



SR 89/Fanny Bridge Community Revitalization Project

Second in a series of know the answers to the most commonly asked questions

The Tahoe Transportation District (TTD) strives to continuously give accurate and up to date information to the Tahoe City/North Lake Tahoe Communities about the proposed SR 89/Fanny Bridge Community Revitalization Project. The TTD wants to keep the community apprised of project developments and progress to date. To receive comments and ideas about the project email us at suggestions@fannybridge.com or follow us on Facebook.

The SR89/Fanny Bridge Community Revitalization Project plans to reconstruct the historic 83 year-old structurally deficient Fanny Bridge. In addition, the project will help alleviate present and future travel back-ups in the following areas: on State Route 89 (West Shore Drive) heading into Tahoe City, the Truckee River Crossing and associated intersections and along State Route 89 entering into Tahoe City from Interstate 80. Other project goals include enhancing the economic and social vitality of the area along with providing additional emergency access and egress.

In August 2011, the TTD published in local papers its first in a series of Commonly Asked Questions documents. Continuing in this series, the following are some of the most recently asked questions and answers regarding the project:

How is the Homewood Redevelopment Project related to this project? Has the TTD received

any money from JMA Ventures?
TTD's SR89/Fanny Bridge Community Revitalization Project is entirely separate from Homewood Mountain Resort's Redevelopment Project. TTD is only involved in developing the alternatives and in the planning and design. It is not involved with the construction.

Per Placer County Code Article 15.30, section 2.5.41., "Fanny Bridge Construction Fee. Developer [JMA] shall pay a Fanny Bridge Construction Fee of Two Hundred Fifty Thousand Dollars (\$250,000.00) to provide for the Projects [Homewood Project] fair share partial funding in the construction of Fanny Bridge..."

Per Placer County Item #81 of the Recommended Conditions of Approval Conditional Use Permit / Vesting Tentative Subdivision Map – "Homewood Mountain Resort Ski Area Master Plan Project" (PGPA20110329), "CUP Prior to approval of the Improvement Plans for each and all project phases, the applicant shall pay its fair share contribution in accordance with Section 2.5.4.1 of the Development Agreement between the County and Homewood Village Resorts, LLC for the costs of the State Route 89 and State Route 89/Pedestrian Crossing intersections ("Fanny Bridge") improvements. (ESD)."

All questions about this Placer County action need to be directed to Placer County. Visit www.placer.ca.gov. TTD is in no way involved in this action.

How many alternatives are currently being reviewed? Where can I learn about them?

There are six alternatives currently being reviewed, which include a no action/no build alternative. The public posting and presenting of alternatives 6 and 6a is a result of input received, from a contingency of Tahoe City businesses and area residents during the TTD's extensive 2011 outreach and public scoping period, to see drawings of a Fanny Bridge reconstruction in the bridge's current alignment.

The TTD previously considered alternatives 6 and 6a, but they were rejected by the Project Development Team due to inconsistencies with the purpose and need of the Project, specifically as it relates to negative impacts on businesses adjacent and around the "Y" area, constructability, Level of Service standards and increased conflicts between autos, bicycles and pedestrians.

Is there a preferred alternative?

No. At present time, no preferred alternative for the Project has been developed. It may be one of the presented alternatives or a hybrid of the alternatives currently developed. The preferred alternative is developed during the environmental review process once all environmental and preliminary design information has been developed and analyzed. The preferred alternative will be presented to the public in the draft environmental document.

Will an independent and separate economic impact study be conducted?

Yes. The TTD has heard from the community that they would like a separate Economic Study conducted. This study will begin spring 2012.

Who makes the final decision on the project?

Caltrans is delegated as the lead federal agency for NEPA (National Environmental Policy Act); TTD as lead CEQA (California Environmental Quality Act) agency; Placer County as a responsible agency under CEQA and is required to take discretionary action to approve the Project, and the USFS (United States Forest Service) as a Federal Cooperating Agency under NEPA; the Tahoe Regional Planning Agency is the responsible agency for TRPA Project Approval.

Learn more at:

www.tahoetransportation.org

To schedule a presentation or for additional information on the project, contact Margaret Skillicorn, Community Outreach Specialist at: suggestions@fannybridge.org.



The Project did not come from these documents. These documents were developed as part of the Project.