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## **NOTICE OF AVAILABILITY/NOTICE OF COMMENT PERIOD OF A DRAFT EIR/EIS/EA FOR PUBLIC REVIEW AND HEARINGS**

December 19, 2014

TO: California State Clearinghouse  
Nevada State Clearinghouse  
California Responsible and Trustee Agencies  
Other Interested Public Agencies  
Interested Parties and Organizations  
Affected Property Owners (within 1000 feet of the project boundaries)

FROM: Tahoe Regional Planning Agency  
Federal Highway Administration-Central Federal Lands Highway Division  
Tahoe Transportation District

RE: **Notice of Preparation of a CEQA Draft EIR, TRPA Draft EIS, and NEPA Draft EA for the State Route 89/  
Fanny Bridge Community Revitalization Project** (California State Clearinghouse #2011122013, TRPA Project File # EIPC2014-0017)

**PROJECT DESCRIPTION SUMMARY:** The Tahoe Transportation District (TTD) and Federal Highway Administration-Central Federal Lands Highway Division (FHWA-CFLHD) are proposing improvements to resolve the existing traffic congestion at the wye intersection of State Route (SR) 28 and SR 89 and to address the long-term structural integrity of the Truckee River Bridge #19-0033 (locally known as “Fanny Bridge”), located in Tahoe City, Placer County, California. The project site extends approximately 0.7 miles on SR 28 and 0.6 miles on SR 89. The proposed improvements are designed to enhance motorized and non-motorized mobility, reduce traffic congestion, accommodate anticipated future increases in traffic, increase access across the Truckee River, address existing pedestrian and traffic safety concerns, and encourage revitalization of the local Tahoe City community. Addressing seasonal traffic congestion problems in the area has long been a concern of TTD, Tahoe Regional Planning Agency (TRPA), Caltrans, and Placer County, as well as residents and visitors. While traffic management strategies have been implemented, congestion remains at a level that can only be addressed through physical improvements that improve traffic flow and better accommodate pedestrians and bicyclists and on-time performance of transit service. Specifically, an approach is needed to separate vehicular traffic from the heaviest areas of tourist pedestrian activity and to address vehicular conflicts. Realignment of SR 89 in the area is identified as part of the TRPA Regional Plan, Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan, TRPA Environmental Improvement Program, the Caltrans SR 89 Transportation Corridor Concept Report, and the Tahoe City Community Plan adopted by both TRPA and Placer County.

This is a joint environmental document prepared by TTD, TRPA, and the FHWA-CFLHD. TTD is the lead agency for the Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 et. seq.) TRPA is the lead agency for the TRPA Environmental Impact Statement (EIS) under the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure. FHWA-CFLHD is the lead agency for the Environmental Assessment (EA) under the National Environmental Policy Act (NEPA).

This EIR/EIS/EA does not make a recommendation regarding the approval or denial of the project. The analysis included in this EIR/EIS/EA is informational in its purpose and will be used by the TTD, TRPA, and FHWA-CFLHD

to render decisions regarding approval of project elements within their jurisdiction and selection of an alternative. It will also be used by other agencies with approval authority over some aspect of project implementation, such as the United States Forest Service (USFS), California Department of Transportation (Caltrans), and Placer County.

The primary needs for the project relate to the current traffic congestion and inadequate safety and travel conditions in and around the Fanny Bridge and SR 89/28 wye intersection area. During peak travel periods, vehicle queues are very long and persistent because of the current configuration of Fanny Bridge and the wye intersection, including delay caused by bicycle and pedestrian activity very close to travel lanes on and around Fanny Bridge. Pedestrian, bicycle, and traffic safety risks from inadequate infrastructure exist related to discontinuity in bicycle paths; absence of pedestrian facilities; and heavy volumes of vehicular traffic, pedestrian activity, and trail use. The existing Fanny Bridge is 90 years old, approaching the end of its service life and does not meet current Caltrans seismic design standards, making it potentially vulnerable to failure in earthquakes. Because it serves as the sole vehicular and emergency access and evacuation route across the Truckee River for West Shore residents, Fanny Bridge's vulnerability also poses a safety risk to local residents and visitors. Establishing an infrastructure for all modes of transportation will serve users of all ages; promote efficient, effective transit use; and create a vibrant and safe commercial area attractive to both residents and tourists. The action alternatives were designed to consider project features that would enhance Tahoe City's unique geographic and historical attributes.

The overall purposes of the SR 89/Fanny Bridge Project are described as follows:

- ▲ *Safety and Operations.* Improve the safety and operations of the SR 89/28 wye intersection and Fanny Bridge area in Tahoe City for present and future automobile travel demand, pedestrian activity, and trail use.
- ▲ *Multimodal Mobility.* Improve multimodal mobility in the Fanny Bridge area, including transit, pedestrian, and bicycle travel, while also improving personal auto access.
- ▲ *Fanny Bridge Integrity.* Address the long-term structural integrity of Fanny Bridge through its rehabilitation or replacement.
- ▲ *Economic Revitalization.* Contribute to the economic revitalization of the local Tahoe City community by enhancing auto and non-auto business access and safety, including delivery of goods and services.

Recognizing the needs and fundamental purposes of the SR 89/Fanny Bridge Project, the following project objectives are expected to be achieved:

- ▲ Reduce overall vehicle delays through improved motor vehicle movement on the State Highway system, allowing for improved commercial access 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;
- ▲ Expand emergency access across the Truckee River for the Lake Tahoe West Shore communities;
- ▲ Improve connectivity, reliability, travel times and operations of public transportation modes, including increased mobility and safety for bicycles and pedestrians and more multi-use trail options for crossing the Truckee River, including maintaining and/or improving access to the Caltrans Maintenance Yard;
- ▲ Improve highway freight mobility to meet local and regional commerce needs;
- ▲ Address the long-term structural integrity of Fanny Bridge and resolve bridge safety issues;
- ▲ Protect the cultural and scenic values of Fanny Bridge and the historic significance of the Lake Tahoe Dam;
- ▲ Make public transportation more effective with better visibility, connectivity, reliability, and travel times;
- ▲ Comply with TRPA Regional LOS criteria;
- ▲ Enhance community attraction for existing and future economic activity by resolving mobility issues in the Fanny Bridge area;

- ▲ Facilitate the creation of a safe and walkable district, with an emphasis on the Truckee River and adjacent land uses; and
- ▲ Create gateway and aesthetic features that are reflective of Lake Tahoe’s unique natural setting and provide effective way finding to Tahoe City and other North Shore and West Shore communities.

There are seven project alternatives being considered for implementation, six action alternatives (Alternatives 1, 2, 3, 4, 6, and 6A) and one no-action alternative (Alternative 5). Alternatives 1 through 4 include construction of a new bridge over the Truckee River; realignment of SR 89 through the 64-Acre Tract; rehabilitation or replacement of Fanny Bridge; bike path realignments; and modifications to the Caltrans maintenance yard. Alternatives 6 and 6A focus on rehabilitating or replacing the existing Fanny Bridge and maintaining the existing SR 89/SR 28 intersection. All action alternatives propose improvements to the wye.

**Project Location:** The project site is located at the SR 28/SR 89 intersection in Tahoe City in eastern Placer County along a reach of the Truckee River, just below the outlet from Lake Tahoe. Fanny Bridge consists of one 12-foot lane in each direction, with a 5-foot shoulder on the west side and a 3-foot shoulder and 5-foot sidewalk on the east side. Fanny Bridge serves as the main artery for vehicles, cyclists, and pedestrians between Lake Tahoe’s West Shore and Tahoe City or Truckee. It is currently the only vehicular bridge crossing of the Truckee River that provides access to the West Shore from the north.

The study area within which the project site is located is generally defined by the following boundary points:

- ▲ SR 89 just north of its intersection with Fairway Drive
- ▲ SR 89 just south of its intersection with Granlibakken Road
- ▲ SR 28 just east of its intersection with SR 89
- ▲ Western property line of public land known as the 64-acre Tract

**Public Review and Comment:** The Draft EIR/EIS/EA is available for public review and comment until February 17, 2015. The document is available at the following locations:

TTD 128 Market Street Stateline, NV	TRPA 128 Market Street Stateline, NV	Placer County Planning Services Division 775 North Lake Blvd Tahoe City, CA
Tahoe City Public Utility District 221 Fairway Dr. Tahoe City, CA	Tahoe City Library 740 North Lake Blvd Tahoe City, CA	Kings Beach Library 301 Secline Drive Kings Beach, CA

The Draft EIR/EIS/EA can also be found at the following websites:

- [www.trpa.org/get-involved/major-projects/](http://www.trpa.org/get-involved/major-projects/)
- [www.tahoetransportation.org/fanny-new-1](http://www.tahoetransportation.org/fanny-new-1)

**Public Hearings:** Public Hearings are scheduled to solicit comments on the Draft EIS/EIR/EA as follows:

- January 14, 2015 - 9:30 a.m. TRPA Advisory Planning Commission meeting  
128 Market St., Stateline, NV
- January 23, 2015 - 9:30 a.m. TTD Board of Directors Meeting  
Granlibakken Resort, 725 Granlibakken Road, Tahoe City, CA 96145
- January 28, 2015 - 9:30 a.m. TRPA Governing Board Meeting  
The Chateau, 955 Fairway Blvd., Incline Village, NV 89451

Any comments submitted at these meetings, or in writing to any of the responsible or cooperating agencies (e.g. USFS, Placer County, Caltrans, etc.) will be distributed to each lead agency (TTD, TRPA, and FHWA-CFLHD) and

will be considered in the EIR/EIS/EA process. Comments need not be repeated to each lead agency. Comments should be focused on the adequacy of information within the Draft EIR/EIS/EA and should be submitted in writing at the earliest possible date, **but no later than 5:00 p.m. on February 17, 2015** to Brian Judge, Principal Environmental Specialist, Tahoe Regional Planning Agency, P.O. Box 5310, Stateline, NV 89449; fax 775-588-4527; or email: [bjudge@trpa.org](mailto:bjudge@trpa.org).

After public review of the Draft EIR/EIS/EA, the environmental document will be considered by the lead agencies for approval/certification. Dates for approval hearings have not yet been set. Please contact the Tahoe Transportation District at (775) 589-5500 for the specific times and locations or check the website [www.tahoetransportation.org](http://www.tahoetransportation.org). Notices for these hearings will also be published in a paper of local and/or regional circulation.

Should anyone wish to challenge the environmental document in court, they may be limited to raising only those issues raised in written correspondence delivered to the lead or cooperating agencies, or orally in a public hearing on the project.

