic growth.

On the "Safety" side, this statement can be used on

See EQUAL, page

EQUAL

from page 4

any project, if not a safety issue, it does not always result from providing multiple exits in the same general area. Providing a safe exit route is more easily obtainable by law enforcement by controlling the flow of traffic from one exit point rather than by having multiple exits and roundabouts in the same area.

Three out of the four alternatives currently proposed by the TTD would not allow for Fanny Bridge to be used as a viable emergency exit. During an emergency evacuation, law enforcement needs to be able to control the access/exit points. By increasing the number of exit points from one to two with one additional roundabout and multiple new merge lanes will require more law enforcement designated for traffic control.

An increase in merge lanes also results in traffic congestion. There is no real benefit in having a new four-lane bridge and two exit points just over a quarter mile apart when 89 North to Truckee, 89 South to South Shore and 28 to Kings Beach are miles of two-lane road. If providing multiple exits from the West Shore is such a concern for the TTD, then they should be

working with Caltrans to provide a viable control at Emerald Bay to keep an already existing emergency exit open all year. If there were a bridge over the water along the West Shore and Emerald Bay was closed, there could be no way in or out no matter what happens at Fanny Bridge. Maybe TTD has the wrong location for their four-lane bridge; maybe it should be located across the lake at the entrance to Emerald Bay to ensure Highway 89 won't be closed for an available danger and always remain open.

Spending millions of dollars to construct a four-lane concrete bridge through 64 acres will create an environmental eyesore with the possibility of jeopardizing our community's economy. When even the TTD states in its own literature that the alternatives may not bring traffic congestion to standardized a acceptable levels during the summer periods when congestion is at its height.

Each of the alternatives states that Fanny Bridge would be repaired or replaced. Let's leave the project scope and cost at that. Members of the community support the seismic upgrade of Fanny Bridge and leaving Fanny Bridge as two-lane without the bypass or realignment of 89.

TTD's requirement that

they say is coming from Caltrans holds no merit. The requirement for having to widen Fanny Bridge to four lanes is not justified based on current data. If Caltrans requires widening Fanny Bridge to four lanes then how could repairing the bridge or replacing it be listed in all four alternatives? Widening the existing bridge would require a property easement, which is not obtainable. Does this also mean that when all of the other bridges along the West Shore need to be seismically upgraded, that they will also be widened to four lanes?

Members of the community have provided some great input on how to make the Fanny Bridge area safer for pedestrians and cyclists. Providing an ADA-compliant pedestrian ramp between the existing concrete railing and the dam paralleling the roadway is just one example that would eliminate the pedestrian/traffic safety concern. This would also allow the visitors to have a closer look at the fish.

Traffic would also not be delayed as drivers are no longer wondering "What are all of the people looking at?"

Please forward your comments to the Tahoe Transportation District, Attn. Alfred Knolls, by the deadline of Jan. 30. Jim Spilak is a Tahoe City resident

OBITUARIES

Hans Stueven, 1923-2012
April 27, 1923 - Jan. 2, 2012

He died at home, surrounded by his family. Hans was a lifelong resident of Lake Tahoe and a member of the Lake Tahoe Community Church. He was a member of the Lake Tahoe Community Church and a member of the Lake Tahoe Community Church.

Our dad told us he was alone. "I came to be thought that way," he said. He first saw Lake Tahoe while on a family vacation in 1944.

He really liked Lake Tahoe since the first moment he set his eyes on it. He said that's where he wanted to live when he grew up. He moved to Lake Tahoe in 1955.

Marian Elizabeth Vinopal, 1939-2012
Jan. 25, 1939 - Jan. 5, 2012

After a brief illness, Marian Elizabeth (Lily) Vinopal passed away with her husband Charlie by her side. Through the end, her sense of humor and love for her husband and family prevailed.

Marian was born in Parma, Ohio, and attended St. Joseph Academy in Rocky River, Ohio. She enjoyed many jobs in her life, none more than raising her four children and volunteering for the local Theatre and Symphony Companies in Orinda, San Francisco and Reno. Razamatraz, Magic Theater SF, Brucka Theater, and the Reno Philharmonic Pops on the River concerts were just a few of the organizations benefiting from Marian's many talents. Marian was very creative. She loved to cross stitch, paint, cook and read. She enjoyed life and was never afraid to share her opinion. Marian and Charlie enjoyed many

adventures over 51 years, including camping, jazz concerts, wine tasting and road trips to visit family. This past August they celebrated their 50th Wedding Anniversary with a wonderful surprise party hosted by friends and family.

Marian is survived by her loving husband Charlie, children Linda (Bob), Tom (Mary), Nancy (Sam) and Beth (Jerry). Her seven grandchildren Emily, Chase, Paige, Nick, Max, Aleigh and Cooper will miss her greatly, as will her three great-grandchildren Jude, Atticus and Gemma.

Marian is also survived by her brother Chris (Claire) and sister Sarah (Bob), and many nieces, nephews and cousins. She was preceded in passing by her parents Bill and Ruth Lily, and sisters Karen and Ellen.

Friends and family are invited to join Charlie at his home in Tassara for a brief Open House Celebration of Her Life on Sunday, Jan. 8 from 1-3 p.m. We miss you and love you, Mom. In lieu of flowers, donations in her name to any Breast Cancer Charity would be appreciated.

There will be a graveside service at Trails End Cemetery in Tahoe City on Jan. 7.

Hank became an ordained minister in the 1970s. He ran the race for the prize of The High Calling, and told us to never let anyone take our crown away. He is at rest with Jesus now.

Hank is survived by his wife of 55 years, Kathryn Stueven, daughters, Karrie Wade and Shelly Lewis, son Jerry Stueven, grandsons Jesse Lewis and Danny Stueven, granddaughters Vanessa Henson and Jerrica Stueven. "Goodbye, Goodbye, Hank, you will be missed."

TAHOE TRANSPORTATION DISTRICT
P.O. Box 499
128 Market Street, Suite 3F
Zephyr Cove, NV 89448
(775) 588-6600
Fax: (775) 588-0917



TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
128 Market Street
Stateline, Nevada 89449-5310
(775) 588-4547
Fax: (775) 588-4527



This notice is being issued jointly by the Tahoe Regional Planning Agency (TRPA) and the Tahoe Transportation District (TTD) in preparation of a joint TRPA Environmental Impact Statement (EIS) and California Environmental Quality Act (CEQA) Environmental Impact Report (EIR).

NOTICE OF PREPARATION

To: California State Clearinghouse
Responsible Agencies
Trustee Agencies
Other Interested Public Agencies
Interested Parties and Organizations
Affected Property Owners (within 300 feet of the project boundary)

Subject: Notice of Preparation of a TRPA Draft EIS and CEQA Draft EIR for the State Route (SR) 89 /Fanny Bridge Community Revitalization Project

Lead Agencies:

TTD
P.O. Box 499
Zephyr Cove, NV 89448

TRPA
P.O. Box 5310
128 Market Street
Stateline, NV 89449-5310

Contact: Alfred Knotts
Transportation Project Manager
Phone: (775) 589-5503
Fax: (775) 588-0917
Email: aknotts@tahoetransportation.org

Contact: Brian Judge
Principal Environmental Specialist
Phone: (775) 589-5262
Fax: (775) 588-4527
Email: bjudge@trpa.org

Project Title: State Route (SR) 89 /Fanny Bridge Community Revitalization Project

Project Location: The project site is located within the immediate vicinity of Truckee River Bridge # 19-0033 (locally known as the "Fanny Bridge") in Tahoe City, Placer County, California.

Project Overview: The SR 89 /Fanny Bridge Community Revitalization Project would include construction of a new bridge over the Truckee River, repair or replacement of Fanny Bridge, and various other improvements to address the following project objectives:

- ▲ Improve connectivity, reliability, travel times and operations of public transportation modal concepts, including increased mobility and safety of bicycles and pedestrians;
- ▲ Relieve existing congestion on SR 89 and improve vehicle mobility for commerce needs and a better resident and visitor experience;
- ▲ Improve traffic safety, traffic operations, and emergency access on SR 89 and SR 28, which includes the river crossing (Fanny Bridge) and associated intersections;
- ▲ Improve highway freight mobility and commerce needs;
- ▲ Improve the river crossing's structural integrity (Fanny Bridge) and resolve safety and community concerns about the cultural values related to the historic Fanny Bridge;

Notice of Preparation December 2011

TRPA/TTD

- ▲ Make public transportation more effective with better connectivity, reliability, and travel times;
- ▲ Provide two viable emergency evacuation routes from the Lake Tahoe West Shore communities; and
- ▲ Reduce vehicle emissions and improve stormwater treatment.

Four action alternatives and a no-action alternative will be evaluated in the EIS/EIR. TRPA and TTD are initiating preparation of an EIS/EIR for the SR 89/Fanny Bridge Community Revitalization Project. This document is an EIS prepared by TRPA pursuant to the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure and an EIR prepared by TTD pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). It is anticipated that an Environmental Assessment (EA) will be prepared by the California Department of Transportation (Caltrans) (under National Environmental Policy Act (NEPA) delegation authority from the Federal Highway Administration (FHWA)) pursuant to NEPA (42 U.S. Code 4321 – 4347), the Council on Environmental Quality's Regulations Implementing NEPA (40 Code of Federal Regulations [CFR] 1500 – 1508), FHWA Environmental Impact and Related Procedures (23 CFR 771), and the Caltrans Standard Environmental Reference. This notice meets the TRPA and CEQA noticing requirements for a Notice of Preparation (NOP). Public notice of scoping is not required for an EA.

A brief description of the alternatives likely to be evaluated in the EIS/EIR and a summary of the probable environmental effects of the proposed project are available for review on the TRPA website at: www.trpa.org, and on the TTD website at: www.tahoetransportation.org.

Public Scoping: The purpose of this NOP is to solicit views of interested persons, organizations, and agencies as they relate to the scope and content of the information to be included and analyzed in the EIS/EIR. Agencies should comment on the elements of the environmental information that are relevant to their legal authority and statutory responsibilities in connection with the project.

The designated public scoping period will extend for 60 calendar days beginning on December 2, 2011 and concluding on January 30, 2012. Comments would be most helpful if received within this 60-day scoping period. Please send your comments and contact information to Alfred Knotts, TTD Project Manager, by mail, fax, or email to the address shown above. Comment letters should include the name of a contact person at your agency or organization. Additional information on the SR 89/Fanny Bridge Community Revitalization Project may be obtained at www.tahoetransportation.org.

Three public scoping meetings will be held to provide the opportunity to learn more about the SR 89 /Fanny Bridge Community Revitalization Project and to receive comments from the public and other interested parties and agencies regarding the issues that should be addressed in the EIS/EIR. The scoping meetings will be held as follows:

Thursday, December 8, 2011
Beginning at 6:00 p.m.

North Tahoe Regional Advisory
Council (NTRAC)
Tahoe City Public Utility District -
Board Room
221 Fairway Drive
Tahoe City, CA 96145

Friday, December 9, 2011

Beginning at 9:30 a.m.
Tahoe Transportation District
Granlibakken Conference Center
725 Granlibakken Rd.
Tahoe City, CA 96145

Wednesday, January 11, 2012

Beginning at 9:30 a.m.
TRPA Advisory Planning
Commission (APC)
Tahoe Regional Planning Agency -
Board Room
128 Market Street
Stateline, NV 89449

The TRPA APC and TTD meetings will begin at 9:30 a.m. while the NTRAC meeting will begin at 6:00 p.m.; however, the scoping agenda item for the proposed project is not time certain. Please refer to the agendas posted at www.trpa.org, www.tahoetransportation.org, and www.placer.ca.gov within one week of the meetings for updated information.

If you have further questions or require additional information, please contact Alfred Knotts at TTD by mail, fax, or email at the address shown above.

STATE ROUTE 89/FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT

PROJECT OVERVIEW AND LOCATION

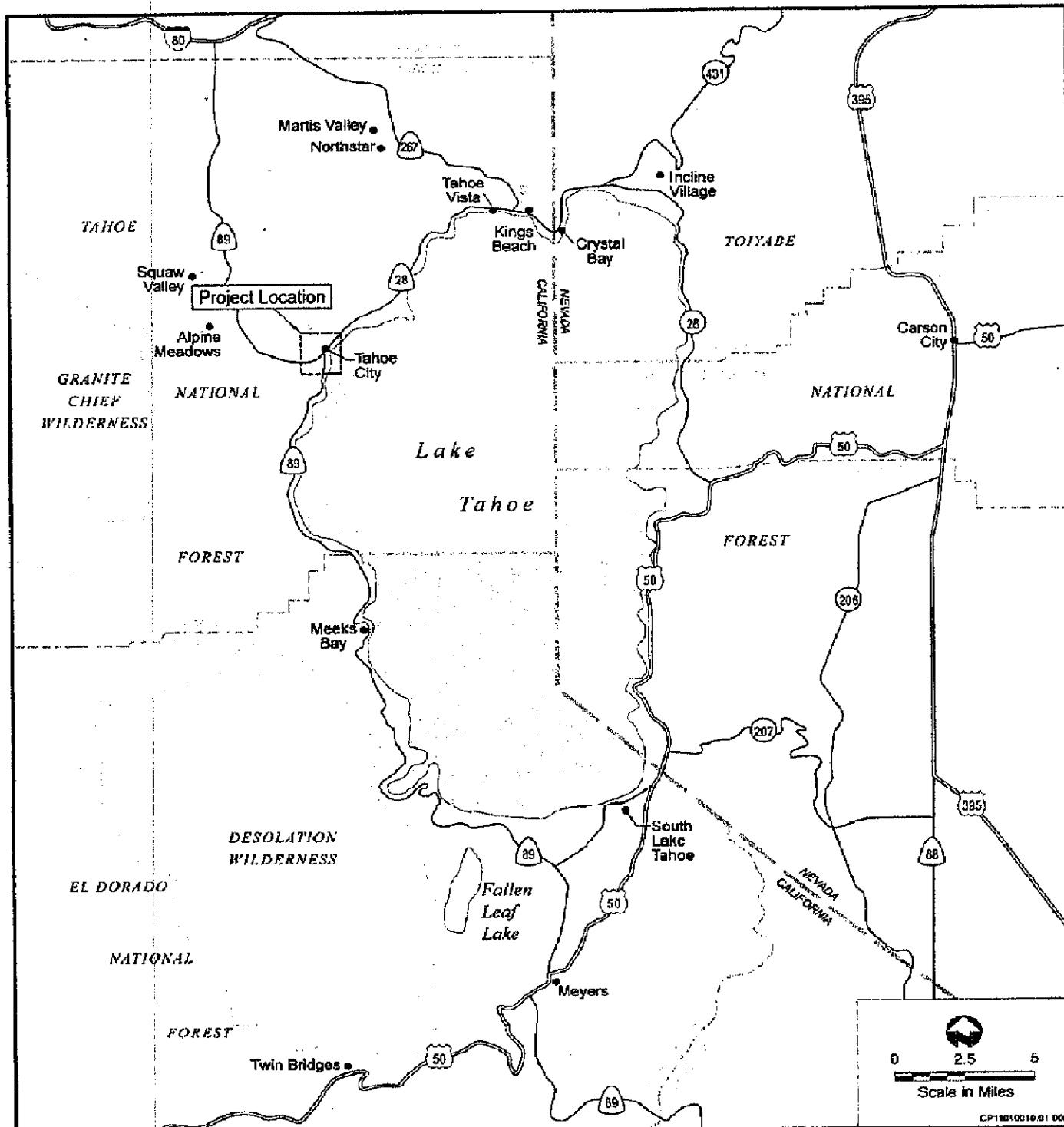
The proposed State Route (SR) 89/Fanny Bridge Community Revitalization Project study area is located within the vicinity of Truckee River Bridge #19-0033 (Fanny Bridge) in Tahoe City, Placer County, California. In the Tahoe City area, SR 89 is primarily a two-lane roadway built to rural design standards. At the southwest end of the Tahoe City commercial area, SR 89 intersects with SR 28 at a signalized intersection locally referred to as the North Tahoe "Wye" (see Exhibit 1).

The Tahoe Transportation District (TTD) is proposing improvements around the existing Fanny Bridge to relieve traffic congestion, improve bicycle and pedestrian circulation, and address the structural deficiencies of the bridge. The project would involve the repair or replacement of Fanny Bridge, construction of a new bridge across the Truckee River to the south, and construction on SR 89 north of Granlibakken Road to northwest of Fairway Drive and on SR 28 from just to the east of the SR 89/28 intersection to the SR 89/28 intersection, and possible construction in an open wooded area south and west of SR 89 known as the 64-acre Tract.

PROJECT PURPOSE AND NEED

The purpose of this project is to reduce congestion and improve the safety and operations of the SR 89/28 intersection in Tahoe City by addressing present and future automobile travel demand, pedestrian and bicycle mobility, public transit needs, the structural integrity of Fanny Bridge, and emergency access to the Lake Tahoe West Shore communities in the Fanny Bridge vicinity. The project will fulfill the following specific needs:

- A. Degraded traffic operation along SR 89 within the project area during summer peak periods is currently at an unacceptable Level of Service (LOS) "F" for northbound traffic. It should be noted that some or all concepts developed may not improve LOS to levels normally considered acceptable to one or more agencies' criteria. The project has physical and environmental constraints that limit the opportunity for substantial LOS improvement; i.e., roadway lane additions on SR 28 or 89 would not be feasible or advisable because the existing roadway system around the North and West Shores of Lake Tahoe is predominately a two-lane highway and agency plans do not envision adding vehicular lanes.
- B. Bike/pedestrian/transit facility connectivity is lacking within the project area and across the Truckee River. Currently, bike/pedestrian/vehicle conflicts occur at Fanny Bridge due to the proximity of bicycles and pedestrians to traffic lanes and pedestrians crossing the highway. This impacts pedestrian and bicycle safety and causes vehicle operations to operate at an unacceptable LOS during peak summer hours. SR 89 bisects U.S. Forest Service land that prevents the public from having a reasonable level of access to public land that fronts the lake adjacent to the project area.
- C. Intermodal connectivity is lacking between vehicles, transit, bicycles, and pedestrians. Currently there is insufficient parking and access for recreational activities and transit. The new bus Transit Center will accommodate existing bicycle and pedestrian paths, but those paths have limited connections east across SR 89 to access Lake Tahoe and Tahoe City. Those path connections are limited by the existing SR 89, because it supports the primary vehicular roadway circling the lake and does not provide adequate width for pathways additional to the vehicle travel lanes.
- D. Structural condition of Fanny Bridge (Truckee River Bridge, Bridge No. 19-0033) structure has degraded. The existing structure has a bridge sufficiency rating of 52.7 and is classified as



Source: Adapted by Ascent in 2011.

Exhibit 1

SR 89/Fanny Bridge Community Revitalization Project - Regional Location Map

“structurally deficient.” The existing structure also does not meet current seismic design standards and is potentially vulnerable to failure in an earthquake. Design considerations address present and future automobile travel demand, pedestrian and bicycle mobility, public transit needs, the structural integrity of Fanny Bridge, and emergency access to the West Shore communities within the Fanny Bridge area.

PROJECT OBJECTIVES

The project is intended to achieve the following objectives:

- ▲ Relieve existing congestion on SR 89 and improve vehicle mobility for commerce needs and a better resident and visitor experience;
- ▲ Improve traffic safety, traffic operations, and emergency access on SR 89 and SR 28, which includes the river crossing (Fanny Bridge) and associated intersections;
- ▲ Improve connectivity, reliability, travel times and operations of public transportation modal concepts, including increased mobility and safety of bicycles and pedestrians;
- ▲ Improve highway freight mobility and commerce needs;
- ▲ Improve the river crossing’s structural integrity (Fanny Bridge) and resolve safety and community concerns about the cultural values related to the historic Fanny Bridge;
- ▲ Make public transportation more effective with better connectivity, reliability, and travel times;
- ▲ Provide two viable emergency evacuation routes from the Lake Tahoe West Shore communities; and
- ▲ Reduce vehicle emissions and improve stormwater treatment.

ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

Fanny Bridge serves as the main artery for vehicles, cyclists, and pedestrians to enter and exit Lake Tahoe’s West Shore to Tahoe City and/or Truckee. Fanny Bridge is currently the only vehicular bridge crossing the Truckee River that provides access to the west shore from the north. This bridge provides one 12-foot lane in each direction with a five-foot wide shoulder on the west side and three-foot wide shoulder and a five-foot sidewalk on the east side. During peak summer months, there is an average of 22,300 vehicles per day and approximately 400 cyclists and pedestrians per hour. Fanny Bridge congestion continues to deteriorate due, in part, to high (and growing) traffic during peak vacation times. Pedestrian, cyclists and drivers are also affected by the extreme congestion heading into Tahoe City along the West Shore (SR 89) and at the southwest end of town. In addition, vehicle, bicycle and foot traffic disturbs topsoil, which can erode and enter the lake; and, emissions from idling vehicles also affect air and water quality.

The project site is bounded by commercial and industrial facilities, but much of the site lies within a public open space with native vegetation (64-Acre Tract owned by the U.S. Forest Service). The land uses in the vicinity of the project site include single-family residential, visitor accommodations (hotel/motel), public utilities, commercial uses, and industrial uses. A Caltrans maintenance yard is located at the western end of the project site. The Truckee River Bike Trail is adjacent to the maintenance yard, parallel to SR 89. The project area is nearly level but includes scattered depressions as well as the incised channel of the Truckee River. The project site is located at an elevation of approximately 6,300 feet above mean sea level. Much of the project area is on land that was, in part, previously developed but that has been restored to native vegetation and is used as a park. Vegetation in the project area consists primarily of open Jeffrey pine forest and montane riparian scrub. Non-vegetated areas include the channel of the Truckee River and developed areas.

ALTERNATIVES

There are five alternatives considered for implementation of the project, including four action alternatives and a no-action alternative. Exhibits 2 through 5 illustrate each action alternative. A brief description of these alternatives follows below.

ALTERNATIVE 1 – PROPOSED ACTION

Under Alternative 1, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 and Fanny Bridge would become a local street and there would be no change in access to existing recreational parking areas from the existing SR 89. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 2).

ALTERNATIVE 2

Under Alternative 2, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 and Fanny Bridge would be used for pedestrians, bicycle, and emergency access, and would be closed to all other traffic. There would be no change in access to existing recreational parking areas from the existing SR 89. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 3).

ALTERNATIVE 3

Under Alternative 3, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a two-lane roundabout at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a single-lane roundabout to complete the new intersection. The existing SR 89 would be turned into a cul-de-sac on the southern side of the bridge and only provide for local access. SR 89 would be closed to vehicle traffic between the existing recreational parking access and the Tavern Shores driveway. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 4).

ALTERNATIVE 4

Under Alternative 4, Fanny Bridge would be repaired or replaced, and a new bridge would be constructed over the Truckee River near the east end of the Caltrans Maintenance Station. The new alignment would consist of a signalized intersection at the new SR 89/SR 28 connection, a four-lane bridge over the Truckee River, and a sweeping curve at the southern end of the new SR 89 alignment. The existing SR 89 would be turned into a cul-de-sac on the southern side of Fanny Bridge. SR 89 would be closed to vehicle traffic between the existing recreational parking access and the Tavern Shores driveway. In addition, there is an option to modify striping at the old Wye intersection to create a parking area, or town square, between SR 89 and north end of Fanny Bridge (see Exhibit 5).



Source: Adapted from Wood Rodgers 2011.

Exhibit 2

Alternative 1



Source: Adapted from Wood Rodgers 2011

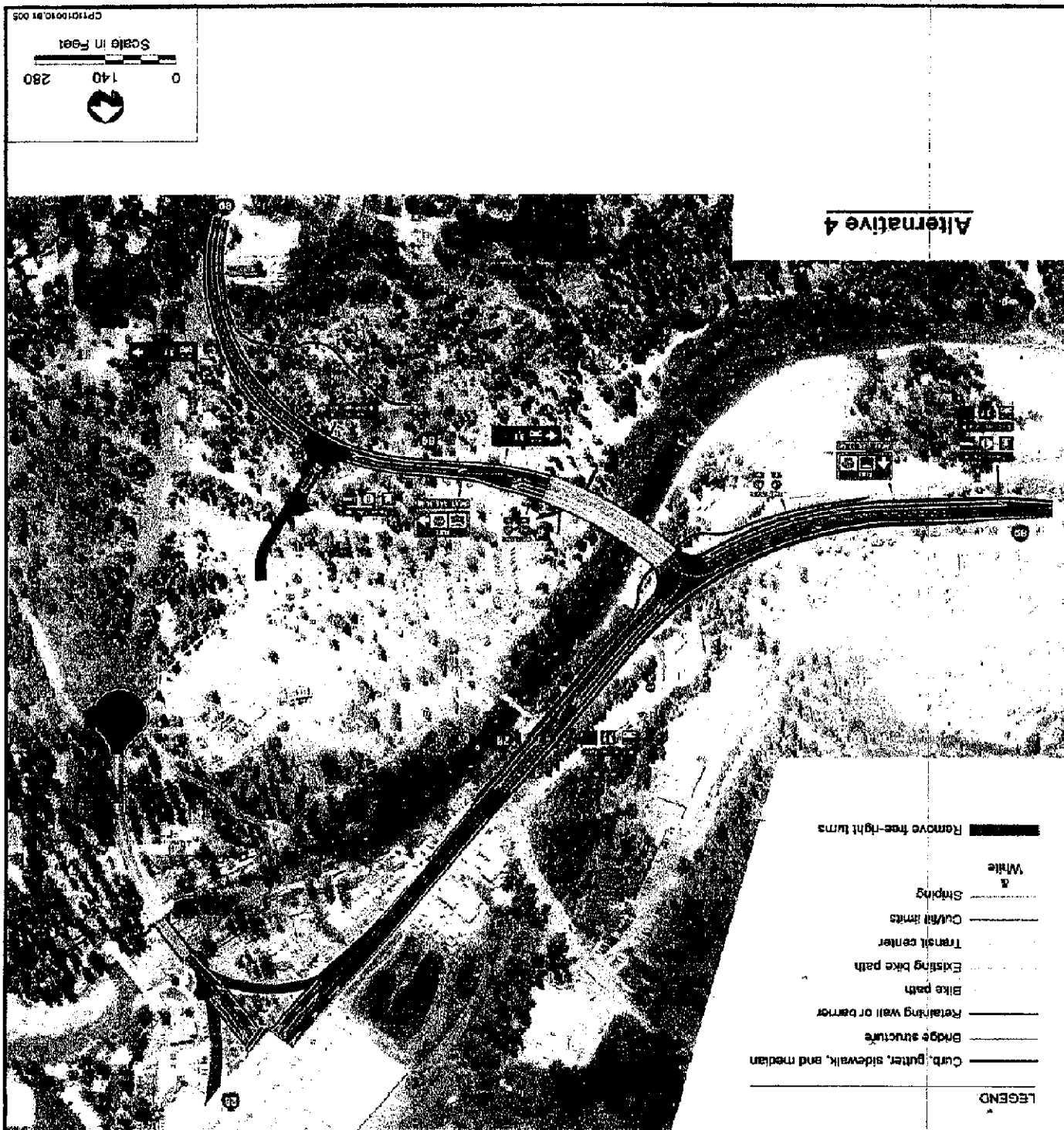
Exhibit 3

Alternative 2

Exhibit 5

Alternative 4

Source: Adapted from Wood Rodgers 2011



Geology and Soils, and Land Capability and Coverage. The project would involve substantial excavation and placement of fill material and new coverage for shared-use path construction, bridges, and roadways. The EIS/EIR/EA will describe the potential adverse environmental effects related to coverage, land capability, soils, and geology. Potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion will be described. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated. Mitigation measures will be proposed, if needed.

Scenic Resources. Roadway, bridge, and trail construction would result in changes to natural elements that contribute to the scenic quality of the study area (e.g., tree removal, grading, vegetation disturbance), as well as changes related to the installation of recreation-related structures (e.g., paved path and structure-supported path). The project would introduce manmade features that could be visible from SR 28, SR 89, and Lake Tahoe. The EIS/EIR/EA will evaluate the project's potential effects to scenic resources through the use of ground-level site photographs from sensitive viewpoints on or near the project site and photorealistic visual simulations. Scenic effects will be evaluated in terms of visibility of the alternatives, alteration of the visual setting, sensitivity of viewpoints, as well as the effect of the project on TRPA scenic thresholds. Mitigation measures will be proposed, if needed.

Public Access and Recreation. Construction and operation of the path would result in changes in existing public access to and recreational uses of the study area. Existing recreation resources and opportunities at the project site and vicinity will be described and mapped. Changes in public access and recreational opportunities will be described and mitigation measures will be recommended for significant impacts, if necessary.

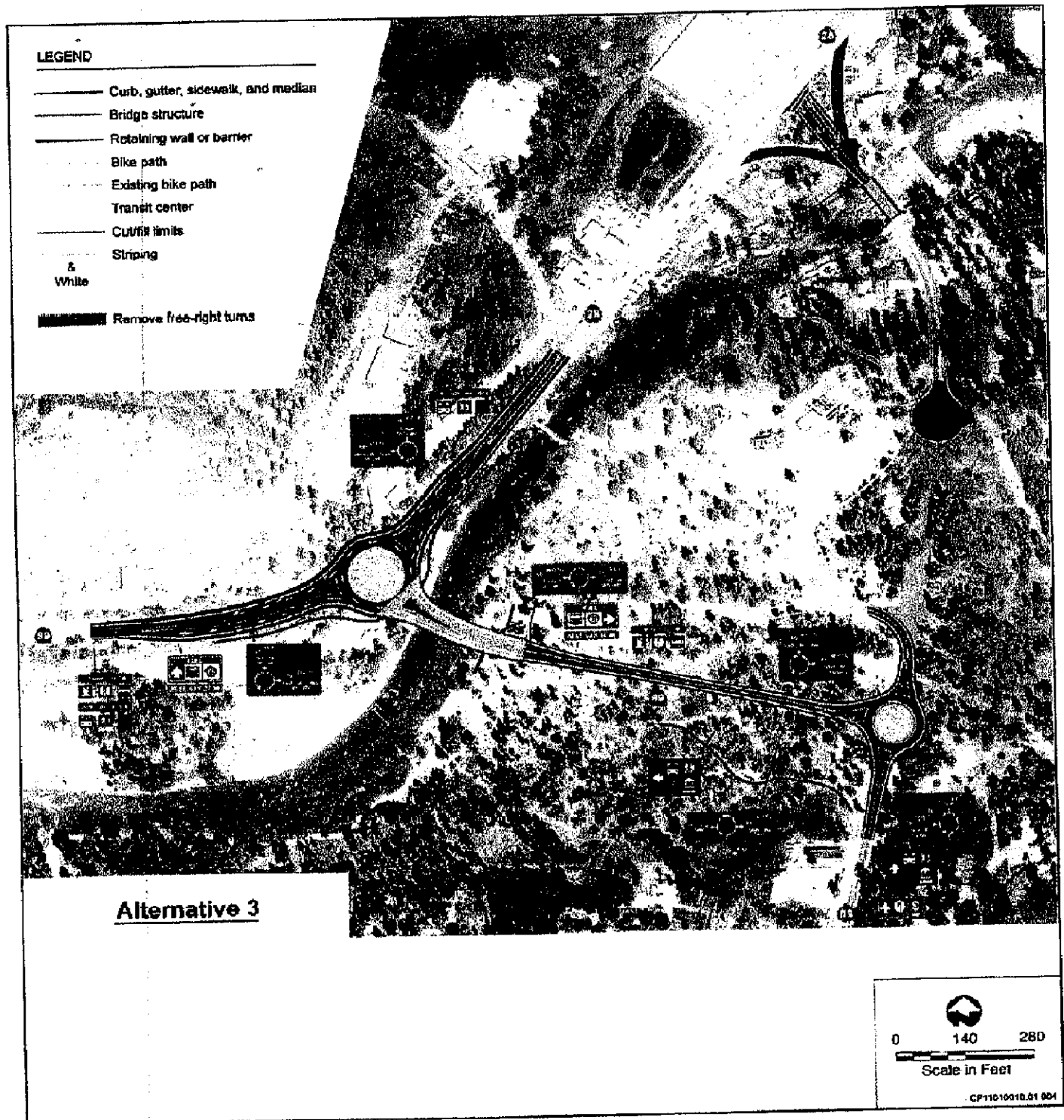
Archeological and Historical Resources. The potential for cultural resources to be located on or near the project site and the potential for disturbance of known and/or undiscovered cultural resources due to implementation of the project will be analyzed. The evaluation methodology will include field reconnaissance and evaluation of potentially significant resources in accordance with Section 106 of the National Historic Preservation Act. Mitigation measures will be proposed, if needed.

Transportation, Parking, and Circulation. Transportation, parking, and circulation will be evaluated by calculating the level of service (LOS) for all intersection control types using methods documented in the Transportation Research Board's Publication *Highway Capacity Manual, Fourth Edition, 2000*. Key traffic issues that will be evaluated in the EIS/EIR/EA are increased traffic volumes, LOS at area intersections, changes to vehicle miles traveled (VMT), effects on bicycle and pedestrian travel, public transit and shuttle access, and the adequacy of parking. Both short-term construction-related traffic and long-term traffic generated by the project will be analyzed. Mitigation measures will be recommended for significant impacts.

Air Quality and Conformity. The project would involve temporary construction emissions and generation of fugitive dust, as well as generate construction traffic in the area, contributing pollutants to the air basin. The EIS/EIR/EA will include an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile and area source emissions. The potential for long-term air quality benefits will also be evaluated from improved traffic operations. The analysis will identify sensitive receptors within and in the vicinity of the project area, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area, General Conformity and Transportation Conformity, and determine the significance of air quality impacts in comparison with applicable local, state, and federal standards and significance thresholds. Mitigation measures will be recommended for significant impacts, if necessary.

TRPA/TTD

Notice of Preparation December 2011



Source: Adapted from Wood Rodgers 2011.

Exhibit 4

Alternative 3

ALTERNATIVE 5 (NO PROJECT/NO ACTION)

Alternative 5 is the No Project/No Action Alternative. The project would not be constructed, and existing conditions on the project site would remain.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER EVALUATION

An additional alternative was considered during the initial planning for the SR 89/Fanny Bridge project. This alternative is described below.

Replace and Widen Existing Bridge, Provide Pedestrian Undercrossing. This alternative would replace the existing Fanny Bridge with a new three span structure widened by approximately 23 feet in the downstream direction. Widened sidewalks on both sides would be separated from traffic lanes with reinforced concrete barrier rails. A pedestrian/bicycle underpass would be provided on the south side of the bridge, with stairs and ramps connecting existing trails. Reinforced concrete barrier rails would be constructed on each side of SR 89 to discourage at-grade pedestrian/bicycle crossing. This alternative did not meet the purpose and need of the project because the pedestrian undercrossing would be closed during high river flows in early summer when there is corresponding heavy pedestrian activity, thereby reducing any benefit to the level of service at the intersection. This alternative would have resulted in substantial impacts to property owners because of the large footprint needed to meet Caltrans standards for design and level of service.

POTENTIAL ENVIRONMENTAL EFFECTS

The following subject areas include potential environmental effects that will be analyzed in the EIS/EIR/EA.

Land Use. Land use impacts to be addressed in the EIS/EIR/EA include changes to onsite uses, community character, compatibility with adjacent land uses, and development outside the urban boundary. The EIS/EIR/EA will also address consistency with the Tahoe City Community Plan, and TRPA Code of Ordinances, and Goals and Policies.

Hydrology and Water Quality. The alternatives being considered would cross the Truckee River. Project construction could create short-term increases in sediment loads at locations adjacent to Lake Tahoe during the construction period. Both pre- and post-construction impacts will be identified and analyzed in the environmental document. This will include non-point pollution sources from the project, potential contaminants, proposed source control methods, and proposed temporary and permanent best management practices (BMPs) to address potential impacts on water quality. The EIS/EIR/EA will also address potential hazardous material issues, evaluate potential short-term and long-term changes in sediment rate and transport as it relates to altered landscapes, total maximum daily load (TMDL) effects, source water protection (wells and intake lines), and address long-term water quality monitoring needs. Mitigation measures will be proposed, if needed.

Biological Resources: Fisheries and Aquatic Resources, Vegetation, and Wildlife. Construction and use of the action alternatives could affect the distribution, extent, and quality of sensitive and common biological resources that may be located within the project site and vicinity. Habitat that may be suitable for sensitive plant species could occur in the project area. The relationship of the TRPA vegetation and wildlife threshold carrying capacities will be discussed along with tree removal related to construction of the action alternatives. Impacts on native vegetation, fisheries and aquatic resources, and wildlife will be described based on the alternative infrastructure improvements. The potential for the project to result in the spread of noxious weeds (e.g., cheatgrass) will also be discussed. Mitigation measures will be proposed where needed.

Geology and Soils, and Land Capability and Coverage. The project would involve substantial excavation and placement of fill material and new coverage for shared-use path construction, bridges, and roadways. The EIS/EIR/EA will describe the potential adverse environmental effects related to coverage, land capability, soils, and geology. Potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion will be described. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated. Mitigation measures will be proposed, if needed.

Scenic Resources. Roadway, bridge, and trail construction would result in changes to natural elements that contribute to the scenic quality of the study area (e.g., tree removal, grading, vegetation disturbance), as well as changes related to the installation of recreation-related structures (e.g., paved path and structure-supported path). The project would introduce manmade features that could be visible from SR 28, SR 89, and Lake Tahoe. The EIS/EIR/EA will evaluate the project's potential effects to scenic resources through the use of ground-level site photographs from sensitive viewpoints on or near the project site and photorealistic visual simulations. Scenic effects will be evaluated in terms of visibility of the alternatives, alteration of the visual setting, sensitivity of viewpoints, as well as the effect of the project on TRPA scenic thresholds. Mitigation measures will be proposed, if needed.

Public Access and Recreation. Construction and operation of the path would result in changes in existing public access to and recreational uses of the study area. Existing recreation resources and opportunities at the project site and vicinity will be described and mapped. Changes in public access and recreational opportunities will be described and mitigation measures will be recommended for significant impacts, if necessary.

Archeological and Historical Resources. The potential for cultural resources to be located on or near the project site and the potential for disturbance of known and/or undiscovered cultural resources due to implementation of the project will be analyzed. The evaluation methodology will include field reconnaissance and evaluation of potentially significant resources in accordance with Section 106 of the National Historic Preservation Act. Mitigation measures will be proposed, if needed.

Transportation, Parking, and Circulation. Transportation, parking, and circulation will be evaluated by calculating the level of service (LOS) for all intersection control types using methods documented in the Transportation Research Board's Publication *Highway Capacity Manual, Fourth Edition, 2000*. Key traffic issues that will be evaluated in the EIS/EIR/EA are increased traffic volumes, LOS at area intersections, changes to vehicle miles traveled (VMT), effects on bicycle and pedestrian travel, public transit and shuttle access, and the adequacy of parking. Both short-term construction-related traffic and long-term traffic generated by the project will be analyzed. Mitigation measures will be recommended for significant impacts.

Air Quality and Conformity. The project would involve temporary construction emissions and generation of fugitive dust, as well as generate construction traffic in the area, contributing pollutants to the air basin. The EIS/EIR/EA will include an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile and area source emissions. The potential for long-term air quality benefits will also be evaluated from improved traffic operations. The analysis will identify sensitive receptors within and in the vicinity of the project area, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area, General Conformity and Transportation Conformity, and determine the significance of air quality impacts in comparison with applicable local, state, and federal standards and significance thresholds. Mitigation measures will be recommended for significant impacts, if necessary.

Greenhouse Gas Emissions and Climate Change. The EIS/EIR/EA will include an analysis of potential project impacts relative to greenhouse gas (GHG) emissions and climate change. This analysis will include a quantitative estimate of construction and operational carbon dioxide emissions from mobile sources. Carbon dioxide will be used as a proxy for all GHGs potentially emitted as a result of project operation. GHG emissions from project construction will also be discussed qualitatively. Mitigation measures will be recommended for significant impacts, if necessary.

Noise. The EIS/EIR/EA will assess potential short-term (i.e., construction) noise impacts relative to sensitive receptors and their potential exposure, as well as stringent noise standards that apply to Plan Area Statements. Noise levels of specific construction equipment will be determined and resultant noise levels at nearby receptors (at given distances from the source) will be calculated. Long-term (i.e., operational) noise impacts will be assessed. Mitigation measures will be proposed, if needed.

Public Services and Utilities. The public services and utilities section of the EIS/EIR/EA will evaluate impacts on power, solid waste collection and disposal, police services, fire protection services, fire fuel management, water treatment and distribution and wastewater collection – including any impacts associated with disturbance or relocation of the treated effluent pipeline at identified locations. Mitigation measures will be proposed, if needed.

Hazards and Hazardous Materials. The EIS/EIR/EA will map and address potential hazardous materials located on the project site such as petroleum products (including aerially deposited lead), fertilizers, and pesticides. The EIS/EIR/EA will also address hazardous materials issues related to adjoining properties. Mitigation measures will be proposed, if needed.

Agricultural and Mineral Resources. The proposed alternatives are not expected to affect agricultural or mineral resources in the study area. Existing resources will be verified and discussed.

Socioeconomics and Environmental Justice. The EIS/EIR/EA will address socioeconomic concerns including: 1) community character and cohesion; 2) potential business relocation; and 3) potential environmental justice issues, including potentially disproportionate impacts to these populations as a result of the proposed project and/or alternatives. Mitigation measures will be proposed, if needed.

Growth-Inducing Impacts. The proposed project and action alternatives would increase the number of jobs available in the region on a temporary basis during construction. Given the growth restrictions that exist in the Lake Tahoe Basin (limited commodities and restrictions on development), project implementation is not anticipated to result in long-term growth-inducing impacts.

Cumulative Effects. The EIS/EIR/EA will identify and describe recently approved and reasonably anticipated projects and planning efforts in the vicinity of the project, including the TRPA Regional Plan Update, the Regional Transportation Plan, and other applicable projects. The EIR/EIS/EIS will evaluate the project's direct and indirect contribution to the combined effects of these activities.

TRPA Threshold Carrying Capacities. The EIS/EIR/EA will include assessment of the project alternatives' compliance with and contribution to the attainment and maintenance of threshold carrying capacities adopted by TRPA.

From: William Threlfall [mailto:wthrelfall@pacbell.net]

Sent: Monday, January 16, 2012 3:21 PM

To: aknotts@tahoetransportation.org

Subject: Input re: Scope of EIS/EIR for the SR 89/Fanny Bridge Community Revitalization Project

As a member of the West Shore community, I offer the following input regarding the scope of the EIS/EIR for the SR 89/Fanny Bridge Community Revitalization Project:

Traffic analyses in the EIS/EIR should consider the expected impact of the Homewood Mountain Resort adding something like 316 residential units to Homewood on Hwy 89. Although the developer claims minimal traffic impact from these additional residences, the nearest significant shopping area to Homewood is Tahoe City via Fanny Bridge. Accordingly, an independent traffic analysis assuming completion of the Homewood project should be included in the scope of the SR 89/Fanny Bridge EIS/EIR. Analysis of historic or existing traffic patterns is not sufficient.

- - - -

Beyond the scoping question, I believe it would be appropriate for the Homewood CEP to provide mitigation for the regional traffic impacts associated with these 316 units, and again considering that the nearest significant shopping area to Homewood is Tahoe City, it would be appropriate to apply transportation mitigation funds to the State Route 89 Realignment - Fanny Bridge project. The Placer County West Shore General Plan (adopted by Placer County in 1998 but never adopted by TRPA) recommends a policy to "Require development to mitigate their impacts on the transportation system" (p. III-7) and states "The single most effective improvement for relieving congestion (in the Tahoe City area) is the State Route 89 bypass" (p. III-9).

Thank you for this opportunity to provide input.

William Threlfall
24 Moana Circle
P.O. Box 24
Homewood, CA 96141

From: pmarcari@comcast.net [mailto:pmarcari@comcast.net]
Sent: Tuesday, January 17, 2012 6:45 AM
To: Brian Judge
Subject: Environmental Concerns???

Mr Judge,

We have always thought obviously mistakenly, that TRPAS cares about the lake. Not long ago mwe were denied a permit to add a bathroom to our cabin...long ago we had to give up our outdoor privvy for obviously good reasons...all to do with purient interests of the environment and TYRPA dictates. Well done.

My family is a long term property owner in Homewood...family owned since the late twenties...and all I see is the greed of big business. You guys seem to be protecting/ justifying your own /jobs.

Go ahead and turn a blind eye to the heretofore thoughts that all will be well . The Fanny Bridge Project further verifies the ignorance of TRPA...

Why not support the fact that environmental issues are at hand and that water clarity and purity will not improve but will be totally lost should TRPA not put their foot down.

What a bunch of sad feelings, anger frustration etc. Top management must be politically inspired to be "yes men" and follow the buckswhat jerks.

Sorry to unload on you but only your name/email address came up on my email...Pass it to anyone who may care. We all hope that the lawsuit , in turn, will fix TRPA's attitude but good.

Sincerely, JMGrant

EPA , Washington D.C.

Environmental Impact Studies Group

Retired.

From: Renton Kreling [mailto:rkreling18@hotmail.com]
Sent: Tuesday, January 17, 2012 9:51 AM
To: aknotts@tahoetransportation.org
Subject: SR 89/Fanny Bridge Community Revitalization Project - Comment

Hello Alfred,

As a west shore homeowner, I'd like to strongly support Alternative No. 1 for the SR 89/Fanny Bridge Community Revitalization Project. I understand that, in its current configuration, bringing Fanny Bridge up to current Caltrans standards would be virtually impossible given the physical constraints around it. But, eliminating vehicle travel across it (as suggested in the other alternatives) would have several negative impacts:

- 1) The businesses on both sides of Fanny Bridge, as well as Tahoe City in general, would suffer from not having direct access from the west shore. With the economic sustainability of Tahoe City tenuous at best, this is no time to deliver another blow to its businesses.
- 2) The "connectivity" of the new Transit Center would be drastically reduced, if it were located on a "dead end street".
- 3) In the summer, when traffic congestion is a concern, a large percentage of the vehicles crossing Fanny Bridge are sightseeing tourists who are not familiar with the area. Traveling across Fanny Bridge and having the opportunity to stop and enjoying the dam/bridge area is an important visitor attraction in Tahoe City.

I do strongly support the new alignment of SR 89 with a new bridge across the Truckee River. Alternative 6 and 6a would not improve the pedestrian/vehicle conflict at Fanny Bridge and would negatively impact the value of the dam and the bridge as sightseeing attractions. Having the new alignment of SR 89 serve as a "relief valve" for traffic across Fanny Bridge makes the most sense in achieving all the stated goals of the project.

For all these reasons, I support Alternative No. 1.
Thank You and keep up the good work!

Renton Kreling
1640 Pine Ave.
Lake Tahoe Park

From: Mark Miller [mailto:mill1012@yahoo.com]
Sent: Tuesday, January 17, 2012 11:31 AM
To: suggestions@fannybridge.org
Subject: Fanny Bridge Replacement and SR 89 Realignment - Please Comment

I am a home owner in Pineland. My feeling is that we need the bypass/roundabouts plus the ability to drive into Tahoe City to head East or from TC to head South (Option 1). However the current connector that is used when turning South when heading into TC on 89 will not be needed. This could be converted to either park/public space and/or be used for parking

-Mark

Mark Miller
530-582-4099 Office
530-277-9826 Cell

From: Charlotte Sweeny [mailto:charlottesweeny@gmail.com]
Sent: Tuesday, January 17, 2012 2:00 PM
To: aknotts@tahoetransportation.org
Subject: Fanny Bridge

Hi Alfred,

I have reviewed the proposals for the Fanny Bridge project in Tahoe City and wanted to add my comments. I am glad that the bridge is getting a facelift to improve safety and traffic flow. The traffic coming from Sunnyside toward Tahoe City can be very heavy at key times of day. I really did NOT like the idea of making fanny bridge four lanes- I think that will negatively impact the look and feel of our town. Conversely, I did not like the options that completely remove the access to Tahoe City for local traffic via the existing route. Option 1 looked like the best solution, allowing the bridge to remain open to local traffic while diverting the 89 bound drivers.

Thanks for your time on this project!
Charlotte Sweeny
1630 Pine Ave
Tahoe City

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

Subject: Public Scoping Comments
SR 89/Fanny Bridge Community Revitalization Project

Dear Mr. Knotts:

By this letter I am providing the following comments on scope and content that I would like to have included in the EIS/EIR being prepared for the above referenced project:

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Amanda Adams (BT employee) 1/6/12
Name/Organization Date

PO Box 755
Address

Tahoe City, CA
City, State, Zip

E-Mail/Phone Number

Amanda Adams

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

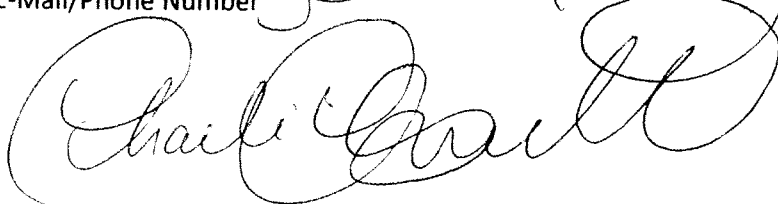
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Charline Bennett Jan. 8. 2012
Name/Organization Date
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la-ween@a@hotmail.com / 530-448-4199
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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Chris Beye / Hemmings & Jarrett 1/9/12
Name/Organization Date
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Chris@hemmingsandjarrett.com
E-Mail/Phone Number

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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SR 89/Fanny Bridge Community Revitalization Project

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Scout Burke (Chambers Landing emp.)
Name/Organization Date

PO Box 5243
Address

Tahoe city ca 96145
City, State, Zip

E-Mail/Phone Number

Scout Burke

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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PETER Clegg / CHERRY RAINBOWS INC)
Name/Organization Date
252 GOLDFIELD DR -
Address
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City, State, Zip
E-Mail/Phone Number

December 2011

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Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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William Cox / Bridge Tender
Name/Organization

1/19/11
Date

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Tahoe City Ca 96145
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[Signature]

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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SR 89/Fanny Bridge Community Revitalization Project

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Greg Dahler

Name/Organization

1/9/2012

Date

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(530) 362 0532

E-Mail/Phone Number

December 2011

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Zephyr Cove, NV 89448

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Patti J. DeRyke

Name/Organization

1-8-12

Date

P.O. Box 141

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December 2011

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PO Box 499
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<u>TODD DUBUC</u>	<u>1/8/12</u>
Name/Organization	Date
<u>PO BOX 562</u>	
Address	
<u>TAHOMA CA 96142</u>	
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<u> </u>	
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December 2011

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Caithlin Fitzpatrick (Bridgekender employee)
Name/Organization Date

PO Box 5243
Address

Tahoe city CA 96145
City, State, Zip

Caithlin Fitzpatrick
E-Mail/Phone Number

December 2011

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MARK FLORES
Name/Organization

1-9-12
Date

PO BOX 550914
Address

SOUTH LAKE TAHOE, CA 96150
City, State, Zip

E-Mail/Phone Number

December 2011

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LISA FOX
Name/Organization
Date 1/9/12
P.O. Box 1511
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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FRANK FRANK 1-9-12
Name/Organization Date
15903 ST ALBANS
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City, State, Zip
E-Mail/Phone Number

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

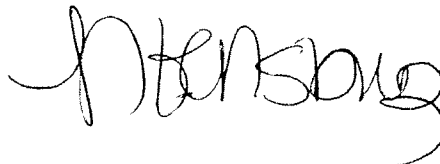
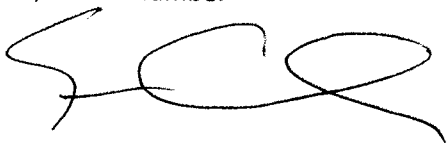
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Stuart/Lindsay Gensburg
Name/Organization
1/8/12
Date
P.O. Box 7845
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530 581-0356
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December 2011

Alfred Knotts
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Zephyr Cove, NV 89448

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Jennifer Gureels 1.9.12
Name/Organization Date

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E-Mail/Phone Number

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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SCOTT HARRIS / BT EMPLOYEE 1/8/12
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scarris69@yahoo.com / (530) 363-0542
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December 2011

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Tahoe Transportation District
PO Box 499
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Zephyr Cove, NV 89448

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MARK HUKER
Name/Organization
PO 5491
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1-9-12
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Tahoe City CA 96145
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December 2011

Alfred Knotts
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PO Box 499
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Zephyr Cove, NV 89448

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SARAH HOWES 1/9/12
Name/Organization Date
520 Fairway Drive
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Tahoe City CA 96145
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(413) 687 2250
E-Mail/Phone Number

December 2011

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Jake Janssen / Bridge Tender	1/9/12
Name/Organization	Date
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530 448 6429 jdubjanssen@gmail.com	
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December 2011

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Jeanette Kerley 1-9-12
Name/Organization Date
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

Subject: Public Scoping Comments
SR 89/Fanny Bridge Community Revitalization Project

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Edy Klang
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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Bank of the West / Sherina Krael 1/9/2012
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December 2011

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Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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Justin Lacey 1-9-2012
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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Laura Lewis 1/9/12
Name/Organization Date
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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Dana Lipsky 1/9/12
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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Kimberly Lopez 1-9-12
Name/Organization Date
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Tahoe City, CA 96145
City, State, Zip

Kimberly Lopez
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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Kevin McCarty 1/12/12
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December 2011

Alfred Knotts
Tahoe Transportation District
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ibury Moore
Name/Organization _____ Date _____

P.O. Box 261
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Muscatine, Iowa 52761
City, State, Zip _____

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December 2011

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Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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DIMITRY MOROSS

1-9-12

Name/Organization

Date

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December 2011

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Mckenzie Morrison | Bridgetender 1/9/12
Name/Organization Date
PO Box 187
Address
Carmelion Bay CA 96140
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E-Mail/Phone Number

December 2011

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Stephanie Murphy

Name/Organization

12/30/2011

Date

PO Box 495 Tahoe

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December 2011

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PO Box 499
128 Market Street Suite 3F
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Tom Murphy 1/8/12
Name/Organization Date
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Tahoe Ca 96142
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December 2011

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Mekelle Penrod Bridge tender Employee
Name/Organization Date

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December 2011

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Name/Organization Apeil Phlips Date 1/9/12
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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
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Zephyr Cove, NV 89448

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FRANK REGAN 1/9/12
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December 2011

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Zephyr Cove, NV 89448

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Dan Rogers 1/9/12
Name/Organization Date

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December 2011

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PO Box 499
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Zephyr Cove, NV 89448

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Name/Organization Katie Ryan / BT employee Date 1/5/12

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December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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SHANNON SHUE / BRIDGETENDER
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Date 1/8/12

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December 2011

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PO Box 499
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Zephyr Cove, NV 89448

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J.D. Skyle 1-9-12
Name/Organization Date

P.O. Box 6148
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December 2011

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PO Box 499
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CURT STRENK

Name/Organization

1/9/12
Date

P.O. Box 7012

Address

TAHOE CITY, CA 96145

City, State, Zip

CURTSTRENK @ HOTMAIL . Com

E-Mail/Phone Number

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

Subject: Public Scoping Comments
SR 89/Fanny Bridge Community Revitalization Project

Dear Mr. Knotts:

By this letter I am providing the following comments on scope and content that I would like to have included in the EIS/EIR being prepared for the above referenced project:

- 1) Include an alternative for review that represents no bypass road, with an upgrade to the Fanny Bridge intersection. This alternative should be presented with a DESIGN EXCEPTION from the State (Caltrans). A design exception would allow for this alternative to be built with minimum impact on the business that borders the Highway and Bridge. The Caltrans manual for design standards allows for exceptions of design standards to accommodate local conditions and situations.
- 2) In the case of the current Alternative 1, content should be added to the EIS/EIR that examines specific road signage, digital (GPS) direction and educational programs that will direct people toward Tahoe City, Fanny Bridge and businesses on the old road.
- 3) In the case of the current Alternative 1, content should be added to the EIS/EIS that specifically details the ownership, upgrades and responsibilities as it relates to the old road alignment and Fanny Bridge. Additional, mechanisms must be in place that guarantees that the Old Road alignment will not be lost after the new SR89 is constructed.

Marsy Teulier
Name/Organization
PO BOX 6073
Address
Tahoe City, CA 96145
City, State, Zip

1/8/12
Date

E-Mail/Phone Number

Mary Leacock

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

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DANIEL VOIPE 1-9-12
Name/Organization Date
POB 6658
Address
TAHOE CITY CA - 96145
City, State, Zip
530-412-1820
E-Mail/Phone Number

December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

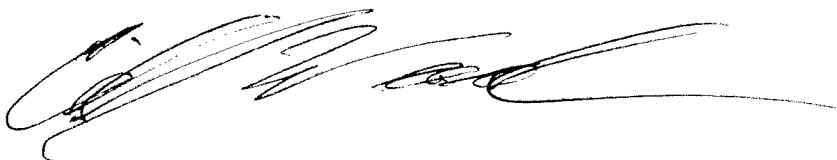
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CLIFF Ward 1/8/12
Name/Organization Date
350 Woodview Ct tahoe city
Address
PO Box 2515 Olympic Valley CA
City, State, Zip
CLward@suddenlink.com
E-Mail/Phone Number



December 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
128 Market Street Suite 3F
Zephyr Cove, NV 89448

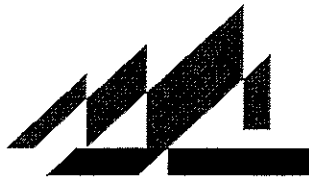
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Frank Wohlfahrt
Name/Organization
1-9-12
Date
P.O. 6602 Tahoe City,
Address
Tahoe City
City, State, Zip
E-Mail/Phone Number



RECEIVED
1/13/12

Tahoe Transportation
DISTRICT

Public Scoping Meeting for the SR 89/Fanny Bridge
Community Revitalization Project

January 12, 2012

SCOPING COMMENTS

Please hand in comments during the meeting, mail them (address on back), fax them to 775-588-0917, or send an email by **January 30, 2012**. Those submitting comments electronically should provide them by email in either Microsoft Word format or as a Portable Document Format (PDF) to aknotts@tahoetransportation.org. Please include "SR 89/Fanny Bridge Community Revitalization Project Scoping Comment" in the email subject line.

Name: John Taylor

Organization (if any): Bank of the West

Address (optional): 150 W. Lake Blvd

City, State, Zip: Tahoe City, CA 96145

E-mail: john.taylor@BOTW.com

The Tahoe Transportation District (TTD) and Tahoe Regional Planning Agency (TRPA) invite you to provide additional comments you have on the SR 89/Fanny Bridge Community Revitalization Project. To submit additional comments that were not made at the public scoping meetings, please fold this page in half, tape closed, affix postage and place in the mail to Alfred Knotts at the address on the reverse. You may also submit comments to Alfred Knotts at aknotts@tahoetransportation.org or fax them to Alfred Knotts at 775-588-0917. Written comments should be sent at the earliest possible date, and no later than January 30, 2012. All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public. Thank you for your comments!

Comments: See Attached



To: Alfred Knotts
Tahoe Transportation District
Project Manager
P.O. Box 499
Zephyr Cove, NV 89448

Alfred,

From the banks point of view the Fanny Bridge should be replaced with keeping the bridge and existing SR 89 open to traffic. Most of the Bank of the West customers resides off of West Lake Boulevard past the bridge. Bank of the West formally Sierra West Bank has been located at this location for over 20 years. We would like to continue having the bank at the existing location. Not having SR 89 open passed the bridge for local traffic could affect our business and future in Tahoe City. Thank for your support on your efforts to have the Fanny Bridge replaced and keeping SR 89 open.

John M Taylor
Vice President
Corporate Real Estate

2527 Camino Ramon
San Ramon, CA 94583
Telephone (925) 843-8364 Fax (402) 918-7738

From: Sandy Evans Hall [\[mailto:sandy@puretahoenorth.com\]](mailto:sandy@puretahoenorth.com)
Sent: Thursday, January 26, 2012 3:25 PM
To: Margaret Skillicorn
Subject: RE: Nice to see you today!

Margaret,
Either day works for me – why don't we say Feb. 1? Where??

I thought the presentation today was very good. I think you answered most of the concerns. With this group, it might have been good to have a written description of the Cal-Trans requirement for bridge size and what it is based on. Regardless, there was still good feedback and direction.

I look forward to seeing you again and catching up!
Sandy

Sandy Evans Hall F.O.M.

CEO/Executive Director



north lake tahoe

Chamber | CVB | Resort Association

Phone: 530-581-8739

Cell: 970-846-6284

sandy@puretahoenorth.com

www.gotahoenorth.com

Lake Tahoe, awarded the #1 U.S. destination with TripAdvisor and #1 winter destination with Orbitz.com!

Scott Park, owner
Bridgetender, LLC
P.O. Box 1680
65 W. Lake Blvd.
Tahoe City, Ca. 96145
1/26/2012

Mr. Alfred Knotts
Transportation Project Manager
TTD
P.O. Box 499
Zephyr Cove, NV 89448

Dear Mr. Knotts:

This letter is in response to the intended SR89/Fanny Bridge Project. I have been a partner/owner of the Bridgetender since its inception in 1977. My brother, another partner, and myself leased the Fanny Bridge Inn (infamously known as the FBI) changing the name to the Bridgetender. In 2002 the state took over the property to construct a museum; the day we had to leave the old Bridgetender location we opened the new Bridgetender across the street. We are starting our 35th year of being closely tied to Fanny Bridge and the throngs of tourists viewing the impressive trout. To say the bridge is an integral part of the Tahoe City community fabric would not be an exaggeration. The question I see you face is how to maintain the historical landscape of Fanny Bridge while updating the transportation/bike/foot traffic bottleneck that occurs for July and most of August?

I have read your project goals and possible solutions (alternatives 1-6a). Considering taxpayer's money, the Tahoe ambience, fire exits, better bike/foot traffic flow around Fanny Bridge, and the welfare of my own business, I recommend modifying Alternative #1 in the following way. A new two lane bypass bridge should be constructed in the location suggested and Fanny Bridge would not be modified since it qualifies as a local street. No roundabouts

would be added to the new bypass bridge as they are too intrusive to the Tahoe road system. Furthermore, a four lane bridge and roundabouts encourage traffic flow away from Tahoe City; a town that has already been financially wounded by the advent of destination resorts to the north (North Star) and west (Squaw Valley).

The advantage to the two lane bridge is it would not be as much of an eye sore as a four lane bridge, yet it would allow a significant curtailment of vehicular traffic at Fanny Bridge thereby making life easier for non-vehicular traffic to enjoy the Fanny Bridge intersection. Two outlets would appease fire/safety concerns and ease access to the West Shore or the bus depot. The four lane bridge with roundabouts sets a tone for further transportation development which no one wants to see for aesthetic and pollution reasons. The two lane bridge is a gentle nudge to the environment and surrounding businesses whereas the current proposal would be an excessive, gross implementation of bureaucratic overkill.

My proposed alternative generally answers your project goals, with a much quieter imprint on the environment, taxpayers, and local businesses. It keeps the history of the area relatively undisturbed while relieving pressure points to improve traffic movement.

I hope this alternative is given some consideration.

Sincerely

Scott Park, owner of the Bridgetender

Office- 530-696-2393

Cell- 530-682-5695

Fax- 530-696-2617

Email- parkfarm@syix.com

From: Tom Moeller [mailto:tmoeller1@earthlink.net]
Sent: Monday, January 30, 2012 9:12 AM
To: aknotts@tahoetransportation.org
Cc: suggestions@fannybridge.org
Subject: SR89/Fanny Bridge

Hello Alfred-

I've reviewed the options for the SR89/Fanny Bridge project. My vote goes to Alternative 6A. That's the only viable solution in my opinion.

Reasons I favor Alternative 6A

-It uses the land in the existing intersection rather than disturbing additional land which is currently being used for recreation and our vital open space. After all, visitors don't come to Tahoe to enjoy our bypasses, they come to enjoy the natural scenery.

-Being a Truckee resident, I've seen first-hand how effective roundabouts are at moving massive quantities of traffic. I believe a side benefit of the roundabouts are the ability to landscape the center island. Try that with a traffic light.

-One of the challenges of the project is to reduce automotive emissions. Nothing is worse for emission levels than cars idling at a traffic light. Roundabouts keep traffic moving more consistently.

-It will not have a detrimental effect by diverting traffic from downtown businesses.

-It works in tandem with the Transit Center

Changes I would suggest.

-I realize it's "Historic Fanny Bridge", but the bridge isn't necessarily beautiful or unique. Let's be honest, it's not Ponte Vecchio in Florence or even Old Hwy 40 Bridge. It's looking shabby, restricts traffic flow, and is a danger to the fannies that it's named after. If it got replaced by something similar but newer, you wouldn't hear me complain.

-I don't think that we need 2 SB lanes on 89. One should work fine.

-Doing something to accomodate traffic coming out of or into Savemart would be important.

Thank you for taking the time to field our comments. I appreciate all the quality work you and the team have done.

Sincerely,

Tom Moeller
582-0177

From: Sajdak, Deborah [mailto:debbie.sajdak@PlumasBank.com]
Sent: Monday, January 30, 2012 9:07 AM
To: suggestions@fannybridge.org
Subject: Hwy 89/Fanny Bridge Questions

Good Morning Alfred,

Can you provide feedback on a couple questions I have –

1. What are the date(s) of the traffic study currently being used to determine project needs?
2. What role does the Homewood Ski Project play in this project? Financially, Ski project approval requirements, etc.

Thank you for your time,
Debbie



Deborah Sajdak

Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448
Attn: Alfred Knotts

January 28, 2012

Reference: SR89/ Fanny Bridge Community Revitalization Project

Subject: Scoping Comments

Dear Mr. Knotts,

Following is a list of environmental and financial concerns that would have an impact on the environment within the Tahoe Basin and economy within the Tahoe City business district. These concerns have been derived from reviewing proposed alternates 1-4. Alternate 5, the do nothing alternate, still needs to undergo an environmental study since some work will be performed over the Truckee River on the existing bridge. Alternate 6 & 6A would require securing private property to expand the number of lanes over Fanny Bridge which is not financially responsible. In alternate 6A access has been cut off from business properties served from the two radius lanes located on the Northeast and Northwest sides of the existing traffic signal North of Fanny Bridge. Alternates 6 & 6A should be removed unless documentation is provided confirming their validity.

- 1.) Provide a current traffic study to justify the need for a bypass / realignment of SR 89.
- 2.) Substantiate financially why spending State and local money on a bypass / realignment is necessary in addition to repairing and or replacing Fanny Bridge.
- 3.) Provide fish and wildlife studies as to how the aquatic habitat in the Truckee River and the wildlife in 64 acres will be affected by the construction process and from increased traffic in the area.
- 4.) It is assumed that additional lighting will be required on the proposed bridge and associated roundabouts. Provide a night lighting study addressing the increased light levels and light pollution.
- 5.) Indicate how the snow located on the proposed bridge during the winter months which contains sand and road salts will be kept out of the Truckee River.
- 6.) All alternates state that Fanny Bridge will be repaired or replaced. Provide written confirmation from Caltrans to support statements made by the TTD that state if any work is done to Fanny Bridge the bridge must be widened to four lanes.
- 7.) Provide a seismic study from Caltrans indicating the scope of work required to substantiate replacing the current bridge.
- 8.) Provide the results from a traffic study which looks at traffic flowing South on 89 from Squaw Valley through Tahoe City east to Kings Beach when the traffic light turns red, how will this affect the traffic in the roundabout, during peak travel times.
- 9.) In the December 28, 2011 Sierra Sun reference was made to a statement by the TRPA that stated "Limiting the amount of land coverage at Lake Tahoe will continue to be a cornerstone of TRPA's plan to protect Lake Tahoe's water quality". Indicate how increasing the land coverage

by thousands of square feet for the proposed bypass falls within the cornerstone of TRPA's plan to protect Lake Tahoe.

- 10.) Provide air quality reports addressing the increased air pollution resulting from sweeping sand used for traction control during the winter months on the proposed bypass roadway.
- 11.) Provide an economic study as to how the proposed bypass will financially affect the businesses in Tahoe City.
- 12.) Currently there are two areas which result in congestion at the Tahoe City wye. Both areas are located on the North side of Fanny Bridge. One area is the three lanes of traffic merging before entering Fanny Bridge heading South on SR 89. The second is the three lanes merging in front of the Squaw Valley Sport Shop with traffic heading East on SR 28. Indicate how the traffic flow from these two areas of congestion will be alleviated by construction of the proposed bypass.
- 13.) Provide information as to how constructing the proposed bypass will better protect the safety of pedestrians on Fanny Bridge.
- 14.) Provide an environmental review on how the size and configuration of the proposed four lane bypass bridge does not create an environmental eyesore to the forested area.
- 15.) Provide a visitor study that reviews whether the proposed bypass bridge will provide a better visitor experience to the Tahoe City / Lake Tahoe area.
- 16.) Provide a traffic study to determine if providing the proposed bypass results in less automobile emissions and conforms to the goal of minimizing automobile travel / growth in the Tahoe Basin.
- 17.) Provide environmental information on how the storm water treatment will be improved by adding additional pavement which requires treatment as compared to currently not having any pavement in the proposed area of the bypass. Explain the existing culverts recently installed by Caltrans adjacent to the project site that drain directly from the roadway into the Truckee River.
- 18.) Provide a list of businesses / residents who are having their commerce and freight mobility needs affected by the lack of a current bypass.

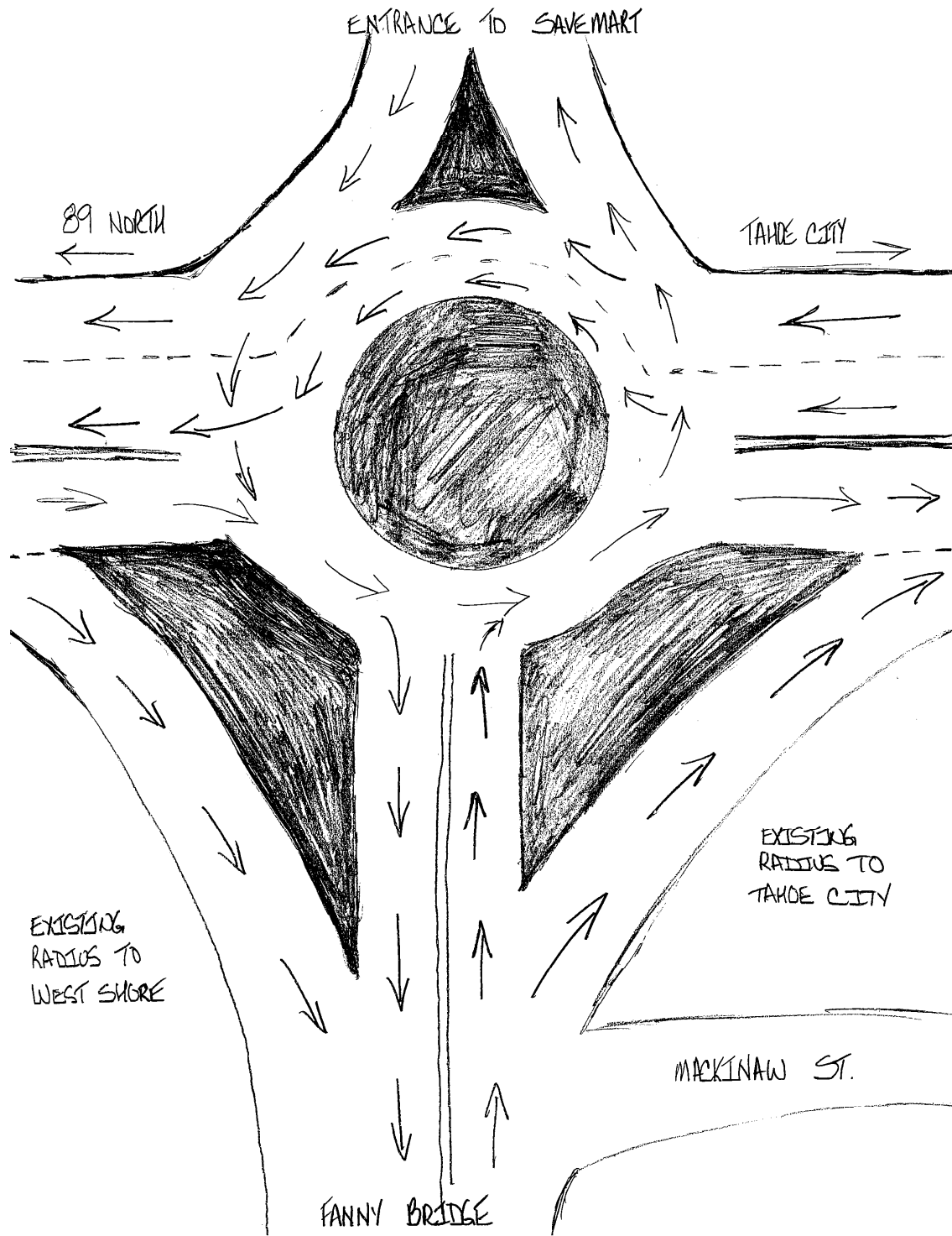
I have taken an interest in this project to ensure that whatever is constructed has a benefit to our Tahoe City Community. In summary I see no benefit to the Tahoe City Community by constructing a highway, four lane bridge and several roundabouts through 64 acres. Based on the input at several public meetings from business owners and members of the Tahoe City Community the message from the community was clear Fanny Bridge must remain operational for traffic as it currently functions. This requirement is supported by the scope of work stated in all six alternates which indicates Fanny Bridge will be replaced or repaired. Having a repaired/ replaced Fanny Bridge in addition to a second bypass bridge within a quarter of a mile apart is excessive in the scope of our community. Spending Local, State and Federal money on an unjustified bypass does not make financial sense.

Based on the recommendation from members of both the NTRAC and TRPA (APC) committees a suggestion to contact Caltrans was made requesting that TTD request a variance from a four lane bridge to a two lane bridge based on minimal days of increased traffic over Fanny Bridge.

Keeping Fanny Bridge as a two lane bridge and moving the roundabout as part of the proposed bypass to replace the traffic signal at SR 28 and 89 has many benefits. (See attachment) The benefits of pursuing this reconfiguration would allow constant traffic flow through the current controlled intersection, allow for the existing radius lanes to still serve as access to the businesses such as the Dam Café and the new Visitor Center to be located at the current Porters Ski Shop, replace the bottle neck areas of three lanes of traffic merging into one lane, minimize any potential financial impact on the businesses of Tahoe City, will not require modification/relocation of the sewer main minimizing any chance of contamination of the Truckee River, leave 64 acres as a recreational site and not spending millions of Local, State and Federal money on the proposed by-pass which is not justified.

During my review of this project I contacted John Holder at 530-741-5448 and Eric Fredrickson at 916-227-8916 both of Caltrans. John is a project manager and Eric is in charge of structures for our area. John can also refer you to the person (Jim) who works on their traffic studies. Based on my conversation with both members of Caltrans it appeared there was no urgency to seismically upgrade Fanny Bridge, a seismic study has not been completed, and there are individual situations such as the lane reduction through Tahoe Vista and Kings Beach Core that can be reviewed by Caltrans. This proposed reconfiguration is a win win situation for the Tahoe City businesses, the environment, and any money spent on the project can be justified.

Sincerely,
Jim Sajdak
P.O. Box 1723
Tahoe City, CA 96145



Oral Comments

Public Scoping Meeting #1 (Oral Comments)

Location: North Tahoe Regional Advisory Council (NTRAC)
Tahoe City Public Utility District - Board Room
221 Fairway Drive
Tahoe City, CA 96145

Date/Time: Thursday, December 8, 2011 at 6:30 p.m.

The Scoping Meeting portion of the NTRAC meeting began with a project/process overview provided by Alfred Knotts, Tahoe Transportation District. This was followed by a presentation by Fran Ruger, Project Manager of Ascent Environmental, who will be managing the preparation of the EIR/EIS/EA. Official meeting minutes are not recorded for NTRAC meetings, and are therefore not provided in an appendix to this document.

Commenter	Organization	Comment/Question
Alfred Knotts	TTD	Presentation of the Project Alternatives
Fran Ruger	Ascent Environmental	Overview presentation of the EIR/EIS/EA
Council Questions/Comments		
Peter Kraatz	NTRAC	The Kings Beach transportation project is on a separate track and expected to proceed ahead of the SR 89 Project.
Michael Lefrancois	NTRAC	Is the Fanny Bridge replacement option (5 lanes wide) infeasible?
Zachary Hymanson	NTRAC	Is the Granlibakken intersection inside or outside the project area? [Staff Response: Outside]
		Will the environmental document examine impacts at the Granlibakken intersection?
		Has Caltrans been definitive about the date that they need to act on the degradation of Fanny Bridge (i.e., the date when they may place load restrictions on the bridge)?
Megan Chillemi	NTRAC	It is critical for the project alternatives to consider impacts at the Transit Center.
Emilio Vaca	NTRAC	Will there be community outreach to others who cannot attend tonight's meeting?
Lolly Kupec	NTRAC	Stressed that there will be many opportunities for public input, besides reading the document on the internet. TTD has done and is doing a great job, and is confident that the TTD will continue to do a good job informing the community.
Public Hearing Opened (The following comments are included in the Scoping Report Summary)		
Scott Zumwalt	General Manager of The Bridgetender	Does the new SR 89 have to be a five-lane bridge, like the Fanny Bridge only alternative? If not, why not?
		Is there a way to keep the existing Fanny Bridge route designated as SR 89, so travelers will continue to access the current road when using maps and GPS?
		Not in favor of having Fanny Bridge closed to vehicular traffic, or having a cul-de-sac. Concerned with visibility for businesses.
Gary Davis	Tahoe City Downtown Association Board	Business owners in Tahoe City are concerned about potential economic impacts. Is an economic analysis being conducted for the EIR/EIS/EA? An economic analysis is important.
		How would the project serve as a Gateway to Tahoe City, recognizing it is far from the existing businesses?

Commenter	Organization	Comment/Question
Jim Sajdak		Some of the information in the project documents is misleading, including the number of bicyclists and the bicycle safety issues.
		Do all the alternatives include fixing Fanny Bridge? More time should be spent with Caltrans regarding the priority of fixing Fanny Bridge. Other bridges are getting old, too. Do we need five-lane bridges all the way down the West Shore?
		My preference is not to create a large-city feeling. The size of these improvements will be an eyesore.
		Commenter relayed a conversation he had with Fire Chief Duane Whitelaw regarding the project. He stated that the Fire Chief said, "All I heard was that the bridge was going to fall down."
Richard Courcier	Business owner	A bypass is not desirable. The bypass will short-cut traffic to Tahoe City, taking needed business traffic away from downtown. The new Tahoe City Gateway will become the Caltrans Maintenance Yard, which is not appealing. We don't have the degree of congestions that requires this project. The project is not needed.
		Only one alternative keeps the existing bridge open. Is this because of coverage removal? The old bridge should remain open for emergency access and business access in all alternatives. There should be just two choices: bypass or no bypass.
		The town is split down the middle on this project.
		If people put Tahoe City into their GPS they may be rerouted to Emerald Bay. and will bypass Tahoe City.
		Not in favor of having Fanny Bridge closed to vehicular traffic, or having a cul-de-sac. Concerned with visibility for businesses.
		What is the position of the League to Save Lake Tahoe?
Dave Widerader		What happens when the bridge is given to the County? Will the bridge rehabilitation burden need to be taken up by the County, too?
		Are five lanes really needed to keep the existing bridge? Caltrans has backed away from their standards in other communities, so this issue should be pushed more.
		In favor of keeping the bridge open
Marguerite Sprague	North Lake Tahoe Historical Society	My organizational members (700 people) are very interested in the project. We are concerned that Fanny Bridge will disappear from view if the highway is moved. Can a reasonable analysis be done on how any changes will affect the commercial corridors?
		Disappointed that there would be no comparable analysis (about the effects on businesses) to another town like Tahoe City that implemented a re-alignment or something similar to the Fanny Bridge Project.
Marty Simpson	Tahoe City Lumber Company	Alternative 1 is the only one that leaves SR 89 as it is. Is there any plan that leaves the intersection as it is (keeping the sweeping free right turns)?
		The downtown fire station is relocating near the SR 89 roundabout. Alternative 1 is the only one that allows two emergency accesses to the West Shore, correct? There needs to be two clear emergency accesses. During an emergency, there is no time for removal of bollards, so that option is not safe.

Commenter	Organization	Comment/Question
		Several study topics looked like great goals for the document, but why would TTD put the transit station at its site, if those environmental sensitivities were so critical.
		Mr. Simpson has not decided his stance yet. If we leave the intersection near Save Mart as it is, can we keep the left and right hand free turns?
		Speaking as a 20+ year fire fighter, Mr. Simpson stated that in a time of emergency, removing bollards would not happen quickly enough.
		If the concern is about emissions, why put the transit center where it is?
Council Discussion		
Lolly Kupec	NTRAC	The question of need must be answered more clearly and up front. There doesn't appear to be one reason, but many.
		Also, the need to take private property to fix the bridge in place must be emphasized. The alternative road avoids the need to take property from businesses.
		Signage can keep visitors from missing the route to Tahoe City.
Melissa Siig	NTRAC	How does the roadway interact with the bypass?
Regina Straver	NTRAC	The timeline on the website should be kept current and updated as frequently as possible.
		Public attendees should work together to find a solution for the Tahoe City Community. The community must come together and provide feedback to Caltrans to shape the project.
Zachary Hymanson	NTRAC	Change is going to happen.

Public Scoping Meeting #2 (Oral Comments)

Location: Tahoe Transportation District
Granlibakken Conference Center
725 Granlibakken Road
Tahoe City, CA 96145

Date/Time: Friday, December 9, 2011 at 9:30 a.m.

The Scoping Meeting portion of the TTD meeting began with a project/process overview provided by Alfred Knotts, Tahoe Transportation District. This was followed by a presentation by Fran Ruger, Project Manager of Ascent Environmental, who will be managing the preparation of the EIR/EIS/EA. Official meeting minutes are provided in Appendix D.

Commenter	Organization	Comment/Question
Alfred Knotts	TTD	Presentation of the Project Alternatives
Fran Ruger	Ascent Environmental	Overview presentation of the EIR/EIS/EA
Board Questions/Comments		
Ron McIntyre	TTD	The baseline information must be available from prior studies. Why does the EIR/EIS/EA have to take so long? Another year and a half seems too long.
Steve Teshara	TTD	Now that Lahontan has adopted the new NPDES permit, the state highway portion would be Caltrans responsibility and the remainder would be the County's responsibility.
Public Hearing Opened (The following comments are included in the Scoping Report Summary)		
Leigh Ann Cullen	West Shore resident	When I look at the documents, it appears that the bypass is a forgone conclusion. Maybe the community would prefer putting up with congestion, rather than building a new highway through the forest. This should be the community's choice. An alternative should be just fixing Fanny Bridge as it is. If the bypass is a done deal, the question should be changed to "bypass with Fanny Bridge" or "bypass without Fanny Bridge."
Richard Courcier	River Grove Restaurant, rafting company owner	It seems that the community is not aware that in four of five alternatives, the community will lose the Fanny Bridge segment for local traffic. Local residents on the west shore will have to take a very circuitous route. The objectives would not be met by those alternatives, such as two emergency access routes. TTD needs to emphasize that the local route will be lost in most of the alternatives.
		The concept of placing a bike trail under the new bridge over the Truckee River will be very challenging because it is a navigable water and floodway. How high will the bridge be? Will there be enough clearance?
Scott Zumwalt	General Manager of The Bridgetender	What makes the community nervous is there is only one alternative that keeps the Fanny Bridge segment open.
Anonymous		The project is wasteful. Why can't you widen the existing bridge? There is existing congestion through Tahoe City that is not going to the west shore. Do not pave over the 64-acre tract.

Commenter	Organization	Comment/Question
Board Discussion		
Steve Teshara	TTD	For the record, Alternative 1 does keep the existing SR 89 segment over Fanny Bridge, which would address the concerns about the potential loss of local access.
Norma Santiago	TTD	We appreciate that people are helping us with input on the alternatives and more opportunities later, too.
Ron McIntyre	TTD	We need to add a diagram that shows what would occur, if Fanny Bridge was the only river crossing. Business dislocation would occur, which we need to clarify.

Public Scoping Meeting #3 (Oral Comments)

Location: TRPA Advisory Planning Commission (APC)
Tahoe Regional Planning Agency - Board Room
128 Market Street
Stateline, NV 89449

Date/Time: Wednesday, January 11, 2012 at 9:30 a.m.

The Scoping Meeting portion of the APC meeting began with a project/process overview provided by Alfred Knotts, Tahoe Transportation District. This was followed by a presentation by Curtis Alling, Principal of Ascent Environmental, who will be overseeing the preparation of the EIR/EIS/EA. Official meeting minutes are provided in Appendix E.

Commenter	Organization	Comment/Question
Alfred Knotts	TTD	Presentation of the Project Alternatives
Curtis Alling	Ascent Environmental	Overview presentation of the EIR/EIS/EA
Public Hearing Opened (The following comments are included in the Scoping Report Summary)		
Roger Kahn	Owner of two parcels at the Wye (100 and 140 N. Lake Blvd)	Disappointed that TTD staff did not request to meet with me individually and other property owners when putting together alternatives.
		In all of the alternatives I didn't see access to my property by vehicles. I would like to know how I will interface – and this is probably a concern of most of people who own property at the Wye. Nobody spoke with them about how this would work.
		Enhancing the economics at Tahoe City as a main priority is a concern – how will closing access to my property enhance the economics of my property?
		I would like someone to get in touch with me to explain how all of these alternatives would work with me.
		Is Alternative 1 the Preferred Alternative? I oppose it. [Staff Response: No, it is not. The preferred alternative will be based on the environmental analysis.]
		If you close the road it is a huge economic consideration to all of us in that part of Tahoe City and I would hope you would not do it.
Leigh Ann Cullen	A west shore resident, Tahoe City for 7 years.	I appreciate the addition of Alternative 6 and 6a. This makes it a better and more complete document. I would ask that those be considered for a design exception with Caltrans not to build five lanes. We should ask Caltrans to really look at what else could be done.
		With all alternatives, even with bypass we may not improve LOS during the three weeks out of the summer when it is poor.
		Alternative 1 with the retention of the old SR 89 needs some guaranteed mechanism to be sure the road is properly maintained by Placer county.
Richard Courcier	West Shore resident. Family owns all the property near the bridge – River Grill, Truckee River Rafting, Dam Café	A lot of the community was confused because only one alternative keeps the road open. All of the others are closing it. Wouldn't two roads better relieve congestion, improve local access, and provide better emergency access, etc.?

Commenter	Organization	Comment/Question
		The alternatives that close the road would create additional travel time for locals in the area. Why do most of the alternatives have the road closed? Let's have some plans that keep the road open. I have had an office on that river near the bridge for 35 years. I have to bring rafts back up in rafting trucks which go through the existing traffic. In the last few years the longest wait in July and August has been 30 minutes. Much less than in the 80's or 90's. We should consider stoplights and/or cross-walks as alternatives for traffic congestion control and pedestrian safety. The bridge is a permanent change, whereas other types of changes could be seasonal.
		There is only a 6-week period of high congestion – living with the bridge 365 days/year is not what I want. Other options are better.
Jim Sajdak	Tahoe City resident	I've been following traffic in the area for years. I am surprised that Alternate 6 and 6a came up. Previously we were told they were not possible, now they show up. Also, we talked about not using existing Fanny Bridge to get traffic up to appropriate levels due to the location of The Bridgetender and easement rights. But now Alt 6 and 6a are cutting into the right-of-way. Are they really viable? My concern is they are not and are put here just to please the public.
		Another concern is three-lane roadways to a one-lane through a merge: these need to be looked at.
		Location of roundabout by Tahoe City lumberyard will not work – traffic is coming from ski areas. As traffic backs up it will plug up that roundabout. Over Christmas I saw no back up at all coming over Fanny Bridge except in the three-lane to one-lane merge.
		A four-lane bridge through the 64 acres is an environmental and aesthetic nightmare.
		Traffic study is old and needs to be updated.
		Pedestrian safety – drop a walkway down under the bridge.
Scott Zumwalt	West Shore resident and General Manager of The Bridgetender	Traffic study in 2003 and environmental study (including economic study for businesses) – would appreciate that being submitted.
		Based on discussions from patrons at his bar, Tahoe City residents are split on the project, 50-50. Patrons at the bar are stating that Fanny Bridge needs to stay open. If we do keep both roads open, we'd like community help with signage, GPS, etc., to keep traffic directed towards town.
Elizabeth Hale	West shore resident	Could we get copies of the additional Alternatives 6 and 6a? [Staff Response: Yes, we will provide to you.]
		<p>The 64-acres parcel is a misnomer, because the Transit Center takes up some area, so land for recreation is reduced. We want to retain the remaining land for recreation.</p> <p>About 9 years ago there was a meeting with 800 or more people who were concerned about the Transit Center going through on the 64-acre site and changing the use from recreation. Can we contact those people who were concerned about that and make sure they are appraised about what is going on here? People in Tahoe City have thrown up their hands with public meetings because comments don't seem to make any difference.</p>

Commenter	Organization	Comment/Question
		I understand Homewood developer is putting money into this project – what happens if there is a slowdown in the Homewood project?
		Traffic studies – A certain company did these over and over. For Homewood, Friends of the West Shore did their own study and came up with different results. I am concerned with the same traffic consultant being used over and over with different results.
Sherina Kruei	Vice President, Bank of the West in Tahoe City	The bank would be affected by closing Fanny Bridge – we want to make sure that bridge does not close. It would be devastating for all businesses if it closed. I was supposed to be kept in the loop on these meetings – they have my info and need to keep me more informed.
Ulla Park	The Bridgetender property owner	This is the first time I've seen Alternative 6 and 6a – this is taking some of the property of The Bridgetender, which I need to hear more about. What is the vision for the road if it is kept open?
Marcia Beals	General Manager of Tahoe Truckee Sanitation Agency (T-TSA)	We collect sewage at the Caltrans maintenance yard location. There is a 42-inch diameter sewer collector line at MH1 going down to a 30-inch diameter line at MH2. Based on the NOP, we superimposed this line over the project roundabout graphic. This interceptor is a gravity sewer. How is the easement from Caltrans affected by this? The reference to the sewer line in the NOP notes impacts for the sewer line as treated effluent. This is actually raw, not treated.
Jeff Smith	Consultant engineer with CH2M Hill for T-TSA	All flow of sewage would have to be bypassed during construction. This is all going to take a lot of room. Also, we would prefer not relocating this. The manholes will be right in the traffic lanes. This creates an access problem due to frequent need to get to them for access to the flow meters. With manholes in the roadways, snow plows can knock these off, which increases flow and can cause flow into the Truckee River. There is only a certain amount of flow this pipe can contain. A huge issue with the bridge is the abutments. These abutments go deep and could affect the line, resulting in sewage into the Truckee River. Relocation of the line that makes the line longer might affect flow as it gets flatter. If it needs to go deeper that can affect hydrology. The close proximity of this to the Truckee River and risk associated with spills during construction is high. Cost to mitigate risk to River could be \$400,000-\$500,000.
Commission Discussion		
Chuck Greene	APC	Will there be an economic analysis on the bank, historical society and other businesses? [Staff Response: As part of the NEPA/CEQA document we will prepare a Community Impact Assessment to address this. We have also found additional money to evaluate economic impacts (positive and negative).] Does that include buying out these businesses? [Staff Response: This would be included in the analysis.]
		I have concerns about the historical society with a historical building, California State Parks, etc.
Jennifer Merchant	APC	Consider impacts to businesses based on the relocation or re-alignment of roadways. Alternative 6 and 6a going west towards the businesses would be encroaching on their properties.

Commenter	Organization	Comment/Question
		The LOS that drives this for the Purpose and Need is not supported by some community members. Should the LOS still be part of the purpose and need? Do you automatically get rid of alternatives that don't meet LOS? [Staff Response: LOS is required for State funding, however, if it goes to a local road, the requirements are not as such.]
		There appear to be exceptions for LOS requirements in certain areas. Can we look at an additional alternative that fixes Fanny Bridge regarding weight restrictions, but does not expand or move the existing bridge? Can we get an exception for the LOS and fix the current bridge in place? I don't think you need a five-lane bridge in the area – it seems like overkill and there could be a work-around on LOS impacts. Maybe we need to reconsider LOS standards if we are pushing for compact urban development. King's Beach is an example of an exception that decreased LOS. Placer County Board of Supervisors adopted a Statement of Overriding Considerations for the LOS under CEQA. Tahoe City could get a level of service exception from Caltrans.
		For Alternatives 2 and 3, where would the road stop? This may affect support of alternatives. [Staff Response: It is not known yet, at this level of design, but local access would continue.]
Mike Riley	APC	Local access must be addressed for the construction period.
		The sewer issue is an important concern. During construction, it could be a real disaster.
Bruce Grego	APC	Has there been review of what the realignment of the sewer line would take, or what the impacts of that would be? [Staff Response: Utility conflicts will be analyzed.]
Mary Huggins	APC / CAL FIRE	I am concerned with closing Fanny Bridge for emergency access issues in alternatives outside of Alternative 1. For fire engines in areas with pedestrians and bicycles, this is a disaster. Can we get a call volume from North Valley Fire regarding how many calls are over Fanny Bridge? For the new bridge, we like to have two access routes, but in regards to closing Fanny Bridge, on CAL FIRE's behalf, we are not in support.
Hilary Roverud	APC	What will the roads look like – what kind of complete street components many be included in each of the road segments? And, are there constraints with any alternatives that would make components infeasible?
Chuck Greene	APC	As a Tahoe City bicyclist – There's a connection to the bike path on the east side of SR 89. How will I continue to get to this bike path with a roundabout and Fanny Bridge closed? Please take a careful look on access to this bike trail. [Staff Response: This will be addressed in the analysis.]
Charlie Donohue	APC	There were a few public comments regarding noticing. Please reach out to the public to ensure more communication. Especially in regards to businesses that may be affected.

Appendix D

December 9, 2011

**Tahoe Transportation District/
Commission Board
Meeting Minutes**

**TAHOE TRANSPORTATION DISTRICT / COMMISSION
BOARD MEETING MINUTES
December 9, 2011**

TTD/C Board Members in Attendance:

Andrew Strain, Member at Large, Chair
Will Garner, Placer County, Vice Chair
Steve Teshara, SS-TMA
Ron McIntyre, TNT-TMA
Norma Santiago, El Dorado County
Bruce Grego, City of South Lake Tahoe
Ken Smithson, Carson City
Jason Van Havel, NDOT
Marlo Tinney, Caltrans

TTD/C Board Members Absent:

John Breternitz, Washoe County
Nancy McDermid, Douglas County
Anjanette Hoefer, US Forest Service
Alan Tolhurst, APC Appointed TTC Rep
Wanda Batchelor, Washoe Tribe

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Derek Kirkland, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Karen Fink, Tahoe Regional Planning Agency
Judi White, Tahoe Transportation District and Tahoe Regional Planning Agency
Paul Taggart, Esq., Legal Counsel

I. TAHOE TRANSPORTATION DISTRICT AND TAHOE TRANSPORTATION COMMISSION CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum

The meeting of the Tahoe Transportation District and Tahoe Transportation Commission was called to order by Vice Chair Garner at 9:35 a.m., at the Granlibakken Conference Center. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

B. Approval of TTD/TTC Agenda of December 9, 2011

Motion/second by Mr. Teshara/Mr. Grego to approve the TTD/TTC agenda for today's meeting. The motion passed unanimously.

C. Approval of TTD/TTC Meeting Minutes for November 10, 2011

Motion/Second by Ms. Santiago/Mr. Teshara to approve the TTD and TTC minutes. The motion passed, with Mr. McIntyre and Mr. Garner abstaining.

II. PUBLIC INTEREST COMMENTS

No public interest comments were made.

III. FINANCE COMMITTEE REPORT

Mr. Garner reported the Committee recommended acceptance of Agenda Item VII.A; approval of Agenda Item VII.C, and deferred making a recommendation on Agenda Items VIII.A. and B., as there will be a presentation and discussion with the full Board.

IV. PUBLIC SCOPING

A. Notice of Preparation and Public Scoping for a California Environmental Quality Act Environmental Impact Report, Tahoe Regional Planning Agency Environmental Impact Statement and National Environmental Policy Act Environmental Impact Statement for the State Route 89/Fanny Bridge Community Revitalization Project

Mr. Knotts reviewed this item. Ms. Fran Ruger of Ascent Environmental gave a presentation. Mr. McIntyre asked why the environmental documentation previously done was not being used. Mr. Knotts explained there are new rules and regulations that need to be followed since the initial documentation was done.

PUBLIC COMMENT:

Leigh Cullen, West Shore resident, suggested adding the alternative of fixing the bridge and leaving the level of service as is.

Richard Courcier, West Shore resident, property and business owner, stated the public doesn't realize the current road is going to be closed and that needs to be made very clear to the public. He also asked how high the new bridge is going to be in order to put a bike trail underneath it.

Mr. Teshara noted Alternative 1 keeps the existing Highway 89 as is.

Scott Zumwalt, General Manager of Bridgetender, stated there is no preferred alternative and that only one of the five alternatives keeps the existing road open.

A public comment was made to leave 64 Acres alone and fix the traffic issues through Tahoe City.

Chair Strain arrived at 9:51 a.m.

Action Requested: Conduct Public Scoping

V. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

A. Overview of Input Received Through the Regional Transportation Plan Public Outreach Workshops/Open Houses

Ms. Fink reviewed this item.

Mr. Van Havel arrived at 10:23 a.m.

Action Requested: Review and Comment

B. Recommend Adoption and Approval of the Supporting Resolution for the Fiscal Year 2012 Federal Transit Administration Section 5311 Program of Projects for the California Portion of the Tahoe Region to the Tahoe Regional Planning Agency Governing Board

Mr. Haven reviewed this item.

Action Requested: Recommend approval to TRPA Governing Board

Mr. Teshara made the motion to recommend adoption of the supporting resolution for FY 2012 FTA Section 5311 Program of Projects to the Tahoe Regional Planning Agency Governing Board. Mr. McIntyre seconded the motion. The motion passed unanimously.

VI. ADJOURN AS TTC AND RECONVENE AS TTD

VII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

A. Review and Acceptance of the District's Financial Statement of Operations for July 1, 2011 through October 31, 2011

B. Review and Acceptance of BlueGO's Monthly October 2011 Operations Report

C. Approval of Task Order for Design Workshop for the State Route 28 Corridor Management Plan Project

D. Approval of Resolution Acknowledging Amended Joint Powers Agreement Forming the California Transit Systems Joint Powers Authority and Authorizing District Manager to Sign Amended Agreement

Mr. Teshara motioned to approve the consent calendar, Ms. Santiago seconded the motion. The motion passed unanimously.

VIII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

A. Presentation, Review, and Acceptance of the District's Fiscal Year 2010-11 Audit Report

Ms. Schmitt introduced Marc Davis of Mayer Hoffman McCann who presented and reviewed the Audit Report.

Action Requested: Acceptance

Mr. McIntyre made the motion to accept the Financial Audit of the District for FY 2011. Ms. Santiago seconded the motion. The motion passed unanimously.

B. Update on District's Outreach Campaign, Implementation Strategy for Program of Projects and Approval of Contract Amendments and Task Orders for ESI and Smith + Jones Related Thereto

Mr. Hasty reviewed this item.

Action Requested: Approval

Mr. Teshara made the motion to approve the contract amendments and task orders for Exploration Services, Inc. and Smith + Jones, with direction to staff to establish a regular agenda item regarding legislative advocacy issues. Ms. Santiago seconded the motion. The motion passed unanimously.

Chair Strain left at 11:17 a.m.

C. Approval to Conclude the Award of Bid for the North Lake Tahoe Express Airport Service with No Execution of a New Long-Term Operating Contract and Direction to Extend the Existing Operating Contract Until a New Procurement Process is Approved

Mr. Hasty reviewed this item.

Ron Treabess, North Lake Tahoe Resort Association, requested the contract extension include staffing the new visitor desk at the airport. It was determined that would require a change to the scope of the contract, which would have to come to the Board next month. Jan Colyer, TMA, offered to request the operator to staff the visitor desk.

Action Requested: Approval

Ms. Santiago made the motion to approve extending the existing contract for four months, convene the pre-proposal meeting, and prepare a new Request for Proposal or course of action for Board approval to secure a new long-term operating contract. Mr. Smithson seconded the motion. The motion passed unanimously.

D. Updated Lake Tahoe North Shore to South Shore Transit Connection Alternatives Analysis and Recommendation on Alternatives to be Evaluated in the Tier 2 Screening Process

Mr. Knotts reviewed this item.

Action Requested: Review and Decision

Mr. Teshara made the motion to approve Alternatives 1, 2, and 6 of the Lake Tahoe North Shore to South Shore Transit Connection to be

evaluated in the Tier 2 screening process. Mr. McIntyre seconded the motion. The motion passed unanimously.

Mr. Treabess noted the Resort Association hired consultants to review land-side facilities and develop a Request for Proposal to solicit operators to try to start some ferry service this summer.

Ms. Colyer noted the Westside Café will have a water shuttle from their pier to Zephyr Cove this winter.

IX. DISTRICT MANAGER REPORT

Mr. Hasty reported he and Mr. Haven attended the two-day Olympic planning workshop. He announced that Nevada State Bank has offered the District an unsecured line of credit and staff will be trying to set up a special Board meeting in order to get the paperwork approved and in order.

X. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Ms. Santiago asked for the Board's support regarding Caltrans consideration of increasing the speed limit in Meyers. She also noted the Forest Service is looking at a granting opportunity to designate Highway 50 from Camino to South Shore as a scenic highway.

Mr. McIntyre announced this meeting is his last meeting. He will be sending letters of resignation, as he is no longer associated with the Resort Association. He remains concerned with the soft costs of projects.

Mr. Teshara asked for an update regarding Caltrans plans for State Route 89 south of Tahoma regarding the width of the road. He also noted he saw a presentation on Zimride, a ridesharing program. He would like to have them do a presentation to the Board. He noted Douglas County is doing a land bill with federal government to swap federal land for county land, which will include some parcels in Tahoe and the Burke Creek Rabe Meadow restoration watershed project is getting underway. He will be the community liaison for outreach for the project.

Mr. Smithson thanked staff for the new route schedule.

Mr. Grego asked about the shelters. Mr. Knotts noted they have been installed and staff is looking at starting Phase II.

Ms. Tinney announced Tom Brannon is Caltrans new Deputy District Director.

Mr. Van Havel noted the scenic byways programs move quickly. He is also concerned with the high soft costs. He thanked Ms. Fink for her work on the Regional Transportation Plan update.

XI. LEGAL BRIEFING - CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION. MV Transportation, Inc. v. STATA, et al. Case No. 10-CV-0240. 9th Judicial District Court.

The Board continued this item.

XII. PUBLIC INTEREST COMMENTS

XIII. ADJOURNMENT

Respectfully Submitted:

*Judi White
Executive Assistant
Tahoe Transportation District*

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi White, Clerk to the Board, (775) 589-5502.)

Appendix E

January 11, 2012

**TRPA Advisory Planning Commission
Meeting Minutes**

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

January 11, 2012

REGULAR MEETING MINUTES

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Advisory Planning Commission Chair Mr. Donohue called the meeting to order at 9:35 a.m.

Members Present: Mr. Buelna, Mr. Donohue, Ms. Garcia, Mr. Greene, Ms. Huggins, Mr. Jepsen, Ms. Krause, Mr. Loftis, Mr. Maurer, Ms. McMahon, Ms. Merchant, Mr. Plemel, Mr. Riley, Ms. Roverud

Members Absent: Mr. Gaskin, Mr. LeFevre, Mr. Smith, Mr. Tolhurst, Mr. Upton

Mr. Grego and Mr. Teshara sat in the meeting.

II. APPROVAL OF AGENDA

Ms. Merchant moved approval.
Motion carried unanimously.

III. PUBLIC INTEREST COMMENTS

None

IV. DISPOSITION OF MINUTES

Mr. Maurer moved approval.
Mr. Loftis, Ms. Garcia, Ms. Roverud abstained.
Motion carried.

V. PLANNING MATTERS

A. AIS Program Report

Staff member Ted Thayer presented the AIS program report for 2011.

Commission Comments & Questions:

Mr. Greene asked if any invasive species were found on non-motorized watercraft. He asked about the inspection station for boats coming from Reno. What do you think the long term outlook will be for removing the unwanted fish from the Lake? He also asked for the outlook for clams and weeds.

Mr. Thayer said no invasive species were found on non-motorized watercraft. Mr. Thayer said at the start of the season we had planned to have a station in Incline Village, but unfortunately we couldn't find a host. We found people coming from Reno were using the Spooner or the Northstar inspection stations. We believe it is promising for removal of fish in the long term. With another year of effort, we should be down to maintaining a low population of these fish. We are concerned about the small mouth bass which is harder to control. The weeds are fairly promising and the plan is to go after the nearshore weeds. In the past we have focused on the marinas, but this year we are hoping to focus on the nearshore. Some work was done in 2010 at the dam in California and this year there were no weeds in that area. The outlook for clams is still unclear whether we will be able to do anything more than simply decrease population density. It is very widespread throughout the Lake and very expensive to treat.

Mr. Teshara asked if the fee established recently in Nevada will have any public confusion with a fee in Nevada and one in Tahoe.

Mr. Thayer said that fee is scheduled to be implemented by 2013. We are working with the Nevada Department of Wildlife on what this fee would look like. We don't expect to have any issues.

Mr. Teshara asked if we have released an RFP for the long term funding plan. What is the funding source for the funding plan?

Mr. Thayer said yes. We are in the process of selection and award. We look forward to having a firm help us produce this finance plan. We have applied for Nevada Division of State Lands license plate funds and we could fund this partly out of boating fees. We also are looking at Southern Nevada Public Lands Management funds.

Mr. Loftis said he has heard there is a need for permanent locations for inspection stations. How does this relate to more solid funding?

Mr. Thayer said we have been looking to establish permanent locations in the Basin for some time. We think that likely the Meyers station will be fairly permanent. The Spooner Summit location is somewhat in question and we are working with the Nevada Department of Transportation to explore a long term

agreement. Homewood is fairly set, but Northstar and Alpine Meadows are still short term. We definitely want to have long term inspection stations. We are exploring opportunities to share these stations with the Truckee program, before we attempt to make all sites permanent.

Mr. Donohue said his department, as part of commenting on the Douglas County proposed land bill, has asked them to look at lands that might be suitable for inspection stations, as well as potential transportation facility needs. How close are you working with the water purveyors, as well as private property owners that have intake lines in the Lake, to ensure that their intake lines aren't compromised. Also are they are planning ahead if there ever were issues associated with invasive species?

Mr. Thayer said the water purveyors have provided some of the startup funds to get the program underway. We keep them advised on what we are doing on our control programs. They come to the meetings and are part of the process, so we are not compromising their delivery by our control projects.

Public Comment:

Elizabeth Hale asked if the extended warmer weather is affecting doing field work.

Mr. Thayer said TRCD is operating at Cave Rock and Lake Forest and inspections are ongoing at Sand Harbor on the weekends. We have seen an increase in boats coming into the lake with the extension of warm weather.

B. Review and Discussion of Proposed 2012 Watercraft Inspection Fees

Staff member Dennis Zabaglo presented the proposed Watercraft Inspection Fees for 2012.

Commission Comments & Questions:

Mr. Grego asked if we had thought about reducing the category of boats for charges, which would take less administrative effort.

Mr. Zabaglo said the administration of this is not difficult. The reason is that the Governing Board wanted our fees to be equitable. A bigger boat takes more to inspect and we want to make sure that they are paying for that service.

Ms. Merchant said that with 26% of the boaters that are not clean, it seems more equitable if you would increase the fees for decontamination considering the work effort associated with this. She asked if there has been any analysis on

how much it costs to clean a boat. What happens to the program if everyone shows up clean? Can we look at this in the future, if things change. When do you believe outside funding will not be available?

Mr. Zabaglo said there is a slight increase across the board, except for Tahoe In and Out boats, which is 10%. There is a \$20 decontamination fee for those boaters who do not come Clean, Drain and Dry. He said the typical decontamination takes approximately half hour. We have not looked into the actual cost of this, but we could. We would have to explore this to see what those numbers really are. This gives us time to explore additional funding opportunities. We have received funding from other sources in the past, so there are other options to explore.

Mr. Teshara highlighted the importance of marina participation and support. Are you doing any surveys of the boating public to get feedback on the program? The statistics that he has seen is that there has been a decrease in boating activity, as it is expensive to maintain a boat. Have you identified any correlation between the program and the level of boating activity?

Mr. Zabaglo said yes there has been a survey done recently. A lot of the marinas have actually seen an increase in launches this season over last. Over the last two seasons, it has been flat as far as the number of boats that visited Lake Tahoe.

Mr. Riley said he thinks we are undercharging. Have you checked with other lakes to see what they are charging?

Mr. Zabaglo said most programs don't charge at the level that we do, however our program is much more robust.

Mr. Jepsen asked how you verify that a boat is Clean, Drain and Dry when they come here.

Mr. Zabaglo said the inspectors do an inspection of the vessel to make sure it is dry. These inspectors are very thoroughly trained.

Ms. Roverud said an important component to this, is not only the fee management, but the reduction in time associated with decontaminations.

Mr. Greene asked if we are working with boat manufacturers to make the engines more easily accessible. What was the response?

Mr. Zabaglo said we have had several conversations with them to discuss these complicated issues and will continue to work with them to find a solution.

Mr. Donohue said he has a concern that the subsidy that has made this program work could go away. We should be looking at the true value of the cost of the program, so we don't get into the same situation as we did with excess mitigation fees, where they were kept too low and when it was recognized, it was almost too late.

Public Comment:

Elizabeth Hale asked how the water is paid for that is used for this program.

Mr. Zabaglo said TRPA pays for the water and we recycle the water as much as possible.

Commission Comments & Questions:

Mr. Maurer asked what happens with the water that is used after decontamination.

Mr. Zabaglo said when the water can't be used anymore, we have an agreement with the Douglas County Sewer District to hold it where it eventually evaporates. We are not charged for this service.

C. Regional Transportation Overview

Staff member Nick Haven presented an overview of the Regional Transportation Program.

Carl Hasty, Tahoe Transportation District presented the implementation side of the Regional Transportation System and the projects that they are working on.

Mike Bradford presented the South Shore Vision.

Commission Comments & Questions:

Mr. Teshara said a lot of the structure that was presented today didn't exist until about 10-15 years ago, including the MPO. This program is based on a lot of partnerships and has come together very well, so we can see how to put this into practice. He is concerned that there are things going on in Washington that could jeopardize the institution that we have put together, including funding opportunities.

Mr. Donohue said walking from the Horizon to the Gondola in the winter, is a little chilly. Do you have plans for a trolley that could take people back and forth?

Mr. Bradford said there has been discussion of a ground based transit, but currently this is not in the plan. We have looked at other resorts like Park City, Utah who has a transit system that does this efficiently. Through the transportation district, that is the kind of solution that we are looking for.

Public Comment:

Ron Treabess, North Lake Tahoe Resort Association supports the value in the Regional Transportation Planning efforts on a long-term vision. As one of the partners on the North Shore trying to increase and improve various transportation elements within TART; it is important to be part and in concert with the regional transportation efforts.

Mr. Teshara recognized Mr. Treabess as one of the new members of the Tahoe Transportation District Board, replacing Ron McIntyre who has stepped down.

VI. PUBLIC HEARING

**A. Notice of Preparation and Determination of Scope for Route 89
Realignment/Fanny Bridge**

Alfred Knotts, Tahoe Transportation District presented the scope for Route 89 Realignment/Fanny Bridge.

Curtis Alling, Ascent Environmental summarized the environmental process and what will be studied in the environmental document.

Commission Comments & Questions:

Mr. Greene asked if there will be an economic analysis of the effects on the businesses in the area. Will this include buying out these businesses, if you close this section of road?

Mr. Knotts said yes. We will prepare a community impact assessment. This will be part of the environmental analysis regarding right-of-way requirements for the project.

Ms. Merchant asked that the business impacts be considered, especially in regard to the relocation of the existing highway alignment, whether the road is closed or remains open. In Alternative 6 and maybe 6A with the really wide 5-

lane bridge where if you can't go east toward the dam and you go west toward the businesses, it would seem like that is encroaching on their properties. The level of service is driving this and is the purpose and need of the project even though she hears the community say it is only 6 weeks out of the year that this is a problem. Should this continue to be a key driver throughout the Alternatives to fix the level of service?

Mr. Knotts said as part of the state highway system, it has to operate within a 20 year horizon of acceptable level of service, which is defined by A, B, C, D and F levels. If old Highway 89 becomes a Placer County or a local road, then state standards don't necessarily apply. To get state funding, it does need to be part of the criteria and it needs to operate at acceptable levels.

Ms. Merchant said she believes there are exceptions to this in certain circumstances. She would like to see if that can be considered as another alternative; fix Fanny Bridge so it is still operable. Maybe you look for some other non-realignment fixes that don't have anything to do with realignment and fix the existing bridge without expanding it. Maybe you could ask for an exception for the level of service and fix the bridge in its current width. She asked in Alternative 2 & 3 where the road would stop.

Mr. Knotts said this is all conceptual designs. It depends on road profile, cut and fill and other design standards. The design was extended to accommodate those existing businesses.

Mr. Riley said the point that was brought up by the local agency that handles the sewer lines is something that has to be addressed during construction, as this could be a real disaster.

Mr. Grego asked if staff anticipated an issue with this alternative. Has there been any review of what realignment of the sewer line would take or what the impacts would be.

Mr. Knotts said that is part of the process. We get all scoping comments and then these comments will be analyzed in the environmental document.

Ms. Huggins said speaking on behalf of fire protection she would have a great concern closing Fanny Bridge. The worse thing that could happen when you are driving an engine through a pedestrian and bicycle area is only one way in and out. She suggested getting the call volume from North Tahoe Fire to find out how many times they go over the bridge. CalFire is not in support of closing Fanny Bridge.

Ms. Roverud said as the project design moves forward, it would be good to have more information about what kind of complete streets components might be included in these different alternatives, including sidewalks, lighting, ADA, bike lanes, bike trails, landscaping, etc. Also an analysis of constraints associated with any of these alternatives that would make any of these components infeasible.

Mr. Greene said he has concerns with the connection of the bike path on the east side of Highway 89. He can't figure out how you would get over the portion of the road heading toward Truckee, especially if you close the Fanny Bridge road. He would suggest that you take a real close look at this, because a lot of people use this bike trail.

Mr. Donohue said there were a few public comments regarding noticing. He asked that we ensure that we reach out to those folks that are affected.

Public Comment:

Roger Kahn is concerned that as a business owner he was not contacted to discuss this project and how it impacts his property. He would hope that we can keep the old road open, which impacts a lot of businesses in the area.

Leigh Cullen thinks with the additional two other alternatives, which makes the document more complete. She would ask as you work with Caltrans on the alternative 5-lane highway over the bridge, that we see what kind of design exception could be considered for this area. She would encourage that we look at keeping the old road open.

Richard Courcier said his family owns all the property next to the bridge. He is concerned that the old road will be closed which will impact their business. Why do most of the plans have this road closed? He suggests that we cut down the number of cross-walks or add a signal light to prevent some of the congestion. The signal light could be used in July & August only, because the other 10 months we don't need it. The traffic problem used to be from Memorial Day to Labor Day and it is not a problem anymore, because schools are going back earlier. Our businesses are dropping in half starting August 17. The problem is only this 6-week period and to have to live with a by-pass bridge for 365 days a year for a 6-week problem, he believes this could be addressed.

Jim Sadak said anywhere you have a three-lane roadway merging into one-lane is a problem, no matter where you live. The backup occurs at this area and he doesn't believe the round-a-bouts will work at any of the locations, if this problem is not fixed.

Scott Zumwalt, General Manager of the Bridge Tender said he would like to see an economic study on surrounding businesses. The residents feel that you have to keep Fanny Bridge open.

Elizabeth Hale said that part of the push to fix this intersection is because of the development at Homewood, who is contributing to this project. What happens if there is a slow down on the Homewood project? Traffic studies should be also be done by another company. We don't feel that the company that is usually used for these studies presents accurate results.

Sherina Kraul, Vice President of Bank of the West said they are very concerned about the closing of Fanny Bridge. It would be devastating for all the businesses near the bridge. They have had no communication from anyone on this project.

Ulla Park said she is concerned with the proposal near the Bridge Tender. She would like to know the vision for signage for the street in Alternative 1, if the street is kept open, as many businesses will be affected.

Marsha Biel, General Manager Tahoe/Truckee Sanitation Agency said they are concerned with their underground pipes at the Caltrans Maintenance yard location where one of the Alternatives is scheduled to be built.

Jeff Smith, Ch2M Hill explained the problems with the roundabout, that is part of one of the Alternatives at the Caltrans Maintenance yard.

VII. REPORTS

A. Executive Director

Mr. Hester gave the Executive Director's report.

B. General Counsel

No report.

C. APC Members

Mr. Loftis said the water supply outlook is out. The forecast for December is at an average of 2%. Water year-to-date is at 32% of average and snow water equivalent in the snow pack is 9%.

Mr. Maurer asked for the APC to receive a brief report on what the Regional Plan Update Committee is doing.

VIII. PUBLIC COMMENT

Elizabeth Hale asked if the Brown Act pertains to TRPA.

Mr. Lichtig said TRPA is not subject to the Brown Act, but subject to the Nevada meeting law.

IX. ADJOURNMENT

Chair Mr. Donohue adjourned the meeting at 1:00 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Judy Nikkel", is displayed within a light gray rectangular box.

Judy Nikkel
Clerk to the Advisory Planning Commission

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review at the TRPA Office, 128 Market Street, Stateline, Nevada.