

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

County of Placer

TO: BOARD OF SUPERVISORS

DATE: May 19, 2015

FROM: KEN GREHM / PETER KRAATZ

SUBJECT: **FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION AND PROJECT APPROVAL FOR THE SR 89/FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT**

ACTION REQUESTED / RECOMMENDATION

1. Pursuant to the County's role as a Responsible Agency, adopt a Resolution approving the Final Environmental Impact Report (FEIR) for the SR 89/Fanny Bridge Community Revitalization Project (Fanny Bridge Project), the Findings of Fact and the Mitigation Monitoring and Reporting Plan (MMRP) as certified by the Lead Agency, the Tahoe Transportation District to be in compliance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA guidelines.
2. Adopt a Resolution approving the preferred alternative for the Fanny Bridge Project identified as Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout) as described in the FEIR.
3. Adopt a Resolution approving the County responsibility to mitigate intersection conditions at SR 89 and Granlibakken Road, as part of the Capital Improvement Program of the County's Countywide Traffic Impact Fee Program.
4. Adopt a Resolution approving the Project and authorizing the Director of Public Works or his designee, to execute future amendments to the Federal Lands Access Program - Project Memorandum of Agreement, with County Counsel and Risk Management approval, to facilitate development of the projects within the County's jurisdiction and allow release of County's local share payments not to exceed \$3,290,000.

BACKGROUND / SUMMARY

Project Development and Environmental Review Process

The Tahoe Transportation District (TTD), created by Article IX of the Tahoe Regional Planning Agency (TRPA) Compact, manages certain transportation projects in the Lake Tahoe Basin. These projects focus on both motorized and non-motorized travel. In Placer County near Tahoe City, improvement to SR 89, Fanny Bridge, and the adjacent trail network and its connectivity to public transit, businesses and recreation amenities, represents a high priority multimodal transportation project of the TTD and ultimately, if constructed, a benefit to the residents and visitors of Placer County.

During the early to mid-2000s, the TRPA initiated project planning based on the long identified traffic congestion situation in the Fanny Bridge area of Tahoe City. In 2011, TTD reinitiated planning, environmental analysis and public outreach for the Fanny Bridge Project that culminated in a draft environmental document released on December 19, 2014 for a 60-day public comment period ending on February 17, 2015. The document was intended to meet applicable state, federal, and TRPA environmental requirements, of which at the state level, consists of requirements of the California Environmental Quality Act (CEQA).

The multiagency or joint draft environmental document is intended to meet CEQA requirements through the portion of the document referred to as the Draft Environmental Impact Report

(DEIR). TTD represents the lead agency for the project's CEQA document (both the DEIR and FEIR), and Placer County, as a political subdivision of the State of California, represents a responsible agency for the CEQA document with further basis as follows:

1. Your Board approved the Federal Lands Access Program - Project Memorandum of Agreement on December 10 2013, whereby the County made a financial commitment of \$3,290,000 in local funding to support construction of the Fanny Bridge Project assuming the project is approved. \$190,000 was for project development costs, which have been paid. \$3,100,000 is to support the actual construction of the project and will be released at designated milestones.
2. The preferred alternative selected in the FEIR, if built, will transfer a section of SR 89 (approximately 0.3 mile) and Fanny Bridge to Placer County to own, operate and maintain after construction of the of the new roadway alignment, assuming the County deems these facilities as being in a state of good repair prior to the transfer.

Since TTD reinitiated project planning back in 2011, County staff has been very engaged with the process by attending planning meetings and public venues, and reviewing and providing comments on draft planning and environmental documents for the purposes of fulfilling the County's commitment as an active member of the project development team (PDT) and being fully informed as a CEQA responsible agency. The Department has kept your Board informed over this entire time period with periodic project updates with respect to planning status, environmental review status and funding commitments by the County.

Through the planning process, development of the project environmental documents and response to public comment, the TTD as the lead CEQA agency for the project, issued the project FEIR on March 11, 2015 which includes identification of the preferred project alternative of the seven alternatives evaluated during the environmental review process. The preferred alternative was determined to be Alternative 1 consisting of a new SR 89 alignment west of the existing SR 89 which includes a new bridge crossing of the Truckee River. As part of Alternative 1, the existing SR 89 highway section and Fanny Bridge would remain open to vehicular traffic as it does today. In addition, the new SR 89 alignment would be connected to existing SR 89 with a roundabout at each end and then a third roundabout would replace the existing signalized intersection of SR 28 and SR 89 known as the 'wye.' The attached figures graphically display Alternative 1 along with a concept for how existing SR 89 and Fanny Bridge would be transformed as a 'complete street' facility as part of the project. [See Attachment F.]

EIR and MMRP

On April 10, 2015, the TTD Board of Directors certified the FEIR for the Fanny Bridge Project pursuant to CEQA and approved the project with Alternative 1 as described above as the preferred alternative for the project along with adopting CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program pursuant to CEQA requirements. (See Attachment A – TTD EIR Resolutions Nos. 2015-003 and 2015-004; see Attachment B – TTD Findings of Fact; and see Attachment D – TTD Mitigation Monitoring and Reporting Program.)

The TTD filed the CEQA Notice of Determination (NOD) for the project on April 10, 2015 (Attachment E – TTD NOD). In certifying the Final EIR, the TTD Board of Directors found "[n]o Significant or Potentially Significant Impacts of Alternative 1 were identified for Air Quality; Geology, Soils, Land Capability and Coverage; Greenhouse Gas Emissions and Climate Change; Hydrology and Water Quality; Land Use and Planning; Population, Employment, and Housing; and Public Services and Utilities." The TTD concluded: "The mitigation measures listed in conjunction with each of these Findings, as implemented through the MMRP, have eliminated or reduced, or will eliminate or reduce to a level of insignificance, all adverse environmental impacts."

Based on Department staff's review of the EIR findings of fact and MMRP certified by TTD, along with public comments received during the environmental review process [Attachment C], Department staff concurs that the FEIR complies with CEQA regulations and that the selection

of Alternative 1 best fulfills the purpose and need of the project of all seven alternatives studied which included a 'no action' or 'no build' alternative. As a result, Department staff recommends that your Board accept the previous TTD Board actions of their April 10, 2015 meeting on FEIR certification and project approval through adoption of the attached Resolution.

A complete inventory and description of the mitigation measures are in the Final EIR. Hard copies of the Draft and Final EIR, including the MMRP have been provided individually to your Board. Copies are also on file with the Clerk of the Board and at the Department of Public Works, 3091 County Center Drive, Suite 220, Auburn, CA. 95603.

Granlibakken Road and SR 89

As part of the attached Resolution, Department staff recommends additional language concerning the mitigation measure related to the intersection at Granlibakken Road and SR 89. While this intersection is outside the Fanny Bridge Project area, traffic modeling indicates that the project (Alternative 1), if constructed, will degrade the level of service (LOS) for vehicle movements by a small amount. As such, Placer County is identified as the responsible agency for future mitigation at the intersection of Granlibakken Road and SR89 as described in the MMRP. The attached Resolution highlights this mitigation measure with clarifying language as follows:

"Upon the Project improvements known as Alternative 1 being accepted as complete, Placer County will begin the environmental studies needed to identify the required intersection improvements at the Granlibakken Road and SR 89 intersection, provided the actual increase in vehicular delay is equal to or greater than that reported in the Draft EIR/Final EIR for the projected 2018 No Action conditions. Should the vehicular delay increase following project implementation, potential intersection improvements for consideration may include, but are not necessarily limited to:

- Lane striping on SR for a refuge lane to serve vehicles turning left onto northbound SR 89 from Granlibakken Road;
- Lane striping on SR 89 to provide a left-turn pocket for vehicles turning from northbound SR 89 onto Granlibakken Road;
- Signal warrant analysis of intersection and installation of a signal or roundabout, if warranted."

Improvements for the Granlibakken/State Route 89 intersection have been identified as a future needed project in the Countywide Traffic Impact Fee Program. Acceptance of this responsibility may require the improvements to be constructed sooner than they may have been constructed without the proposed project."

Future Project Actions

Separate and independent of your Board's requested actions today, the TRPA Governing Board will be asked to certify the TRPA final environmental document for the project and adopt the preferred alternative for the project, issue TRPA project permit conditions, and potentially make other project approvals pursuant to TRPA requirements as requested by TRPA staff.

Based on the CEQA Lead Agency approvals of April 10, 2015 by TTD, assuming your Board executes the attached Resolution related to CEQA Responsible Agency findings, and assuming TRPA makes their approvals related to the project, the Federal Highways Administration-Central Federal Lands Highway Division (FHWA-CFLHD) intends to make their approvals related to the federal portion of the environmental document pursuant to the National Environmental Policy Act (NEPA) along with other approvals related to the project.

Assuming all necessary project approvals occur, detailed design activities will commence along with the potential for advertising plans and specifications for a portion of the project later this

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year. Project construction will be administered by FHWA-CFLHD. The details of the preferred project alternative or Alternative 1 includes the likely request by Caltrans to relinquish a portion of existing SR 89 (about 0.3 mile) and the existing Fanny Bridge to Placer County following project construction. A future agreement will need to be prepared between Caltrans and Placer County that will outline the relinquishment requirements that at a minimum, will ensure the County will only accept said facilities that are in a state of good repair as determined by County staff. It should be noted that both the existing SR 89 roadway and the existing Fanny Bridge intended to be transferred to Placer County are to be rebuilt as part of the project.

ENVIRONMENTAL

The Tahoe Transportation District (TTD), as the lead agency for CEQA issued a Notice of Preparation for the Environmental Impact Report (EIR) on December 2, 2011, and certified the Final EIR on April 10, 2015, following public review and comment pursuant to CEQA requirements. The EIR has also been prepared jointly with a TRPA Environmental Impact Statement (EIS) pursuant to TRPA requirements and an Environmental Assessment (EA) pursuant to National Environmental Policy Act (NEPA) requirements.

FISCAL IMPACT

The total estimated cost for the project is \$28,060,000 to be funded by federal, state, and local funding sources. Placer County's contribution to the project totals \$3,290,000 to be paid over time based on satisfactory completion of milestone tasks by the TTD and FHWA-CFLHD. The Department will budget these payment amounts in our appropriate fiscal year budgets.

Attachments:

Resolution

Attachment A - Tahoe Transportation District Resolutions Nos. 2015-003 and 2015-004

Attachment B - Tahoe Transportation District Findings of Fact

Attachment C - Summary of Public Comments and Responses

Attachment D - Mitigation Monitoring and Reporting Program

Attachment E - Tahoe Transportation District EIR Notice of Determination

Attachment F - Project Alternative 1

Available for viewing at the Clerk of the Board

Final EIR/EIS/EA

CEQA Finding of Fact

**Before the Board of Supervisors
County of Placer, State of California**

IN THE MATTER OF: A RESOLUTION APPROVING THE ENVIRONMENTAL IMPACT REPORT ACTIONS CERTIFIED BY THE TAHOE TRANSPORTATION DISTRICT (TTD) FOR THE SR89 / FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT, APPROVING MITIGATION MEASURES ASSIGNED TO PLACER COUNTY, MAKING INDEPENDENT PROJECT FINDINGS AS A CEQA RESPONSIBLE AGENCY, AND AUTHORIZING THE DIRECTOR OF PUBLIC WORKS TO ENTER INTO AND EXECUTE FUTURE PROJECT AGREEMENTS WITH TTD AND OTHER PROJECT PROPONENTS AS NECESSARY REGARDING AGENCY COOPERATION AND FUNDING OBLIGATIONS

Resol. No. _____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer

at a regular meeting held on _____ by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:
Clerk of said Board

WHEREAS, the Placer County Board of Supervisors recognizes the State Route 89/Fanny Bridge Community Revitalization Project as an important project in the Lake Tahoe Basin of Placer County; and

WHEREAS, the Tahoe Transportation District (TTD), the Transportation Regional Planning Agency (TRPA), and Federal Highways Administration-Central Federal Lands Highway Division (FHWA-CFLHD) have prepared a joint environmental document for the State Route 89/Fanny Bridge Community Revitalization Project (Project) in Tahoe City, California;

WHEREAS, the joint environmental document is intended to satisfy the requirements of the National Environmental Policy Act, the California Environmental Quality Act (CEQA), and the TRPA Compact, Code of Ordinances and Rules of Procedure; and

WHEREAS, the Placer County Board of Supervisors has made funding commitments to the project totaling \$3,290,000 through previous Board actions subject to environmental approval of the project; and

WHEREAS, TTD is the lead agency for the Environmental Impact Report (EIR) required by CEQA; and

WHEREAS, a Notice of Preparation of the EIR was released on December 2, 2011, initiating a 30-day public scoping period to gather comments from public agencies and the general public regarding desired contents of the environmental analysis; and

WHEREAS, a draft joint environmental document and accompanying appendices were prepared and TTD circulated it as the draft EIR (State Clearinghouse Number 2011122013) for public comment from December 19, 2014, to February 17, 2015, duly noticed in accordance with CEQA; and

WHEREAS, the final joint environmental document has been prepared, which includes the draft joint environmental document, appendices, public comments on the draft joint environmental document, and responses to comments; and

WHEREAS, the final joint environmental document constitutes the final EIR for the Project (Final EIR); and

WHEREAS, CEQA requires TTD, as the lead agency for the EIR, to certify the Final EIR prior to approving the Project; and

WHEREAS, the TTD Board of Directors certified the Final EIR on April 10, 2015 in light of public comments and testimony, the information in the Final EIR, the administrative record, staff reports, and the determination that the Final EIR has been completed in compliance with the intent and requirements of CEQA and the State CEQA Guidelines; and

WHEREAS, after public comment, review and consideration, staff for TTD and CFLHD have identified Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout), as described in the Final EIR, as the preferred alternative for the Project; and

WHEREAS, Alternative 1 (New Alignment – Existing SRR 89 Open to Local Traffic) with Option 2 (Roundabout) best meets the “Purpose and Need” of the Project, as well as the basic project objectives, and is consistent with the goals and objectives of the TRPA Regional Plan; and

WHEREAS, the staff of the project development team for the Project, which includes the U.S. Forest Service, Placer County, and the Tahoe City Public Utility District, has endorsed Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout) as the preferred alternative for the Project; and

WHEREAS, following approval of the Project Final EIR, the TTD Board of Directors approved the Project on April 10, 2015, as described in the Final EIR as Alternative 1 (New Alignment – Existing SRR 89 Open to Local Traffic) with Option 2 (Roundabout) based on considering the following: (1) Final EIR documents and record; (2) information, data and technical reports provided regarding the Project; (3) the proposed CEQA Findings of Fact; (4) the proposed Mitigation Monitoring and Reporting Program; (5) all oral and written public testimony received; and (6) the administrative record; (7) input

from the public, staff and other agencies on the Project and its alternatives, and (8) TTD Board evaluation of the merits of the identified preferred alternative in achieving the "Purpose and Need" of the Project and basic project objectives; and

WHEREAS, the TTD Board of Directors adopted the Project's Findings of Fact and Mitigation Monitoring and Reporting Program (MMRP) both prepared pursuant to CEQA on April 10, 2015; and

WHEREAS, County staff, through involvement on the PDT and through their own independent review of project environmental documents and public comments, concur with TTD Board of Directors actions of April 10, 2015, and recommend that Placer County, as a CEQA responsible agency to the project, certify the Project Final EIR, approve the Project as described in the Final EIR as Alternative 1 (New Alignment – Existing SRR 89 Open to Local Traffic) with Option 2 (Roundabout), and adopt the Project's Findings of Fact and Mitigation Monitoring and Reporting Program (MMRP) both prepared pursuant to CEQA, with no changes except through expanding on Mitigation Measure 4.15-2a of the Project MMRP regarding intersection improvements under impacts identified in Impact 4.15. Traffic and Transportation of the MMRP (pp. 164-165 of MMRP).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of Placer, State of California that the Board, having considered the Final EIR, written comments and responses thereto, the findings of fact, the MMRP, the staff report and all public comment, oral and written, and all other information in the record pertinent to the Project, hereby makes the following findings and approves the Final EIR for the Project:

1. The Final EIR is complete and has been prepared in compliance with the requirements of CEQA and CEQA Guidelines. The Board accepts the actions of the TTD Board of Directors made on April 10, 2015 regarding the Project Final EIR certification, filing of the CEQA Notice of Determination for the Final EIR and Project approval that consists of Alternative 1 (New Alignment – Existing SRR 89 Open to Local Traffic) with Option 2 (Roundabout), and as a CEQA Responsible Agency, makes the independent finding to certify the Project Final EIR as written and approves the Project identified as Alternative 1 as described in the Final EIR.
2. The Final EIR was presented to, reviewed and certified by the TTD Board of Directors, the decision-making body of the Lead Agency. The Board accepts the actions of the TTD Board of Directors made on April 10, 2015 regarding adoption of the Project Findings of Fact prepared pursuant to CEQA, and as a CEQA Responsible Agency, makes the independent finding to adopt the Project Findings of Fact as written.
3. The MMRP prepared for the Project is adopted and all mitigation measures applicable to the Project will be implemented. The Board accepts the actions of the TTD Board of Directors made on April 10, 2015 regarding adoption of the Project Mitigation Monitoring and Reporting Program (MMRP) prepared pursuant to CEQA, and as a CEQA Responsible Agency, the Board makes the independent finding to adopt the MMRP as written, but hereby through this Resolution provides and adopts clarifying language to Mitigation Measure 4.15-2 of the MMRP (pp. 164-165). The clarifying language is expressed below in *italics* along with the original text of Mitigation Measure 4.15-2 for appropriate context purposes:

"Mitigation Measure 4.15-2a: Implement improvements for the side-street movements at the Granlibakken Road intersection with SR 89.

Four of the proposed build alternatives *including the preferred alternative known as Alternative 1* would create a site-specific impact on the local transportation system when analyzed against the projected operations for the No Action condition. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. The payment of

traffic impact fees funds the Capital Improvement Program for area roadway improvements. Placer County has already identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project. The project is not defined at this time; however, the improvements will modify the type of control at this location to reduce the delay for side street movements on Granlibakken Road. Placer County is the agency responsible for this mitigation measure.”

Upon the Project improvements known as Alternative 1 being accepted as complete, Placer County will begin the environmental studies needed to identify the required intersection improvements at the Granlibakken Road and SR 89 intersection, provided the actual increase in vehicular delay is equal to or greater than that reported in the Draft EIR/Final EIR for the projected 2018 No Action conditions. Should the vehicular delay increase following project implementation, potential intersection improvements for consideration may include, but are not necessarily limited to:

- *Lane striping on SR for a refuge lane to serve vehicles turning left onto northbound SR 89 from Granlibakken Road;*
 - *Lane striping on SR 89 to provide a left-turn pocket for vehicles turning from northbound SR 89 onto Granlibakken Road;*
 - *Signal warrant analysis of intersection and installation of a signal or roundabout, if warranted.*
4. There is no substantial evidence in the record as a whole to support a fair argument that the Project as mitigated would have a significant impact on the environment; therefore preparation of written Findings and a Statement of Overriding Considerations were not required.
 5. Records associated with the Project, the Final EIR and the MMRP are maintained at the Placer County Public Works Department located at 3091 County Center Drive, Suite 220, Auburn, CA. 95603.
 6. Approves and authorizes the Director of Public to allow release of County’s local share payments previously approved not to exceed \$3,290,000, and to execute, with County Counsel and Risk Management’s review and approval, future cooperative agreements and funding obligation commitments as determined necessary with TTD and/or other project proponents to support ongoing project development and future construction. Depending on the type of funding obligation requests, separate requested actions may be required of your Board by the Department pursuant to County requirements.

ATTACHMENT A

**TAHOE TRANSPORTATION DISTRICT
RESOLUTION NO. 2015-003**

**A RESOLUTION CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR
THE STATE ROUTE 89/FANNY BRIDGE COMMUNITY REVITALIZATION
PROJECT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

WHEREAS, the Tahoe Transportation District (TTD), the Tahoe Transportation Planning Agency (TRPA), and Federal Highways Administration—Central Federal Lands Highway Division (FHWA-CFLHD) have prepared a joint environmental document for the State Route 89/Fanny Bridge Community Revitalization Project (Project) in Tahoe City, California; and

WHEREAS, the joint environmental document is intended to satisfy the requirements of the National Environmental Policy Act, the California Environmental Quality Act (CEQA), and the TRPA Compact, Code of Ordinances and Rules of Procedure; and

WHEREAS, TTD is the lead agency for the Environmental Impact Report (EIR) required by CEQA; and

WHEREAS, a Notice of Preparation of the EIR was released on December 2, 2011, initiating a 30-day public scoping period to gather comments from public agencies and the general public regarding desired contents of the environmental analysis; and

WHEREAS, a draft joint environmental document and accompanying appendices were prepared and TTD circulated it as the draft EIR (State Clearinghouse Number 2011122013) for public comment from December 19, 2014, to February 17, 2015, duly noticed in accordance with CEQA; and

WHEREAS, the final joint environmental document has been prepared, which includes the draft joint environmental document, appendices, public comments on the draft joint environmental document, and responses to comments; and

WHEREAS, the final joint environmental document constitutes the final EIR for the Project (Final EIR);

WHEREAS, CEQA requires TTD, as the lead agency for the EIR, to certify the Final EIR prior to approving the Project; and

WHEREAS, the Board of Directors has reviewed and considered the Final EIR in light of public comments and testimony, the information in the Final EIR, the administrative record, and staff reports.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors certifies as follows:

1. The recitals above are true and accurate and reflect the independent judgment of the Board of Directors.

2. Notice of the Board of Directors meetings on the State Route 89/Fanny Bridge Community Revitalization Project environmental review documents including the opportunity for public comment was given as required by law and the actions were conducted in accordance with CEQA and the State CEQA Guidelines.
3. All individuals, groups and agencies desiring to comment were given adequate opportunity to submit oral and written comments on the environmental review documents. These opportunities for comment meet or exceed the requirements of CEQA.
4. All comments submitted during the public review and comment period on the Draft EIR were responded to adequately.
5. The Board of Directors was presented with all of the information described in the recitals and has considered this information in adopting this resolution.
6. The Final EIR: (a) has been completed in compliance with the intent and requirements of CEQA and the State CEQA Guidelines; (b) reflects the independent judgment and analysis by the Board of Directors; and (c) has been presented to and reviewed and considered in its deliberations regarding approval of the State Route 89/Fanny Bridge Community Revitalization Project.

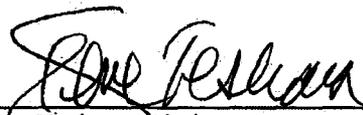
PASSED AND ADOPTED by the Board of Directors of the Tahoe Transportation District at its regular board meeting held on April 10, 2015, by the following vote:

Ayes: Ms. Berkbigler, Mr. Fortune, Mr. Garner, Mr. Kimbrough, Ms. Novasel, Mr. Sass, Mr. Treabess

Nays:

Abstain:

Absent: Ms. McDermid



Steve Teshara, Chair
Tahoe Transportation District

**TAHOE TRANSPORTATION DISTRICT
RESOLUTION NO. 2015-004**

**A RESOLUTION APPROVING THE STATE ROUTE 89/FANNY BRIDGE
COMMUNITY REVITALIZATION PROJECT AND ADOPTING FINDINGS OF FACT
AND A MITIGATION MONITORING AND REPORTING PROGRAM PURSUANT TO
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

WHEREAS, the Tahoe Transportation District (TTD) and Federal Highway Administration–Central Federal Lands Highway Division (CFLHD) are the project proponents for the State Route 89/Fanny Bridge Community Revitalization Project (Project) in Tahoe City, California; and

WHEREAS, TTD, CFLHD, and the Tahoe Regional Planning Agency (TRPA) have prepared a joint environmental document for the Project, which is intended to satisfy the requirements of the National Environmental Policy Act, the California Environmental Quality Act (CEQA), and the TRPA Compact, Code of Ordinances and Rules of Procedure; and

WHEREAS, TTD is the lead agency for the Environmental Impact Report (EIR) required by CEQA and has adopted a resolution certifying the Final EIR; and

WHEREAS, after public comment, review and consideration, staff for TTD and CFLHD have identified Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout), as described in the Final EIR, as the preferred alternative for the Project; and

WHEREAS, Alternative 1 (New Alignment – Existing SRR 89 Open to Local Traffic) with Option 2 (Roundabout) best meets the “Purpose and Need” of the Project, as well as the basic project objectives, and is consistent with the goals and objectives of the TRPA Regional Plan; and

WHEREAS, the staff of the project development team for the Project, which includes the U.S. Forest Service, Placer County, and the Tahoe City Public Utility District, has endorsed Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout) as the preferred alternative for the Project; and

WHEREAS, TTD staff recommends that the Board approve the Project, as described in the Final EIR as Alternative 1 (New Alignment – Existing SRR 89 Open to Local Traffic) with Option 2 (Roundabout); and

WHEREAS, the Board has reviewed and considered the following: (1) Final EIR documents and record; (2) information, data and technical reports provided regarding the Project; (3) the proposed CEQA Findings of Fact; (4) the proposed Mitigation Monitoring and Reporting Program; (5) all oral and written public testimony received; and (5) the administrative record;

WHEREAS, the Board has also considered input from the public, staff and other agencies on the Project and its alternatives, and evaluated the merits of the identified preferred alternative in achieving the “Purpose and Need” of the Project and basic project objectives; and

WHEREAS, in conjunction with approving the Project, CEQA requires the Board to adopt the findings attached hereto as Exhibit A (Findings of Fact) and Exhibit B (Mitigation Monitoring and Reporting Program).

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors as follows:

1. The Board hereby approves the Project, as described in the Final EIR as Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout), for purposes of CEQA.
2. The Board hereby adopts Exhibit A (Findings of Fact) pursuant to CEQA.
3. The Board hereby adopts Exhibit B (Mitigation Monitoring and Reporting Program) pursuant to CEQA.
4. The Board hereby specifies that TTD's Capital Improvement Program Transportation Projects Manager, Alfred Knotts, shall be the custodian of TTD's record of proceedings for purposes of CEQA and the record is located at 128 Market Street, Suite 3F, Stateline, NV 89449.
5. The Board hereby directs TTD staff to file a notice of determination and pay California Department of Fish and Wildlife filing fees as required by CEQA.

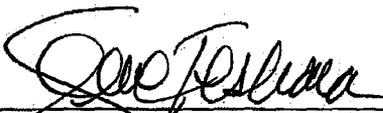
PASSED AND ADOPTED by the Board of Directors at its regular board meeting held on April 10, 2015, by the following vote:

Ayes: Ms. Berkgigler, Mr. Fortune, Mr. Garner, Mr. Kimbrough, Ms. Novasel, Mr. Sass, Mr. Treabess

Nays:

Abstain:

Absent: Ms. McDermid



Steve Teshara, Chair
Tahoe Transportation District

ATTACHMENT B

**State Route 89 / Fanny Bridge Community
Revitalization Project
Environmental Impact Report**

**Findings of Fact
Pursuant to the California Environmental Quality Act**

California SCH# 2011122013

**Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448
128 Market Street, Suite 3F
Stateline, NV 89449
Contact: Alfred Knotts**

March 23, 2015

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1 INTRODUCTION

The Tahoe Transportation District (TTD) and Federal Highway Administration-Central Federal Lands Highway Division (FHWA-CFLHD) are proposing improvements to resolve the existing and future traffic congestion at the wye intersection of State Route (SR) 28 and SR 89, enhance multi-modal options, improve safety and access, address the long-term structural integrity of the Truckee River Bridge #19-0033 (locally known as "Fanny Bridge"), and support community revitalization. TTD is the Lead Agency that is approving the project in accordance with the California Environmental Quality Act (CEQA). These CEQA Findings of Fact (these Findings) are prepared for use by TTD in taking its actions related to the project.

The SR 89/Fanny Bridge Community Revitalization Project is located in Tahoe City, Placer County, California. The project site includes approximately 0.7 mile of SR 28 and 0.6 mile of 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 around the wye and Fanny Bridge has long been a concern of TTD, the Tahoe Regional Planning Agency (TRPA), California Department of Transportation (Caltrans), and Placer County, as well as residents, business owners, and visitors. Although traffic management strategies have been implemented, congestion has remained at a level that can only be addressed through physical improvements that enhance traffic flow, better accommodate pedestrians and bicyclists, and facilitate on-time performance of transit service. Specifically, an approach is needed to separate vehicular traffic from the heaviest areas of tourist pedestrian activity and 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 State Route 89 Transportation Corridor Concept Report, and Tahoe City Community Plan adopted by both TRPA and Placer County.

TTD, TRPA, and the FHWA -CFLHD prepared a joint environmental document. TTD is the Lead Agency for the Environmental Impact Report (EIR), pursuant to CEQA (Public Resource Code Section 21000 et. seq. and California Code of Regulations Title 14, Chapter 3, Section 15000 et seq. [CEQA Guidelines]). 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) and Council on Environmental Quality's Regulations Implementing NEPA.

This project is included in the TMPO 2013 Federal Transportation Improvement Program (FTIP) list. It is also considered to be a fiscally constrained project of the Tahoe Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted in December 2012. "Fiscally constrained" means that the costs of the proposed projects, over the 23-year plan horizon of the RTP, are within the reasonably foreseeable revenues of that period and, therefore, the project is prioritized for implementation. The RTP includes a baseline forecast of federal, state, and local funding, which is intended to reflect what has historically been available from these sources, with inflation factors from zero to 2.5 percent, depending on the revenue source (TMPO and TRPA 2012). In 2013, the project was selected and programmed for construction funding through the Federal Lands Access Program in Fiscal Year 2016, if a preferred alternative is approved by the lead agencies following the environmental review process. The environmental analysis contained in the EIR/EIS/EA provides a thorough evaluation of significant and potentially significant effects on the environment that would occur as a result of implementing the project.

When approving a project, CEQA and the State CEQA Guidelines provide that:

No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes one or more of the following findings with respect to each significant effect:
 - (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
 - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. (Public Resources Code [PRC] Section 21081 and CEQA Guidelines, Section 15091.)

Because the EIR/EIS/EA identified significant effects that would occur as a result of the project and in accordance with the provisions of CEQA and the State CEQA Guidelines, TTD hereby adopts these Findings as part of the approval of the SR 89/Fanny Bridge Community Revitalization Project.

TTD will make the following motions to certify the Final EIR/EIS/EA and approve the SR 89/Fanny Bridge Community Revitalization Project, based on the EIR/EIS/EA, the TTD staff summary, and the complete administrative record:

- I. EIR Certification: TTD adopts a motion to certify the final EIR/EIS/EA for the State Route 89/Fanny Bridge Community Revitalization Project as being adequate, in accordance with CEQA and the State CEQA Guidelines.
- II. SR 89/Fanny Bridge Community Revitalization Project Approval: TTD adopts a resolution approving the State Route 89/Fanny Bridge Community Revitalization Project, as described below.
- III. CEQA Findings of Fact and Mitigation Monitoring and Reporting Program Adoption: TTD adopts these Findings and adopts a Mitigation Monitoring and Reporting Program, in accordance with CEQA and the State CEQA Guidelines.

2 RECORD OF PROCEEDINGS

For all purposes of CEQA compliance, including these Findings of Fact, the administrative record of all TTD and relevant TRPA and FHWA-CFLHD proceedings and decisions regarding the environmental analysis of the SR 89/Fanny Bridge Community Revitalization Project Alternatives consists of those items listed in Public Resources Code Section 21167.6(e), including but not limited to the following documents, which are incorporated by reference and made part of the record supporting these Findings:

- ▲ The SR 89/Fanny Bridge Community Revitalization Project Draft and Final EIR/EIS/EA, together with all appendices and technical reports referred to therein, whether separately bound or not;
- ▲ The NOP and all other public notices issued by TTD, TRPA and/or FHWA-CFLHD in conjunction with the project;
- ▲ All comments submitted by agencies or members of the public during the comment period on the Draft EIR/EIS/EA;
- ▲ The mitigation monitoring and reporting program (MMRP) for the project;
- ▲ All resolutions adopted by TTD, TRPA and/or FHWA-CFLHD regarding the project;
- ▲ All applicable general or regional plans and all updates and related environmental analyses;
- ▲ The rules, codes and/or regulations of TTD, TRPA and FHWA-CFLHD;
- ▲ The RTP/SCS Draft and Final EIR/EIS, and the Lake Tahoe Regional Plan Update and EIS, as any is incorporated into or relied upon by the SR 89/Fanny Bridge Community Revitalization Project EIR/EIS/EA, together with all appendices and technical reports referred to therein, whether separately bound or not;
- ▲ All reports, letters, applications, memoranda, maps or other planning documents relevant to the SR 89/Fanny Bridge Community Revitalization Project prepared by TTD, TRPA, FHWA-CFLHD, their environmental consultant, or others and presented to or before the decision-makers or staff;
- ▲ All minutes or notes of any public workshops, meetings or hearings regarding the SR 89/Fanny Bridge Community Revitalization Project, and any recorded or verbatim transcripts or videotapes thereof;
- ▲ Any letters, reports, illustrations or other documents or evidence regarding the SR 89/Fanny Bridge Community Revitalization Project submitted into the record at any public workshops, meetings or hearings; and
- ▲ Matters of common general knowledge to TTD, TRPA, and CFLHD relevant to the SR 89/Fanny Bridge Community Revitalization Project that TTD may consider, including applicable state or local laws, ordinances, and policies.
- ▲ Any documents expressly cited in these Findings, in addition to those cited above; and
- ▲ Any other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

Documents or other materials that constitute the record of proceedings upon which these Findings of Fact are made are maintained by the custodian of the record, TTD's Capital Improvement Program Transportation Projects Manager, Alfred Knotts, and are located at the following location:

Tahoe Transportation District
128 Market Street, Suite 3F
Stateline, NV 89449

3 FINDINGS ARE DETERMINATIVE

TTD recognizes that there may be differences in and among the various sources of information and opinions offered in the documents and testimony that make up the EIR/EIS/EA and the administrative record; that experts can disagree; and that TTD must base its decisions and these Findings on the substantial evidence in the record that it finds most compelling. In adopting these Findings, TTD ratifies, clarifies and/or makes insignificant modifications to the EIR/EIS/EA and resolves that these Findings and the Mitigation Monitoring and Reporting Program shall control and are determinative of the significant impacts of the SR 89/Fanny Bridge Community Revitalization Project and requirements imposed on the SR 89/Fanny Bridge Community Revitalization Project in response to those impacts.

4 MITIGATION MEASURES AND MMRP

The TTD has defined the approach to implementing mitigation measures for the SR 89/Fanny Bridge Community Revitalization Project by the Mitigation Monitoring and Reporting Program. The Mitigation Measures avoid or mitigate to a less-than-significant level all of the SR 89/Fanny Bridge Community Revitalization Project's significant and potentially significant environmental impacts, and attempt to otherwise consider, address, and resolve all of the environmental concerns raised during the public review of the EIR/EIS/EA. The discussion that follows under the captions "Finding" for each significant impact recites some of the background environmental impact information related to the SR 89/Fanny Bridge Community Revitalization Project from the EIR/EIS/EA; the finding made by TTD is set forth under the caption "Facts in Support of Finding;" and the discussion under this caption contains substantiating information about what mitigation is provided and how it reduces the significant impact. TTD finds that the specific references to Mitigation Measures provided herein are intended to indicate where the particular measure or condition can be found in the administrative record.

Section 21081.6 of the Public Resources Code requires that when a public agency is making the findings directed by State CEQA Guidelines Section 15091(a)(1) and Section 21081(a) of the Public Resources Code, the public agency shall adopt a Mitigation Monitoring and Reporting Program for the changes that it has either required of the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. TTD hereby adopts the mitigation monitoring and reporting program (MMRP), and commits itself and its agents, contractors, and partner agencies to full and complete implementation of the Mitigation Measures set forth therein. These Mitigation Measures are binding and enforceable obligations with which TTD, its agents, contractors, and partner agencies must comply.

To the extent these Findings omit any Mitigation Measures set forth in the MMRP, the omission was inadvertent. TTD therefore incorporates the MMRP herein by reference and finds that compliance with the MMRP shall be required, even if a Mitigation Measure is not referenced in these Findings.

To the extent the Mitigation Measures in these Findings and in the MMRP differ from one another, any such difference was inadvertent. In that event, the more stringent Mitigation Measure shall be required.

5 ALTERNATIVES CONSIDERED IN THE EIR/EIS/EA

In accordance with Section 15126.6 of the State CEQA Guidelines, a range of reasonable alternatives to the project that could feasibly attain the basic project objectives but would avoid or substantially lessen any of the significant effects of the project was addressed in the EIR/EIS/EA.

Each SR 89/Fanny Bridge Community Revitalization Project alternative, except Alternative 5 (No Action Alternative), includes different approaches to achieving the project objectives and purpose and need (Draft EIR/EIS/EA, pp. 1-4 to 1-5). Each alternative also presents different environmental advantages and disadvantages. From the standpoint of minimizing environmental effects related to physical disturbances, Alternative 5 (No Action Alternative) would be the environmentally preferable/environmentally superior alternative. Under Alternative 5, no construction would take place and operations and maintenance would continue under existing programs, and there would not be substantial changes to the existing environment. However, Alternative 5 would not meet any of the basic project objectives described in Section 1.2 of the Draft EIR/EIS/EA, "Purpose and Need." Implementing Alternative 5 would also preclude gaining the environmental and economic revitalization benefits of the action alternatives. CEQA also specifies that if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Sections 4.1 through 4.15 of the Draft EIR/EIS/EA identify a number of significant, potentially significant, less-than-significant, and beneficial impacts identified under each action alternative for each environmental issue area evaluated in the EIR/EIS/EA. The significance of impacts after mitigation is also identified. As shown in the Draft EIR/EIS/EA in Table 6-3, based solely on impact significance conclusions after implementation of mitigation measures, Alternatives 1 and 4 would not result in any significant and unavoidable impacts; Alternatives 2 and 3 would result in two long-term, significant and unavoidable traffic impacts, and Alternatives 6 and 6a would result in one temporary significant and unavoidable impact related to construction traffic congestion. All action alternatives would provide beneficial effects.

The SR 89/Fanny Bridge Community Revitalization Project is intended to support community revitalization. It is included in the 2035 Lake Tahoe 2035 RTP and TRPA's Environmental Improvement Program (EIP). Consistent with the TRPA Regional Plan Goals and Policies, the EIP is designed to attain, maintain, or surpass multiple environmental thresholds through an integrated approach. Each action alternative was designed with these considerations in mind, and would contribute to various environmental improvements as described throughout the EIR/EIS/EA.

As stated above, there would be no significant and unavoidable impacts related to implementation of Alternative 1 or 4. Alternative 2 or 3 would result in long-term, significant and unavoidable impacts to segment and intersection levels of service (LOS). While mitigation is available to reduce these LOS impacts through construction of an expanded western roundabout, implementation of these additional traffic improvements is not feasible because of a lack of identified funding sources and project proponent.

Significant and unavoidable impacts associated with Alternatives 6 and 6a would be temporary, construction-related traffic congestion impacts. Construction-period traffic impacts would be less than significant under Alternatives 1 through 4 (because of the ability to stage the construction timing of a new bridge and the Fanny Bridge improvements). Alternatives 6 and 6a would not be able to avoid congested traffic flow in peak summer travel periods during construction of the Fanny Bridge improvements.

Alternatives 1, 4, 6, and 6a would meet all of the project objectives and not cause long-term significant and unavoidable impacts; and Alternatives 2 and 3 would not meet all of the project objectives in the long-term (i.e., 2038), as they relate to traffic operations, and would result in long-term, traffic-related significant and unavoidable impacts. The environmental differences between Alternatives 1, 4, 6, and 6a are related to project design. Each of these alternatives would provide benefits to the study area associated with traffic operations, mobility, and emergency services.

The environmental effects of Alternatives 1 and 4 are similar, with some variations in amount of coverage and land disturbance, but not to the extent that significance conclusions are substantially different. Alternatives 6 and 6a would maintain the current roadway alignment in the study area and provide beneficial effects related to groundwater, stormwater runoff, and drainage, in comparison to Alternatives 1 and 4. Alternatives 6 and 6a would result in no impacts to the public lands known as the "64-Acre Tract." However, the benefits related to the realigned portion of SR 89 would not be realized, including those involving greater emergency access and improved traffic operations. Alternative 6a would result in construction of a

roundabout at the wye, which would provide greater traffic benefits than the modifications to the existing T intersection proposed under Alternative 6. Otherwise, the environmental consequences of Alternatives 6 and 6a are similar.

As described in section 6.6 of the Draft EIR/EIS/EA, the environmentally superior alternative would be one of Alternatives 1, 4, 6, and 6a, depending on decisions about the priority of types of environmental benefits and adverse effects by the Lead Agencies. Each of these four alternatives would not result in long-term, significant and unavoidable environmental impacts and would provide substantial benefits to the study area.

Staff of TTD and FHWA-CFLHD identified Alternative 1 as the preferred alternative, based on consideration of the analysis in the EIR/EIS/EA, public comments, and responses to public comments. The lead agencies convened the SR 89/Fanny Bridge Community Revitalization Project, Project Development Team (PDT) on Wednesday, March 11, 2015 to seek the PDT's endorsement of the staff's identified preferred alternative. The PDT agencies include TRPA, the U.S. Forest Service (USFS), Caltrans, Placer County, and the Tahoe City Public Utility District. After careful review of the information in the record, including but not limited to the analysis in the EIR/EIS/EA and the comments and testimony received on the project, the PDT endorsed the staff's identification of Alternative 1 (New Alignment - Existing SR 89 Open to Local Traffic) with Option 2 (roundabout); as the preferred alternative based on its ability to achieve the identified project objectives, purpose, and need; and its lack of long-term significant and unavoidable impacts. Alternative 1 is defined as a realignment of SR 89, construction of a new Truckee River Bridge and single lane eastern and western roundabouts, conversion of existing SR 89 into a local "Complete Street" open to through traffic, and inclusion of the roundabout "option" at the wye. Recognizing the TTD and FHWA-CFLHD staff identification and PDT endorsement of Alternative 1, Option 2, this alternative has been brought for consideration of approval by the TTD Board.

5.1 SR 89/FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT ALTERNATIVES

Seven project alternatives, consisting of six action alternatives (Alternatives 1, 2, 3, 4, 6, and 6a) and one no-action alternative (Alternative 5), were evaluated in the Draft EIR/EIS/EA. Four action alternatives (Alternatives 1 through 4) would result in the construction of a new bridge over the Truckee River and 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. Two action alternatives (Alternatives 6 and 6a) would focus on rehabilitating or replacing the existing Fanny Bridge on the current SR 89 alignment and improve the SR 89/SR 28 intersection at its current location. All action alternatives propose improvements to the wye.

As noted previously, on March 11, 2015, the PDT endorsed the staff's identification of Alternative 1 (New Alignment - Existing SR 89 Open to Local Traffic) with Option 2 as the preferred alternative.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where significant environmental impacts will not occur.

As is evident from the EIR/EIS/EA, all significant effects of the project would be mitigated to less than significant levels by the adoption of feasible mitigation measures. There are no impacts that remain as significant and unavoidable and which cannot be substantially lessened. The EIR/EIS/EA evaluates the following alternatives to the proposed project:

5.1.1 Alternative 1 – New Alignment – Existing SR 89 Open to Local Traffic

Under Alternative 1, SR 89 would be realigned as a new two-lane segment of roadway that would cross through USFS's 64-Acre Tract. The western end of the new segment would be constructed as a new single lane roundabout (i.e., western roundabout), which would serve as the new SR 89/SR 28 intersection. A new bridge over the Truckee River would be constructed immediately to the southeast of the roundabout on the realigned highway segment. The new alignment would continue east and reconnect to existing SR 89 at a second roundabout (i.e., eastern roundabout) near the existing changeable message sign and sled hill. The realigned portion of SR 89 would be elevated on an earthen embankment from up to 3 feet near the eastern roundabout to up to 9 feet approaching the bridge, at an approximate 2 percent grade. Slopes of the embankment would be vegetated to blend it into the surrounding forest. Fanny Bridge would be rehabilitated or replaced to address the long-term structural integrity and resolve safety issues. The existing section of SR 89 between Fanny Bridge and the eastern roundabout would be relinquished by the state to Placer County and become a local street. Traffic calming and aesthetic features would be installed within this section of roadway (e.g., reduced speed limit, bulb-outs, landscaped areas, raised landscaped median, on-street parking, sidewalks, street lighting, benches, etc.).

WYE INTERSECTION MODIFICATIONS

Alternative 1 (as well as Alternatives 2 through 4) would include options for addressing the existing free-right-turn lanes at the existing SR 89/SR 28 wye intersection.

Option 1 – Parking Spaces, Landscaping, or Minor Modifications

Under Option 1, the existing free-right-turn lanes would either be replaced with 55 parking spaces, restored with expanded landscaping, or retained with minor modifications, as described below:

- ▲ **Parking Spaces:** If the area is developed for parking, the existing free-right-turn lanes would be replaced with approximately 55 parking spaces. The landscaped median at the southeast corner of the intersection would be removed and replaced with a parking lot, and the existing free-right turn lanes would be restriped with parking spaces. The free-right turns would be closed to through traffic, and all right turns would be directed through the signalized intersection.
- ▲ **Landscaping:** If the area is restored with landscaping, the landscaped medians at the southeast and southwest corners of the intersection would be expanded to include the existing free-right turns. All right turns would be directed through the signalized intersection.
- ▲ **Minor modifications:** If the lanes are retained, they would be reduced to 13 feet to make room for landscape and pedestrian improvements. The existing landscaped medians would be expanded and pedestrian facilities in the area would be enhanced. Free-right turns would continue to be provided.

Option 2 – Wye Roundabout

Under Option 2, a roundabout would be constructed at the existing wye intersection with expanded landscaping and gateway features. Business access would require minor modifications associated with consolidation and/or reconfiguration of ingress/egress driveways.

OTHER PROJECT COMPONENTS

Alternative 1 would include way-finding signage to indicate to drivers the direction to Truckee, Tahoe City, and South Lake Tahoe. Signs would be placed near all entry points to the roundabouts. Signs for gas, food, lodging, public transportation, hiking trails, and other tourist amenities would direct travelers toward Tahoe City attractions and businesses. In addition, the entrance into the Tahoe City Transit Center (Transit Center) would be realigned to allow for bus and vehicle access approximately 240 feet north of the eastern roundabout.

Under Alternative 1, the primary ingress and egress to the Caltrans maintenance yard (i.e., Caltrans Tahoe City Maintenance Station) would be relocated from the northeastern end of the maintenance yard to a modified entrance at the western end. The profile of the new western entrance would be raised approximately 10 feet higher than the existing conditions, and a wall may be constructed at the existing entrance to prohibit access. Fuel tanks, pumping facilities, and a pole barn would be demolished and relocated within the maintenance yard. In addition, the entire area between the new driveway and SR 89 would be used as storage for snow or other materials.

Alternative 1 would include installation of new manholes and relocation and associated replacement of the Truckee River Interceptor (TRI) sewer line either beneath or around the western roundabout (or signalized intersection) at the western end of the new SR 89 alignment. Additionally, the North Shore Export Line (NSEL) would also be modified to accommodate the relocation of the TRI sewer line. Flow monitoring equipment would also be relocated to one of the new manhole locations. This relocation would be completed within existing disturbed areas (e.g., within the roadway cross-section) and would be sized to maintain the existing flow capacity.

Portions of the existing Class I bike paths on the project site would be realigned as part of implementation of the project, including any of the new bridge alternatives.

5.1.2 Alternative 2 – New Alignment – Close Existing SR 89 to Vehicle Traffic

Under Alternative 2, the SR 89 realignment and signage would be the same as described above under Alternative 1, except that the western roundabout would be proposed as a single-lane hybrid configuration (i.e., a single-lane around the circle with two free-right-turn lanes). Fanny Bridge would be rehabilitated or replaced to address the long term structural integrity and resolve safety issues. The existing segment of SR 89 between Fanny Bridge and the eastern roundabout would be relinquished to Placer County and become a local street. Under Alternative 2, the western roundabout would contain a new bridge, which would serve as the primary river crossing constructed over the Truckee River near the east end of the Caltrans maintenance yard. Bollards would be placed to the north and south of Fanny Bridge to prohibit vehicular traffic. Access across Fanny Bridge would be provided only for pedestrians, bicyclists, and emergency vehicles.

Entry into the Transit Center would be allowed from the south only, at an access point approximately 240 feet north of the eastern roundabout. Transit routes to the north would be provided across the new bridge. Traffic calming improvements similar to those described for Alternative 1 would be constructed on the street south of Fanny Bridge. The realigned portion of SR 89 would be elevated through the 64- Acre Tract in the same manner as Alternative 1.

Wye intersection options, signage, and modifications to the Caltrans maintenance yard, realignment and replacement of the TRI and NSEL, and realignments to the Class I bike paths would be the same under Alternative 2 as described above under Alternative 1.

5.1.3 Alternative 3 – Existing SR 89 Becomes a Cul-de-Sac on the South Side of the Bridge

Under Alternative 3, the SR 89 realignment, new bridge, and signage would be the same as described above under Alternative 1, except that the western roundabout is proposed as a single-lane hybrid configuration (same as Alternative 2). Fanny Bridge would be rehabilitated or replaced to address the long term structural integrity and resolve safety issues. The existing section of SR 89 between Fanny Bridge and the eastern roundabout would be relinquished to Placer County and become a local street. A new bridge, which would serve as the primary river crossing, would be constructed over the Truckee River near the east end of the Caltrans maintenance yard. Access to Fanny Bridge would only be available from the north via SR 28. A cul-

de-sac would be constructed south of Fanny Bridge near the Transit Center. The existing SR 89 approaching from the south would no longer allow vehicular access to Fanny Bridge, but it would provide emergency access across the cul de sac to the bridge, when needed. Buses would be allowed to enter the Transit Center from the north via the cul-de-sac or from the south via the eastern roundabout; automobile entry to the Transit Center would be limited to access from the south at the eastern roundabout. The realigned portion of SR 89 would be elevated through the 64-Acre Tract in the same manner as Alternative 1.

Wye intersection options, signage, and modifications to the Caltrans maintenance yard, realignment and replacement of the TRI and NSEL, and realignments to the Class I bike paths would be the same under Alternative 3 as described above under Alternative 1.

5.1.4 Alternative 4 – New Alignment, No Roundabouts – Existing SR 89 Becomes a Cul-de-Sac on the South Side of the Bridge

Under Alternative 4, the SR 89 realignment would follow a similar path across the 64-Acre Tract, as described above under Alternative 1. However, the western roundabout at the new SR 89/SR 28 junction would be replaced with a traditional, signalized intersection, and the eastern roundabout would be replaced by a sweeping curve directing vehicles from the existing SR 89 alignment to the south onto the realigned SR 89 across the 64-Acre Tract. A new bridge, which would serve as the primary river crossing, would be constructed over the Truckee River near the east end of the Caltrans maintenance yard. Fanny Bridge would be rehabilitated or replaced to improve the long term structural integrity and resolve safety issues. A cul-de-sac would be constructed south of Fanny Bridge near the Transit Center. The realigned portion of SR 89 would be elevated through the 64-Acre Tract in the same manner as Alternative 1.

The SR 89/SR 28 intersection modifications and signage would be the same under Alternative 4 as described above under Alternatives 1, 2, and 3. Buses would be allowed to enter the Transit Center from the north via the cul-de-sac or from the south via a new entrance driveway from the sweeping curve; automobile entry to the Transit Center would be limited to an approach from the south via the new entrance driveway.

Under Alternative 4, modification options to the wye intersection would consist of parking spaces, landscaping, or minor modifications. A roundabout would not be constructed at the wye under this alternative. Modifications to the Caltrans maintenance yard, realignment and replacement of the TRI and NSEL, and realignments to the Class I bike paths would be the same under Alternative 4 as described above under Alternative 1.

5.1.5 Alternative 5 (No Action)

Alternative 5 is the No Action Alternative. Under this alternative, there would be no improvements to SR 89, the SR 89/SR 28 intersection, or to Fanny Bridge. Any actions required to address the bridge's service life and structural integrity would not be completed by the Tahoe Transportation District. Another agency (such as Caltrans or Placer County) could pursue a separate bridge rehabilitation or replacement project at another time, or gradual upgrades could be implemented through routine maintenance by Caltrans. Alternatively, Caltrans could declare a more stringent vehicle weight restriction. At this time, no specific improvements to the bridge are planned by Caltrans or any other agency.

5.1.6 Alternative 6 – Rehabilitate or Replace and Widen Existing Bridge, Modify Lane Geometrics at Existing Wye Intersection

Alternative 6 would rehabilitate or replace the existing Fanny Bridge with a wider structure with three northbound and two southbound travel lanes. SR 89 would remain on its existing alignment. The widened

portion of the bridge would be constructed downstream of the existing structure, to comply with Bureau of Reclamation's distance restrictions related to the dam. As a result, the new bridge would be 60 feet wider, and the centerline would be 28 feet downstream, as compared to the existing structure. The new Fanny Bridge would have 12-foot travel lanes, 8-foot shoulders, and 10-foot sidewalks on both sides. Under this alternative, the wye would remain in its existing location and configuration; however, the free-right-turn lanes at the wye would be removed and replaced with right-turn lanes that would direct vehicles through the signalized intersection.

To implement Alternative 6, acquisition of three properties would be required: Swigard's True Value Hardware (assessor's parcel number [APN] 094-190-013), Bridgetender Restaurant (APN 094-540-025), and River Grill (APN 094-540-023). In addition, an existing structure on the Liberty Utilities parcel would need to be relocated within that parcel. Access would be maintained to all parcels affected by this alternative.

5.1.7 Alternative 6a – Rehabilitate or Replace and Widen Existing Bridge, Install Roundabout at Existing Wye Intersection

Under Alternative 6a, the existing Fanny Bridge would be rehabilitated or replaced at its current location with a new, wider four-lane structure built to current Caltrans design and safety standards. The increase in width would be approximately 49 feet. Similar to Alternative 6, the additional width would be downstream of the existing structure. The centerline of the new bridge would be 22 feet downstream from the centerline of the existing bridge. The new Fanny Bridge would have 12-foot travel lanes, 8-foot shoulders, and 10-foot sidewalks on both sides. The existing signalized wye intersection would be replaced with a roundabout.

To implement Alternative 6A, acquisition of two properties would be required: Gary Davis Group Design and Engineering (APN 094-190-006) and Bridgetender Restaurant (APN 094-540-025). In addition, as under Alternative 6, an existing structure on the Liberty Utilities parcel would need to be relocated within that parcel. Access would be maintained to all parcels affected by this alternative.

6 CEQA SECTION 21091 FINDINGS

TTD has independently reviewed and analyzed the Final EIR/EIS/EA for the SR 89/Fanny Bridge Community Revitalization Project, consisting of the Draft EIR/EIS/EA, public comments on the Draft EIR/EIS/EA, the Responses to Comments on the Draft EIR/EIS/EA and revised sections of the draft EIR/EIS/EA. TTD has also reviewed the Monitoring Mitigation and Reporting Program and considered the administrative record on the project as well as the references provided in Chapter 8, "References," in the draft EIR/EIS/EA.

Pursuant to Public Resources Code Section 21081, for each significant effect identified in the draft EIR/EIS/EA, TTD must make one or more of the findings specified in that Section. TTD hereby makes the following findings regarding the significant effects of the SR 89/Fanny Bridge Community Revitalization Project (Alternative 1, Option 2), pursuant to Public Resources Code Section 21081 and CCR Section 15091.

No Significant or Potentially Significant Impacts of Alternative 1 were identified for Air Quality; Geology, Soils, Land Capability and Coverage; Greenhouse Gas Emissions and Climate Change; Hydrology and Water Quality; Land Use and Planning; Population, Employment, and Housing; and Public Services and Utilities.

6.1 AGRICULTURAL AND FORESTRY RESOURCES

6.1.1 Significant Effect: Tree Removal (Impact 4.1-1)

FINDING

Regardless of the magnitude of biological effects of tree removal, native trees are protected in the Tahoe Basin. Because the preferred alternative would result in removal of more than 100 trees greater than 14 inches diameter at breast height (dbh), it would result in substantial tree removal, which would be a potentially significant impact for Alternative 1. While the preferred alternative would also require removal of trees greater than 30 inches dbh, which is generally prohibited by TRPA, the SR 89/Fanny Bridge Project is exempted because it is on the TRPA EIP 5-Year Priority Project List. (TRPA Code Section 61.1.4.A.7.)

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.1-1 can and will be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measure that would reduce to less-than-significant levels the project's impacts from tree removal by ensuring adherence to the TRPA requirements associated with tree removal. Implementation of the measure is the responsibility of TTD, TRPA, and construction contractors, with monitoring by TTD and TRPA.

MITIGATION MEASURE 4.1-1: PREPARE TREE REMOVAL, PROTECTION, AND REPLANTING PLAN

A Tree Removal, Protection, and Replanting Plan shall be prepared by the applicant to provide tree protection measures to comply with the performance criteria and other requirements of TRPA Code Section 61, prevent damage to trees that are proposed to remain, and determine appropriate tree replanting locations and approaches to occur in the project area. The Plan will include marking and inventorying the specific trees to be removed, after detailed design is completed. A qualified forester will make a determination regarding the project's consistency with Chapter 61 of the TRPA Code. The plan shall set forth prescriptions for tree removal, water quality protection, root zone and vegetation protection, residual stocking levels, replanting, slash disposal, fire protection, and other appropriate considerations.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementing Mitigation Measure 4.1-1 would reduce potentially significant impacts associated with tree removal, because a qualified forester will be retained to develop a tree removal plan that would comply with TRPA Code Section 61. Compliance with TRPA Code section 61 will ensure that the project's impacts maintain species and structural diversity. (TRPA Code 60.1.1.) This performance standard will be achieved through the preparation and enforcement of a compliant Tree Removal, Protection, and Replanting Plan, subject to approval and monitoring by TTD and TRPA.

6.2 BIOLOGICAL RESOURCES

6.2.1 Significant Effect: Disturbance or Loss of Sensitive Habitats (Jurisdictional Wetlands, Riparian Vegetation, and SEZ) (Impact 4.3-2)

FINDING

Implementing the preferred alternative would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. This impact would be significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.3-2 a, b, c, and d can and will be implemented by TTD, and these mitigations would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the project's impacts from disturbance or loss of sensitive habitats. Implementation of the measures is the responsibility of TTD and construction contractors, with monitoring by TTD and TRPA.

Mitigation Measure 4.3-2a: Implement Vegetation Protection Measures and Revegetate Disturbed Areas

Vegetation will not be disturbed, injured or removed, except in accordance with the TRPA Code or conditions of project approval. Consistent with the TRPA Code, all trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project will be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to subsections 33.6.9 and 33.6.10. Areas outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with Section 61.4.

Mitigation Measure 4.3-2b: Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits

Two delineations of wetlands and other waters of the U.S. within the project site have been completed (Nichols Consulting Engineers [NCE] 2012, 2013). The first delineation (NCE 2012), which was verified by USACE, covered most but not all the current project site, because the project site configuration changed after the delineation was completed and submitted to USACE. The second delineation (NCE 2013) covered the current, expanded project site. The following would apply, as applicable, to any potentially affected jurisdictional resources that have not been delineated or verified by USACE prior to project implementation.

Prior to the start of on-site construction activities on any potentially affected jurisdictional resource that has not been previously delineated or verified by the USACE, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United

States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.

Mitigation Measure 4.3-2c: Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat

The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:

- ▲ The project proponent (e.g., TTD, Placer County, or Caltrans) will notify the California Department of Fish and Wildlife (CDFW) before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.
- ▲ The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.
- ▲ The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:
 - identification of compensatory mitigation sites and criteria for selecting these mitigation sites;
 - in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;
 - monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.);
 - ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;
 - corrective measures if performance standards are not met;

- responsible parties for monitoring and preparing reports; and
- responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

Mitigation Measure 4.3-2d: Compensate for Unavoidable Loss of SEZ.

The following measures would be implemented to ensure consistency with TRPA Code Section 61.3 and Fish and Game Code Section 1602 and further reduce potential adverse effects on SEZs, streams, and riparian habitat. Because SEZ boundaries may generally correspond with wetlands and riparian zones regulated under Section 404 of the CWA or Fish and Game Code Section 1602, implementation of these measures shall be planned in conjunction with Mitigation Measures 4.3-2b (Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits) and 4.3-2c (Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat).

- ▲ SEZ lands within the project area shall be delineated, mapped, and TRPA-verified. All reasonable alternatives/options shall be implemented to avoid or reduce the extent of encroachment into SEZs.
- ▲ In instances where there is no feasible alternative to avoid an SEZ, the project proponent shall mitigate all impacts within the boundaries of SEZs by restoring SEZ habitat (land capability district 1b) in the surrounding area, or other appropriate area as determined by TRPA, at a minimum ratio of 1.5:1, consistent with TRPA Code.
- ▲ The project proponent shall retain a qualified restoration ecologist to prepare a restoration plan that will address final clean-up, stabilization, and revegetation procedures for areas disturbed by the project. The restoration plan for SEZs shall include the following:
 - identification of compensatory mitigation sites, with emphasis on sites within the Truckee River watershed, and criteria for selecting these mitigation sites;
 - complete assessment of the existing biological resources in the restoration areas;
 - in kind reference habitats for comparison with compensatory SEZs (using performance and success criteria) to document success;
 - monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.);
 - ecological performance standards, based on the best available science and including specifications for native plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted vegetation by the end of the five-year maintenance and monitoring period or dead and dying plants shall be replaced and monitoring continued until 80% survivorship is achieved;
 - corrective measures if performance standards are not met;
 - responsible parties for monitoring and preparing reports; and
 - responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Mitigation Measures 4.3-2a through 4.3-2d would reduce the significant impacts on sensitive habitats to a less-than-significant level because they would require that sensitive habitat be avoided to the extent feasible and that sensitive habitats that cannot be avoided are restored following construction, or if the habitat cannot be restored, that the applicant compensates for unavoidable losses in a manner that results in no net loss of sensitive habitats.

6.2.2 Significant Effect: Introduction and Spread of Invasive Plants (Impact 4.3-3)

FINDING

Implementation of the preferred alternative has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Noxious weeds and other invasive plants could inadvertently be introduced or spread in the project area during grading and construction activities, if nearby source populations passively colonize disturbed ground, or if construction and personnel equipment is transported to the site from an infested area. Soil, vegetation, and other materials transported to the study area from off-site sources for best management practices (BMPs), revegetation, or fill for project construction could contain invasive plant seeds or plant material that could become established in the study area. Additionally, terrestrial and aquatic invasive species currently present in or near the study area have the potential to be spread by construction disturbances. The introduction and spread of terrestrial or aquatic invasive species would degrade terrestrial plant, wildlife, and aquatic habitats, including habitats of special significance (riparian) within the study area. The potential introduction and spread of terrestrial or aquatic invasive species would be a potentially significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.3-3a and b will be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the project's impacts from the introduction and spread of invasive plants. Implementation of the measures is the responsibility of TTD.

Mitigation Measure 4.3-3A: Implement Invasive Plant Management Practices During Project Construction

In consultation with TRPA and USFS, the project proponent shall implement appropriate invasive plant management practices during project construction. For aquatic invasive plants, management practices will be implemented in coordination with current efforts of the Lake Tahoe Aquatic Invasive Species Management coordination group. Recommended practices generally include the following:

- ▲ For project activities on USFS land, a Noxious Weed Risk Assessment will be prepared for all areas to be temporarily impacted. Applicable LTBMU Invasive Plant Management Measures will be implemented under the direction of the Forest Botanist.
- ▲ Before construction activities begin, invasive plant infestations will be treated where feasible. Treatments will be selected based on each species ecology and phenology. All treatment methods-including the use of herbicides-will be conducted in accordance with the law, regulations, and policies governing the land owner (e.g., TRPA and/or LTBMU). Land owners will be notified prior to the use of herbicides for invasive treatment. In areas where treatment is not feasible, noxious weed areas will be clearly flagged or fenced in order to clearly delineate work exclusion.

- ▲ To ensure that fill material and seeds imported to the project site are free of invasive plants/noxious weeds, the project will use on-site sources of fill and seeds whenever available. Fill and seed materials that need to be imported to the project site will be certified weed-free. In addition, only certified weed-free imported materials (or rice straw in upland areas) will be used for erosion control.
- ▲ Vehicles and equipment will arrive at the study area clean and weed-free. All equipment entering the project site from weed-infested areas or areas of unknown weed status will be cleaned of all attached soil or plant parts before being allowed into the project site. Vehicles and equipment will be cleaned using high-pressure water or air at designated weed-cleaning stations after exiting a weed-infested area. Cleaning stations will be designated by a botanist or noxious weed specialist and located away from aquatic resources. Equipment will be inspected by the on-site environmental monitor for mud or other signs that weed seeds or propagules could be present prior to use in the study area. If the equipment is not clean, the monitor will deny entry into work areas.
- ▲ If designated weed-infested areas are unavoidable, the plants will be cut, if feasible, and disposed of in a landfill in sealed bags or disposed of or destroyed in another manner acceptable to the USFS, TRPA, or other agency as appropriate. If cutting weeds is not feasible, layers of mulch, degradable geotextiles, or similar materials will be placed over the infestation area to minimize the spread of seeds and plant materials by equipment and vehicles during construction. These materials will be secured so they are not blown or washed away.
- ▲ Locally collected native seed sources for revegetation shall be used when possible. Plant and seed material will be collected from or near the study area, from within the same watershed, and at a similar elevation when possible and with approval of the appropriate authority (e.g., USFS botanist for collection on USFS land). Persistent nonnatives such as cultivated timothy (*Phleum pretense*), orchard grass (*Dactylis glomerata*), or ryegrass (*Lolium* spp.) shall not be used.
- ▲ After the project is completed, the USFS noxious weed coordinator shall be notified so that the USFS portion of the project site can be monitored by the USFS if desired. Monitoring could be for up to three years (as feasible) subsequent to project implementation to ensure additional nonnative invasive species do not become established in the areas affected by the project and to ensure that known nonnative invasive species do not spread.

Mitigation Measure 4.3-3b: Implement Aquatic Invasive Species Management Practices During Project Construction

In consultation with TRPA and consistent with Hazard Analysis and Critical Control Point (HACCP) planning guidance, the project proponent shall develop and implement a plan that includes appropriate aquatic invasive species management practices during project construction. The plan will be prepared in coordination with current efforts of the Lake Tahoe Aquatic Invasive Species Management coordination group. Recommended practices include the following:

- ▲ All equipment, including individual equipment such as waders, wading boots, etc., entering the study area that will be used in or around the Truckee River or Lake Tahoe shall be decontaminated using methods recommended in the Lake Tahoe Region Aquatic Invasive Species Management Plan (USACE 2009) before being allowed into the study area.
- ▲ If applicable, all equipment, including individual equipment such as waders, wading boots, etc., used in known infested areas within the study area shall be decontaminated using the above mentioned methods before entering any other areas of the study area not known to contain aquatic invasive species.
- ▲ Aquatic invasive species encountered during fish removal and relocation efforts will be euthanized and/or removed from the watershed.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementing Mitigation Measures 4.3-3a and 4.3-3b would reduce potentially significant impacts from the spread of invasive species to a less-than-significant level because invasive plant and aquatic invasive species management practices would be implemented and would prevent the inadvertent introduction and spread of invasive plants or aquatic invasive species during project construction. The management practices would be consistent with existing, proven protocols developed and overseen by TRPA, USFS and the Lake Tahoe Aquatic Invasive Species Management coordination group and will be effective in mitigating any potential impacts.

6.2.3 Significant Effect: Disturbance or Loss of Special-Status Wildlife Species and Habitats (Impact 4.3-4)

FINDING

Under the preferred alternative, constructing or expanding roadway alignments, roadway features (e.g., curbs, gutters, retaining walls), bike path realignment, and other project elements could result in disturbances to two special-status wildlife species (waterfowl and olive-sided flycatcher). Disturbances resulting in loss of individuals or nests, or disruptions to nesting attempts by special-status species would be a potentially significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.3-4 can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measure that would reduce to less-than-significant levels the project's impacts from the disturbance or loss of special-status wildlife species and habitats. Implementation of the measure is the responsibility of TTD and the construction contractor, with monitoring by TTD and TRPA.

Mitigation Measure 4.3-4: Conduct Pre-Construction Surveys for Nesting Special-Status Birds, and Implement a Limited Operating Period if Necessary

For construction activities that would occur in suitable habitat during the nesting season (generally April 1–August 31, depending on snowpack and other seasonal conditions), a qualified wildlife biologist shall conduct focused surveys for waterfowl and olive-sided flycatcher nests no more than 14 days before construction activities are initiated each construction season. If an active nest is located during the preconstruction surveys, the biologist shall notify TRPA and/or CDFW. If necessary, modifications to the project design to avoid removal of occupied habitat while still achieving project objectives shall be evaluated, and implemented to the extent feasible. If avoidance is not feasible or conflicts with project objectives, appropriate buffers around nests and limited operating periods will be established through consultation with TRPA and/or CDFW to avoid disturbances during the sensitive nesting season.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Because implementation of Mitigation Measure 4.3-4 would avoid the loss of individuals and nests of special-status wildlife species (olive-sided flycatcher and waterfowl), potential impacts to special-status wildlife species would be reduced to a less-than-significant level.

6.2.4 Significant Effect: Short-Term Effects on Aquatic Resources Resulting from Construction (Impact 4.3-5)

FINDING

Under the preferred alternative, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources in the Truckee River. Additionally, the preferred alternative would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion. Because TRPA, State and Regional Water Quality Control Board, and Placer County regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. However, even with incorporation of these measures and requirements into the project, project construction could result in loss or degradation of stream or riparian habitat protected under Section 1602 of the Fish and Game Code. Additionally, construction would include dewatering activities that would result in the temporary loss of aquatic habitat. Any disturbance to the bed and bank of a waterway that provides habitat functions and requiring a Streambed Alteration Agreement from the CDFW, and potential injury or mortality to native fish during dewatering activities, would be considered a potentially significant impact to aquatic resources under Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.3-5a, b, and c can and should be implemented by TTD, and these mitigations would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measure that would reduce to less-than-significant levels the project's impacts from the short-term effects on aquatic resources resulting from construction. Implementation of the measures is the responsibility of TTD, with monitoring by TTD and TRPA and USACE.

Mitigation Measure 4.3-5a: Implement Mitigation Measure 4.3-2b

Implement Mitigation Measure 4.3-2b (reprinted immediately below).

Mitigation Measure 4.3-2b: Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits

Two delineations of wetlands and other waters of the U.S. within the project site have been completed (NCE 2012, 2013). The first delineation (NCE 2012), which was verified by USACE, covered most but not all the current project site, because the project site configuration changed after the delineation was completed and submitted to USACE. The second delineation (NCE 2013) covered the current, expanded project site. The following would apply, as applicable, to any potentially affected jurisdictional resources that have not been delineated or verified by USACE prior to project implementation.

Prior to the start of on-site construction activities on any potentially affected jurisdictional resource that has not been previously delineated or verified by the USACE, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to

and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.

Mitigation Measure 4.3-5b: Implement Mitigation Measure 4.3-2c

Implemented Mitigation Measure 4.3-2c (reprinted immediately below).

Mitigation Measure 4.3-2c: Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat

The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:

- ▲ The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.
- ▲ The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.
- ▲ The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:
 - identification of compensatory mitigation sites and criteria for selecting these mitigation sites;
 - in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;
 - monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.);
 - ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and

monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;

- corrective measures if performance standards are not met;
- responsible parties for monitoring and preparing reports; and
- responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

Mitigation Measure 4.3-5c: Conduct Preconstruction Surveys and Develop and Implement Native-Fish Capture and Translocation Plan

The project proponent shall develop and implement measures to prevent the construction-related loss of native fish occupying habitat within the study area. In accordance with existing regulations, before any construction activities that require dewatering commence, a qualified biologist shall conduct preconstruction surveys and implement native-fish relocation activities (if native fish are present) within the construction dewatering area. All captured native fish species shall be immediately released to a suitable habitat near the study area. The qualified biologist shall place nets with 1/8-inch mesh at the upstream and downstream extents of the area to be dewatered to keep fish out of the area during fish removal activities. After completion of removal activities, the work area will be cleared for dewatering. Fish rescue and relocation will continue until the area is completely dewatered or until it is determined that no fish remain in the dewatering area. This fish translocation plan will apply only to native fish species. Nonnative species captured during the pre-dewatering effort will be humanely killed and disposed of. These activities shall take place in consultation with TRPA and CDFW.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measures 4.3-5a, 4.3-5b, and 4.3-c would reduce potentially significant impacts to aquatic resources (Impact 4.3-5) to a less-than-significant level because it would require that: 1) aquatic habitat is avoided to the extent feasible; 2) aquatic habitats that cannot be avoided are restored following construction; 3) any unavoidable losses would be compensated for in a manner that results in no net loss of aquatic habitat; and 4) project implementation is consistent with the aquatic and riparian habitat protection provisions of Fish and Game Code Section 1602.

6.3 CULTURAL RESOURCES

6.3.1 Significant Effect: Historical Resources (Impact 4.4-1)

FINDING

The preferred alternative has the potential to affect the National Register of Historic Places-listed Lake Tahoe Dam and associated Outlet Gates through the rehabilitation or replacement of the adjacent Fanny Bridge. The preferred alternative would not physically alter the dam or gates; however, construction would occur immediately adjacent to the resources. Overall, the replacement or rehabilitation of Fanny Bridge would result in a bridge that would be similar in size and scale to the existing bridge and the new elements would be of comparable visual relationship to that of the existing bridge. Therefore, while there would be no change in the significance of the resource, because of the risk of construction damage to the resource this impact would be potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.4-1 can and

should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measure 4.4-1, below, that would reduce to less-than-significant levels the project's impacts from the short-term effects to historic resources. Implementation of the measure is the responsibility of TTD, the design engineer, and the construction contractor, with monitoring by TTD.

Mitigation Measure 4.4-1: Ensure Historic Integrity During Construction

During design development, engineering design and specifications will be prepared to account for the proximity of construction activities associated with rehabilitation or replacement of Fanny Bridge to the Lake Tahoe Dam, Outlet Gates, and stilling basin and define separation distances, construction techniques, and other protective design details to avoid damage to the dam-related structures. This measure will include attention to the construction activity related to the bridge's pile support structures. Where project construction activities will take place in the vicinity of the Lake Tahoe Dam, Outlet Gates, and stilling basin, those facilities shall be clearly identified in the field to facilitate maintenance of a physical separation from construction activities and other protection actions to adequately protect historically important features of the dam structure.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.4-1 would reduce potentially significant impacts to historic resources because it would ensure the historic integrity of the Lake Tahoe Dam and Gates will be protected and maintained throughout the construction period, thereby avoiding a significant impact on the historic property. By ensuring adherence to the Secretary of the Interior's Standards, this impact would be reduced to a less-than-significant level.

6.3.2 Significant Effect: Archaeological Resources (Impact 4.4-2)

FINDING

Construction and excavation activities associated with the preferred alternative could result in sediment disturbance and removal, which can adversely affect archaeological resources. Because the preferred alternative would include excavation and other ground-disturbing activities, the preferred alternative could result in adverse physical effects to known and unknown archaeological resources. This impact is potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.4-2a and b can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measures 4.4-2a and 4.4-2b, below, that would reduce to less-than-significant levels the project's impacts from the short-term effects on archaeological resources. Implementation of the measures is the responsibility of TTD, the construction contractor, and a qualified archaeologist.

Mitigation Measure 4.4-2a: Conduct Archaeological Monitoring

In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist

to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, Placer County, Caltrans) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation.

Mitigation Measure 4.4-2b: Stop Work in the Event of an Archaeological Discovery

If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852). If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measures 4.4-2a and 4.4-2b would reduce potentially significant impacts to archaeological resources because mitigation would be developed in coordination with the appropriate federal, state, and/or local agency(ies) to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of archaeological resources, this impact (Impact 4.2-2) would be reduced to a less-than-significant level.

6.3.3 Significant Effect: Accidental Discovery of Human Remains (Impact 4.4-3)

FINDING

Construction and excavation activities associated with development activities result in sediment disturbance and removal, which can unearth human remains if they are present. Because the preferred alternative would allow excavation and other ground-disturbing activities, this impact would be potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.4-3 can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measure 4.4-3, below, that would reduce to less-than-significant levels the project's impacts on accidental discovery of human remains. Implementation and monitoring of the measure is the responsibility of TTD.

Mitigation Measure 4.4-3: Stop Work if Human Remains are Discovered

In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- b) If the remains are of Native American origin,
 - 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
 - 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.
 - 3. The site shall be flagged and avoided during construction.
- c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.4-3 would reduce potentially significant impacts to human remains because mitigation would be developed in coordination with the appropriate federal, state, and/or local agency(ies) to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of archaeological resources, this impact (Impact 4.4-3) would be reduced to a less-than-significant level.

6.3.4 Significant Effect: Ethnic and Cultural Values (Impact 4.4-5)**FINDING**

Because the preferred alternative could result in physical changes to historic and prehistoric sites, unique ethnic cultural values could be affected, and historic or prehistoric religious or sacred uses within the area of potential effects could be restricted. Consultation with the Washoe tribe is required by federal, state and TRPA regulations, however, project activities could still uncover or destroy historic or archaeological resources as identified in Impacts 4.4-1 (historic) and 4.4-2 (archaeological). Additionally, as described in Impact 4.4-3 (human remains), project activities could result in accidental discovery of remains during grading and excavation. Accidentally discovered remains could be of Native American origin. Therefore, this impact is potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.4-5 can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measure 4.4-5, below, that would reduce to less-than-significant levels the preferred alternative's impacts on ethnic and cultural values. Implementation of the measure is the responsibility of TTD, the construction contractor, and a qualified archaeologist, with monitoring by TTD.

Mitigation Measure 4.4-5: Implement Other Cultural Resources Mitigation Measures

Implement mitigation measures 4.4-2a, 4.4-2b, and 4.4-3 (reprinted immediately below)

Mitigation Measure 4.4-2a: Conduct Archaeological Monitoring

In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation.

Mitigation Measure 4.4-2b: Stop Work in the Event of an Archaeological Discovery

If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852).

If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared.

Mitigation Measure 4.4-3: Stop Work if Human Remains are Discovered

In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- b) If the remains are of Native American origin,
 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

3. The site shall be flagged and avoided during construction.
- c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.4-5 would reduce this impact because it would require 1) consultation with the Native American Heritage Commission and the Washoe Tribe; 2) require avoidance, preservation in place, excavation, documentation, and/or data recovery of historical and archaeological resources; and 3) require assessment of and adherence to a formal recommendation for any discovered human remains.

6.4 HAZARDS, HAZARDOUS MATERIALS, AND RISK OF UPSET

6.4.1 Significant Effect: Hazardous Materials Sites (Impact 4.8-2)

FINDING

Roadway improvements associated with the preferred alternative could affect properties that are included on a list of hazardous materials sites. Therefore, the possibility of encountering hazardous materials exists and impacts related to exposure of the public or the environment to hazardous materials would be potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD, and have been adopted by TTD. Mitigation Measures 4.8-2a and b can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measures 4.8-2a and 4.8-2b, below, that would reduce to less-than-significant levels the preferred alternative's impacts from existing hazardous materials sites. Implementation and monitoring of the measures is the responsibility of TTD.

Mitigation Measure 4.8-2a: Conduct Surveys for Asbestos-Containing Materials, Aerially Deposited Lead, and Lead-Based Paints and Coatings

- a. Demolition of buildings and roadways containing asbestos and lead-based materials will require specialized procedures and equipment, and appropriately certified personnel, as detailed in the applicable regulations. Buildings and roadways intended for demolition that were constructed before 1980 will be surveyed for asbestos, while those constructed before 1971 will be surveyed for lead.

Prior to construction, all existing road right-of-ways in the project site shall be surveyed for lead contamination due to aerially deposited lead (ADL) and use of paint and coatings containing lead. All sampling would be conducted consistent with applicable Caltrans requirements.

- b. A demolition plan shall be prepared for any location with positive results for asbestos or lead. The plan will specify how to appropriately contain, remove, and dispose of the asbestos and lead-containing material while meeting all requirements and BMPs to protect human health and the environment. A lead compliance plan shall be prepared by a Certified Industrial Hygienist (consistent with the requirements of Caltrans' SSP 14- 11.07).

Prior to demolition, the project applicant shall submit the written plan to the Placer County Environmental Health Department describing the methods to be used to: (1) identify locations that could contain hazardous residues; (2) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (3) determine the waste classification of the debris; (4) package contaminated items and wastes; and (5) identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by the Placer County Environmental Health Department and all potentially hazardous components have been removed to the satisfaction of Placer County Environmental Health Department staff. The project applicant shall also provide written documentation to Placer County that lead-based paint and asbestos testing and abatement, as appropriate, have been completed in accordance with applicable state and local laws and regulations. Lead abatement will include the removal of lead contaminated soil (considered soil with lead concentrations greater than 400 parts per million in areas where children are likely to be present).

Mitigation Measure 4.8-2b: Prepare a Construction Hazard Management Plan

A construction hazardous materials management plan shall be developed to address potentially impacted soil, impacted groundwater, lead-based paint, and asbestos-containing materials that may be encountered during project construction activities. The construction hazardous materials management plan shall include provisions for agency notification, managing impacted materials, sampling and analytical requirements, and disposal procedures. The plan would include identification of construction site BMPs to minimize the potential for water quality impacts.

The construction hazardous materials management plan shall cover the following:

- ▲ petroleum hydrocarbon-impacted soils and/or groundwater that may be encountered during project construction activities in areas where construction depths exceed 2 feet bgs in the vicinity of the recognized environmental conditions (RECs) described above;
- ▲ soils identified by the ADL surveys as being impacted by ADL within survey area right of ways;
- ▲ materials identified by the lead-based paint and asbestos-containing materials surveys as impacted by lead based paint and asbestos containing materials within bridge, pipe, and building materials;
- ▲ impacted soil or groundwater related to TRI pipe relocation; and
- ▲ guidance for relocating, removal, or repair of hazardous materials storage facilities (underground storage tanks or aboveground storage tanks) that are impacted by project construction. The plan shall include information on assessment and potential handing of contaminated soils found during relocation.

The plan will include procedures to stop work if evidence of potential hazardous materials or contamination of soils or groundwater is encountered during construction, including the applicable requirements of the Comprehensive Environmental Response, Compensation, and Liability Act and CCR Title 22 regarding the disposal of wastes.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measures 4.8-2a and 4.8-2b would reduce this impact because they require that asbestos-containing materials, lead-based paint, and other hazardous substances in building components are identified, removed, packaged, and disposed of in accordance with applicable state laws and regulations and would establish a procedure to address potentially impacted soil, impacted groundwater, lead-based paint, and asbestos-containing materials that may be unexpectedly encountered during project construction activities. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment. Implementation of these mitigation measures will reduce this potential impact to a less-than-significant level.

6.5 NOISE

6.5.1 Significant Effect: Short-Term Construction Noise Impacts (Impact 4.10-1)

FINDING

Existing noise-sensitive receptors are located within 50 feet of construction areas. Most heavy-duty construction equipment use and activity would occur during the daytime. However, some minor roadwork would occur at night. Nighttime activities would not result in substantial increases in noise above existing ambient noise levels and would not exceed applicable standards at the nearest sensitive receptors. Daytime construction could occur outside of the exempt daytime hours by Placer County or TRPA; therefore, could potentially exceed applicable standards and result in excessive noise at nearby sensitive receptors. This would be a significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.10-1a and b can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measures 4.10-1a and 4.10-1b, below, that would reduce to less-than-significant levels the project's impacts on short-term construction noise. Implementation of the measures is the responsibility of TTD and the construction contractor, with monitoring by TTD.

Mitigation Measure 4.10-1a: Limit Construction Hours

To reduce noise exposure during the sensitive times of the day, construction activities will comply with the following limitations.

For daily construction activities (e.g., heavy duty equipment, pile driving, paving, cement removal), with the exception of minor night time activities as described under Impact 4.10-1, construction will begin no earlier than 8:00 a.m. and continue no later than 6:30 p.m. daily.

Mitigation Measure 4.10-1b: Noise Controls for Construction Equipment

To reduce noise levels from the use of heavy-duty construction equipment the construction contractor will comply with the following measures.

- ▲ All construction equipment shall be equipped with properly operating mufflers and engine shrouds, in accordance with manufacturers' specifications.
- ▲ Inactive construction equipment shall not be left idling for prolonged periods of time (i.e., more than 5 minutes).
- ▲ Stationary equipment (e.g., power generators) and staging area for other equipment shall be located at the maximum distance feasible from nearby noise-sensitive receptors (i.e., receptors defined in Draft EIR/EIS/EA, Exhibit 4.10-1 and Tables 4.10-13a and -13b).
- ▲ Trucks hauling materials and goods to and from the construction site shall only do so during construction seasons (i.e., May 1 through October 15).
- ▲ As directed by FHWA, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment,

rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise source.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measures 4.10-1a and 4.10-1b would reduce potentially significant impacts related to short-term construction noise because they would ensure that the primary noise-generating construction activities would occur during the daytime hours when people are less likely to be at home and, therefore, would not be disturbed by loud noise. This time restriction would comply with TRPA noise exemptions for construction activities taking place during the day. Further, implementation of Mitigation Measure 4.10-1b would ensure that all heavy-duty construction equipment is properly equipped with mufflers that provide additional noise reduction. With implementation of the proposed mitigation measures all construction-related noise-generating activity would be limited to the less sensitive times of the day and heavy-duty equipment would be properly maintained and equipped to reduce noise to the greatest extent possible. Implementation of these mitigation measures would reduce this impact to a less-than-significant level.

6.5.2 Significant Effect: Ground Vibration Impacts (Impact 4.10-2)

FINDING

Existing noise-sensitive receptors and structures are located within 50 feet of potential pile driving locations. Thus, receptors could be exposed to excessive levels of ground vibration and vibration noise such that structural damage and human disturbance could occur. This would be a significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.10-2a and b can and should be implemented by TTD, and these mitigations would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measures 4.10-2a and 4.10-2b that would reduce to less-than-significant levels the preferred alternative's impacts from construction-related ground vibration by reducing exposure times and including basic best practices. Implementation of the measures is the responsibility of TTD, with monitoring by TTD and TRPA.

Mitigation Measure 4.10-2a: Implement 4.10-1a

Implement mitigation measure 4.10-1a.(reprinted immediately below).

Mitigation Measure 4.10-1a:

Limit construction hours to reduce noise exposure during the sensitive times of the day, construction activities will comply with the following limitations.

For daily construction activities (e.g., heavy duty equipment, pile driving, paving, cement removal), with the exception of minor night time activities as described under Impact 4.10-1, construction will begin no earlier than 8:00 a.m. and continue no later than 6:30 p.m. daily.

Mitigation Measure 4.10-2b: Reduce Exposure to Construction-Generated Ground Vibration

To reduce exposure to construction-generated ground vibration, measures will be developed to address vibration generated during construction and demolition activity. TRPA's Best Construction Practices Policy may include required setback distances for various types of construction equipment that generate ground

vibration, as well as criteria for conducting site-specific studies where these setback distances cannot be maintained. Measures required by the policy to minimize exposure to ground vibration may include, but are not limited to, the following:

- ▲ Holes shall be predrilled to the maximum feasible depth to reduce the number of blows required to seat the pile.
- ▲ All construction equipment on construction sites shall be operated as far away from vibration-sensitive sites as reasonably possible.
- ▲ Earthmoving and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to offsite sensitive receptors, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.
- ▲ No construction or demolition activity shall be performed that would expose an existing structure to levels of ground vibration that exceeds 0.20 in/sec Peak Particle Velocity (PPV).
- ▲ The vibration control program shall include minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, blasting) for the purpose of preventing damage to nearby structures.
- ▲ Established setback requirements can be breached if a project-specific, site specific analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures.
- ▲ No construction or demolition activity shall be performed that would expose human activity in an existing building to levels of ground vibration that exceed Federal Transit Administration's 80 Vibration Decibel (VdB) standard. The vibration control program shall also include minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving, blasting) for the purpose of preventing negative human response. Established setback requirements can be breached only if a project-specific, site-specific, technically adequate ground vibration study indicates that the buildings would not be exposed to ground vibration levels in excess of 80 VdB, and ground vibration measurements performed during the construction activity confirm that the buildings are not being exposed to levels in excess of 80 VdB; or at least two weeks' advanced notice is provided to owners and renters of residential buildings that would be exposed to ground vibration levels within the applicable setback distance; and hotel accommodations are offered to inhabitants of residences within the applicable setback distance at the expense of the project applicant.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.10-2a would ensure that the vibration-generating, construction activities would occur during the daytime hours when people are less likely to be at home. Further, Mitigation Measure 4.10-2b requires implementation of best practices to prevent construction-generated ground vibration, thereby reducing the risk of damage to buildings and structures. Implementation of these mitigation measures would reduce the impact to a less-than-significant level.

6.5.3 Significant Effect: Long-Term Noise Impacts (Impact 4.10-3)

FINDING

The preferred alternative would result in changes to existing traffic noise levels. Under the preferred alternative, the noise effect in the study area would be significant for CEQA and TRPA environmental compliance, because portions of the 64-Acre Tract would be exposed to traffic noise increases greater than

3 db CNEL where the TRPA standard of 55 dBA CNEL is already exceeded. This would be a significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.10-3a can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measure 4.10-3a that would reduce to less-than-significant levels the preferred alternative's impacts from long-term traffic noise. Implementation of the measures is the responsibility of TTD, the design engineer, and the construction contractor, with monitoring by TTD, TRPA and Central Federal Lands Highway Division (CFLHD).

Mitigation Measure 4.10-3a: Include Traffic Noise Reduction Features in the Realigned Section of SR 89

To reduce noise impacts associated with realignment of SR 89, to the extent feasible, TTD, TRPA, and CFLHD will coordinate with Placer County, Caltrans, and USFS to identify and include feasible and effective design features that would reduce noise generation on the realigned section of the highway to ensure that the traffic noise level does not exceed 55 CNEL at a distance of 300 feet from the highway edge. Feasible and effective design features will be incorporated into the final design of the realigned highway. Features considered during design development may include, but are not limited to:

- ▲ reduced vehicle speeds to 30 mph or lower through posted limits, advisory signs, and/or design features, such as traffic calming elements (e.g., median barrier, center islands, and raised crosswalks),
- ▲ vegetative screening that includes trees to aid in noise attenuation over distance,
- ▲ noise-attenuating pavement, if determined to be feasible and effective in this location,
- ▲ limiting access by heavy duty trucks to daylight hours,
- ▲ construction of vegetated earth berms for noise attenuation.

The performance standard of these noise-reducing features will be to achieve a traffic noise level that does not exceed 55 CNEL at a distance of 300 feet from the highway edge.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.10-3a would reduce this impact through reducing the travel speed on the realigned SR 89. Modeling of traffic noise contours along the realigned segment of SR 89 indicates that reducing the travel speed to 30 mph for the preferred alternative would result in a 55 CNEL noise contour that is less than 300 feet from the highway edge (Ascent Environmental 2014). This shows that the performance standard required by Mitigation Measure 4.10-3a is feasible and implementation of Mitigation Measure 4.10-3a would reduce the impact along the realigned segment of SR 89 to a less-than-significant level for purposes of CEQA and TRPA environmental compliance.

6.6 RECREATION

6.6.1 Significant Effect: Temporary Disruption of Public Access to the Truckee River, Recreational Trails, 64-Acre Tract, or Fanny Bridge Area (Impact 4.13-1)

FINDING

During the construction period, the preferred alternative would have a short-term effect on existing public access to recreation trails, a public river rafting launch site, and public lands, because of temporary trail closures, construction staging areas, and limitations on parking that supports access to public lands and river recreation. Also, brief closures of Fanny Bridge could occur during its rehabilitation or reconstruction. Cyclists would be directed to "share the road" and/or to temporary detour routes when trails are not available. This short-term decrease in access would be a significant impact.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD, and have been adopted by TTD. TTD can and should ensure the implementation of Mitigation Measure 3.10-1 through its project review, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measure that would reduce to less-than-significant levels the project's impacts related to temporary disruption of public access to recreation resources. Implementation of the measure is the responsibility of TTD and the construction contractor, with monitoring by TTD, TRPA, CFLHD, United States Bureau of Reclamation (Reclamation), Placer County, USFS, and Tahoe City Public Utility District (TCPUD).

Mitigation Measure 4.13-1: Provide Detours and Trail Access Management for the Tahoe Rim Trail and Truckee River Trail Through or Around Construction Areas

The Traffic Management Plan shall address all modes of transportation used to access recreation areas, including trail access, public transit, pedestrian and bicycle modes. In order to mitigate short-term decreases in access to recreation resources, trail detour plans shall be included in the Traffic Management Plan, which will meet, at minimum, the following specifications.

1. During construction of the new bridge, SR 89 near the bridge, and the Caltrans maintenance yard entrance, the Truckee River Trail will be temporarily closed and all bicycle and pedestrian travel will be required to "share-the-road" and/or be detoured to a temporary trail/path on the highway consisting of a physical barrier such as "K-Rail." The temporary separated path shall be established from the western end of the construction zone on SR 89 to the existing bicycle/pedestrian bridge to the east. It is anticipated that construction in this area will be completed in one season, thus the temporary trail will be used from May through October during one year. Signage will be provided at parking lots and approaching the construction zone to alert trail users about the timing, duration, and nature of construction-related impacts.
2. The contractor shall submit a plan to create detours for trail users on the Tahoe Rim Trail, West Shore Trail, Lakeside Trail, and the Truckee River Trail.
3. Signage shall be provided at trail heads and parking lots for all trails directly affected by construction and for connecting trails to alert trail users about the timing, duration, and nature of construction-related impacts, detours and closures.

- a. Sign locations shall include, but are not limited to parking lots and trail entrances at Tahoe City, Alpine Meadows, Squaw Valley, and Tahoma for the Truckee River Trail and the Lakeside Trail, and Barker Pass and Brockway Summit trailheads for the TRT.
4. The Traffic Management Plan shall include trail access management and require extensive public information via a variety of media outlets in the region to inform the public regarding the construction-related detours and closures that affect access to recreational facilities, including parking, and trail closures.
5. The Traffic Management Plan shall provide a "recreation hotline" and or website link that is frequently updated to provide current information on construction related detours and closures.

The Traffic Management Plan shall be subject to the review and approval of TTD, TRPA, CFLHD, Reclamation, Placer County, USFS, and TCPUD. Measures will be taken to keep the public informed of the project construction activities. When closures and/or detours are required by the contractor(s), warning signs and signs regarding restricted access, trail closures, and detours will be posted before and during construction to ensure adequate public safety. Postings, including public notices, will be posted no less than 5 working days in advance of the closures and/or detours. Detour routes will be clearly marked, and construction limit fencing or physical barriers will be installed in order to prevent access to the project site and to clearly delineate the detour route. Full trail closure by the contractor(s) will be prohibited from July 1 through September 9 without an approved detour. All bicycle and pedestrian detours will be included in the Traffic Control Plan to be reviewed and approved prior to construction.

Approval must be granted before the start of earth-moving activities. No trail shall be closed without an approved detour plan.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.13-1 will minimize the adverse effects associated with Impact 4.13-1 because it will allow continued recreational use of the Tahoe Rim Trail and Truckee River Trail, when feasible, and will allow the public to make informed decisions regarding recreation destinations prior to arriving in the study area. With implementation of Mitigation Measure 4.13-1, Impact 4.13-1 would be less than significant.

6.7 SCENIC RESOURCES

6.7.1 Significant Effect: Change the Existing Visual Character or Quality of the Project Site after Completion (Impact 4.14-2)

FINDING

The preferred alternative would increase built environment features within the 64-Acre Tract and across the Truckee River. Views from the Tahoe Rim Trail in the 64-Acre Tract near the new bridge approach and from the river, itself, would experience visual change; however, the area is already altered by the presence of urban features. Due to the visibility of the new, realigned highway and bridge approach within the forest of the 64-Acre Tract, changes to visual character of the forest landscape would be a significant impact

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.14-2 can and should be implemented by TTD, which would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the preferred alternative's long-term impacts on the existing visual character or quality of the project site. Implementation of the measures is the responsibility of TTD, the design engineer/landscape architect, and the construction contractor, with monitoring by TTD and USFS.

Mitigation Measure 4.14-2: Minimize Visual Change and Visually Screen Infrastructure with Replanted Forest Vegetation

To decrease the visual effects caused by the realigned highway and bridge approach built with an elevated profile on an earthen embankment, the following design and construction actions will be implemented. These actions will soften the visual intrusion of the new bridge approach and realigned highway within the 64-Acre Tract and blend them into the forest landscape.

- ▲ Minimize tree removal and retain existing rock outcroppings to the extent feasible.
- ▲ Restore forest vegetation, including trees, within the disturbed areas of the realigned highway following construction. As a supplement to standard revegetation for erosion control, trees and understory vegetation will be planted on the earthen slopes of the elevated embankment supporting the realigned highway. Forest restoration will be conducted in accordance with a replanting plan approved by the USFS, the public agency landowner of the 64-Acre Tract, and by TRPA.
- ▲ Select forest-appropriate species and design plant spacing for a natural appearance and for achieving scenic and fire fuel objectives of the USFS and TRPA.
- ▲ Save, stockpile, and reapply duff and topsoil on disturbed slopes to reduce the newly constructed look and to promote natural revegetation.
- ▲ The forest restoration plantings will be designed by a Landscape Architect or similar qualified specialist. All vegetation planting on USFS lands shall be approved by USFS botanist for areas on National Forest System lands.
- ▲ During the design development process, reduce the length and/or height of the embankment supporting the realigned SR 89 highway through the 64-Acre Tract will be reduced to the maximum extent feasible.
- ▲ Implement embankment slope design options to reduce the visible mass and enhance the appearance of the slope, including rockery walls, stepped design with planting areas, and bridge abutment concrete staining/stamping with natural colors to soften the visual intrusion.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.14-2 would reduce potentially significant impacts associated with changes to the existing visual character or quality of the project site because, while the preferred alternative would alter views from some portions of the Tahoe Rim Trail and the 64-Acre Tract near the new bridge approach and highway embankment, implementation of this mitigation measure would reduce the visual effects from the addition of urban features by restoring disturbed forest vegetation and increasing native trees and understory vegetation. The forest vegetation plans will be approved by TRPA and the USFS before construction of the preferred alternative begins. Thus, by restoring the forest with replanted trees and understory vegetation, as well as incorporating appearance-enhancing design elements, the visibility and adverse scenic impact of the realigned highway and bridge approach would be reduced to a less-than-significant level.

6.8 TRAFFIC AND TRANSPORTATION

6.8.1 Significant Effect: Intersection Operations (Impact 4.15-2)

FINDING

The preferred alternative would not generate additional vehicle trips that could affect intersection operations; rather, it would implement improvements to existing transportation infrastructure. Under the preferred alternative, SR 89 would be realigned through the 64-Acre Tract and the existing SR 90/SR 28 wye intersection would be modified. Additional delay is projected to occur at the Granlibakken Road intersection with SR 89 for both 2018 and 2038. Thus, intersection impacts would be significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. Mitigation Measure 4.15-2a can and should be implemented by Placer County. Placer County has already identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the preferred alternative's impact on intersection operations. Implementation of the measure is the responsibility of TTD and Placer County, with monitoring by TTD, TRPA, Placer County and Caltrans.

Mitigation Measure 4.15-2a: Implement Improvements for the Side-Street Movements at the Granlibakken Road Intersection with SR 89

The proposed project would create a site-specific impact on the local transportation system when analyzed against the projected operations for the No Action condition. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. The payment of traffic impact fees funds the Capital Improvement Program for area roadway improvements. Placer County has already identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project. The project is not defined at this time; however, the improvements will modify the type of control at this location to reduce the delay for the side street movements on Granlibakken Road. Placer County is the agency responsible for this mitigation measure.

Before initiating construction of the improvements to the SR 89/Granlibakken Road intersection, an Encroachment Permit from Caltrans will need to be approved. In addition, implementation of this mitigation measure will include sufficient design improvements to achieve acceptable delay and LOS levels to the satisfaction of Placer County, Caltrans, TRPA, and TTD.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.15-2a will reduce delay and maintain the LOS at the SR 89/Granlibakken Road intersection at acceptable levels, because its implementation will contribute to improvements to this intersection and will include acceptance by Placer County, TRPA, and TTD. The Placer County Capital Improvement Program has been resulting in transportation improvements with a record of reducing environmental impact throughout Placer County for many years. Implementation of Placer County improvements will maintain LOS at acceptable levels. The impact will be reduced to a less-than-significant level.

6.8.2 Significant Effect: Construction-Related Traffic Impacts (Impact 4.15-4)

FINDING

Construction of the preferred alternative would result in temporary construction traffic and temporary disruption to traffic circulation in the area of construction. The project could be constructed over a total of up to three construction seasons. The project applicant would be required to prepare a Traffic Control Plan (TCP) for review and approval by CFLHD-FHWA prior to construction activities. Access to the river crossing and existing intersections would be maintained during construction, however the potential disruption would be potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.15-4 should be implemented by TTD, which would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the preferred alternative's impact on intersection operations. Implementation of the measure is the responsibility of TTD, FHWA-CFLHD, and the construction contractor, with monitoring by TTD and CFLHD-FHWA.

Mitigation Measure 4.15-4: Maintain Efficient Traffic Flow and Provide Safe Work Zones During Each Construction Season

Prior to construction, the contractor will be required to submit a Traffic Control Plan to CFLHD-FHWA. CFLHD-FHWA will coordinate review and approval of the plan with TRPA, Placer County, Caltrans, and other agencies as appropriate. The Traffic Control Plan will regulate maintenance of traffic during each construction season and comply with agency standards and regulations to promote safe and efficient travel for the public and construction workers through the work zones. The plan will include provisions for regular inspections to assess contractor compliance with the plan, signage to direct traffic, and public noticing, as appropriate.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation 4.15-4 will minimize traffic flow disruption and, when needed, will provide detours that will maintain construction period traffic flow in a manner that is acceptable to Placer County and Caltrans. In the construction work zones, this mitigation measure will also enhance the safety of the work zones for the traveling public and workers. Because implementation of this mitigation measure will minimize possible transportation disruptions during the construction seasons, and ensure safe and efficient travel, impacts will be reduced to a less-than-significant level.

7 CONCLUSION

The mitigation measures listed in conjunction with each of these Findings, as implemented through the MMRP, have eliminated or reduced, or will eliminate or reduce to a level of insignificance, all adverse environmental impacts.

The MMRP, as adopted by TTD at the time of project approval, is attached to these Findings.

8 REFERENCES

For complete lists of references used in preparing the Draft EIR/EIS, see Chapter 8, "References," in the Draft EIR/EIS/EA. For a complete list of references used in preparing the Final EIR/EIS/EA, see Chapter 5 "References," in the Final EIR/EIS/EA.

ATTACHMENT C

**State Route 89 / Fanny Bridge Community Revitalization Project
Environmental Impact Report**

**Summary of Public Comments and Responses
Tahoe Transportation District Board Meeting
March 27, 2015**

California SCH# 2011122013

PREPARED FOR:

**Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448
128 Market Street, Suite 3F
Stateline, NV 89449**

Contact: Alfred Knotts

PREPARED BY:

**Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814

128 Market Street, Suite 3E
Stateline, NV 89449**

**Contacts: Curtis E. Alling, AICP
Francisca Ruger**

April 3, 2015

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SR 89/FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT FINAL EIR/EIS/EA

Summary of Public Comments and Responses to Comments Tahoe Transportation District Board Meeting March 27, 2015

The Tahoe Transportation District (TTD) Board of Directors held a special public meeting on March 27, 2015 at which it received public comments on the SR 89/Fanny Bridge Community Revitalization Project Final EIR/EIS/EA and the preferred alternative for the project. Public comments expressed at the meeting have been summarized and responses are provided below. The comments and responses do not add significant new information to the environmental document.

#	Commenter	Summary of Comment	Response
TTD 1	Ron McIntyre	The commenter is a West Shore resident. He expressed support for the realigned highway. He suggested phasing the construction to retain the "T" intersection at the wye, until people are used to the realigned highway. Later, the roundabout could be considered. A roundabout may not be needed, if fewer people need to drive through the wye.	The comments supporting the realigned highway and staging of the project improvements are noted.
TTD 2	Chief Michael Schwartz, NTFD	The commenter, Chief of the North Tahoe Fire District and other fire districts, indicated that the districts provide ambulatory and fire service to the project area. The commenter stated his comments are related to fire response, and he believes Alternative 1 is the best choice for public safety.	The comment is consistent with the project description for Alternative 1, which would include construction of a new bridge over the Truckee River providing a second point of emergency access to and from the West Shore.
TTD 3	Zach Hymanson	The commenter is a Granlibakken Road area resident. He stated that the intersection of Granlibakken Road and Tahoe Taverns is outside the project area, but the document identifies it as a significant impact. He is concerned that Mitigation Measure 4.15-2a (Granlibakken Road intersection) is undefined as to the nature or timing of the effect.	Please see Response to Comment 04-6 and I79-2 in the Final EIR/EIS/EA. As stated in Mitigation Measure 4.15-2a, Placer County has identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project, and the Lead Agencies have confirmed that Placer County plans to improve operations at this intersection. Placer County is a CEQA Responsible Agency based on its funding commitment to the project and the potential that the preferred alternative would transfer facilities to the County for operation and maintenance.

#	Commenter	Summary of Comment	Response
TTD 4	Jim Sajdak	<p>The commenter submitted a packet of information to the Board today. The commenter opposes Alternative 1 and supports a modified Alternative 6A. The EIR identified Alternatives 1, 4, 6, and 6a as environmental superior, but the environmental differences do not show a great deal of difference and are not enough to demonstrate a definitively superior alternative. The commenter believes that Alternative 6A is clearly environmentally superior to Alternative 1, citing tree loss and coverage comparisons. He believes a modified Alternative 6A would be superior and Alternative 1 would have a major impact from the elevated roadway.</p>	<p>The submitted packet is the same as the commenter's March 6, 2015 comment letter. Comments in this packet were addressed in the Final EIR/EIS/EA under Letter EX4.</p> <p>Project effects on the 64-Acre Tract, including the elevated roadway, are discussed in Master Response 4, Scenic Effects.</p> <p>The commenter's preference for a modified Alternative 6a is noted.</p>
TTD 6	Glen Campbell	<p>The commenter is the owner of the Dam Café, Tahoe City. The commenter stated that FHWA acknowledged that there would be no improvement to congestion, if the project built.</p> <p>Is the No Action Alternative a serious consideration?</p> <p>Improvements have occurred with other things, such as the pedestrian signal and the transit center.</p> <p>The commenter stated that impacts and cost of the project are not worth it. He cited \$400,000 as the repair cost to Fanny Bridge, so he supports the repair approach, and the denial of the project.</p> <p>The commenter stated that roundabouts slow traffic when there is no congestion and that roundabouts are not consistent with the culture of Tahoe City.</p>	<p>Please see Master Response 1 in the Final EIR/EIS/EEA regarding existing congestion and the need for the project. As stated in Master Response 1, the cited repair cost of \$400,000 is out of date. The current estimated repair costs for Fanny Bridge would be approximately \$1.5 million. These costs do not include seismic retrofit of the bridge to meet the current design standards. Including improvements to seismically retrofit the bridge along with the cost of maintenance, the total costs would be estimated to approach \$2.0 million.</p> <p>Regarding improvements to traffic congestion, Table 4.15-6 in the Draft EIR/EIS/EA shows that Alternative 1 is projected to reduce traffic congestion and improve the LOS at the SR 89/SR28 intersection. Also, as described in Response to Comment EX5-30 in the Final EIR/EIS/EA, under Alternative 1 conditions in 2018 and 2038, the majority of intersections would experience decreased delays, many of which would result in better level of service (LOS). The exceptions would be at SR 28/Grove Street, which would remain the same; and at the SR</p>

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#	Commenter	Summary of Comment	Response
			<p>89/Granlibakken Road intersection, which would experience increased delays. Issues associated with the SR 89/Granlibakken Road are disclosed in the document, and would be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.15-2a. Thus, Alternative 1 would achieve the project purpose of reducing delay at intersections associated with the project.</p> <p>The Draft EIR/EIS/EA analyzed a No Action Alternative as Alternative 5; however, it would not meet the purpose and need of the project. The commenter's preference is noted.</p>
TTD 7	Roger Kahn	<p>The commenter is a Tahoe City resident. The commenter stated that the draft EIR/EIS/EA did not address a roundabout at the wye. He believes it was not presented in the Draft EIR/EIS/EA or at the public meetings.</p> <p>The commenter owns property near the wye and stated that the roundabout will affect his property and business access to several properties. While he is a proponent of the realigned highway in Alternative 1, he opposes the roundabout at the wye. He asked for a meeting with property owners right away to resolve business access.</p>	<p>The Draft EIR/EIS/EA included a roundabout at the wye under several alternatives. The description of the Alternatives 1, 2, and 3 include Option 2, which proposes a roundabout at the existing wye intersection. This option is also shown in Exhibits 3-2, 3-3, and 3-4 in the Draft EIR/EIS/EA. Alternative 6a also includes a roundabout at the wye an is described as "Rehabilitate or Replace and Widen Existing Bridge, Install Roundabout at Existing Wye Intersection."</p> <p>As stated in Response to Comment 15-1 in the Final EIR/EIS/EA, potential access effects of the project alternatives are discussed in Impact 4.11-2, Displacement of Businesses. Additional discussion of effects to property access and parking was included in the economic analysis prepared for the project. Design refinement will be coordinated with regard to property access and circulation movements. Regarding property access around the wye intersection on roadways that provide business</p>

#	Commenter	Summary of Comment	Response
			access, design would be coordinated to maintain existing business access in a manner similar to the existing conditions to the extent feasible.
TTD 8	Marten Daniels	The commenter stated that the Penny Pines Plantation was planted as a memorial for families and fire fighters, and the EIR does not address it adequately. He also states that the Truckee Meadows Water Authority (TMWA) was not notified properly regarding the need for access to its property. The EIR does not address loss of public facilities owned by TCPUD. It does not address a sewage spill risk, saying it would be the contractor's responsibility.	A discussion of the Penny Pines Program is included in Response to Comment EX4-4 in the Final EIR/EIS/EA. Please see Responses to Comments O10-1 and O10-2 in the Final EIR/EIS/EA regarding comments from the Truckee Meadows Water Authority and responses to comment letter A5 from the Tahoe-Truckee Sanitation Agency regarding effects on the existing sewer line.
TTD 9	Sue Rossi	The commenter is a Tahoe City resident. The commenter stated that the Penny Pines Plantation trees are a memorial of 121 people who have passed, including firefighters in New York City on 9/11. The commenter reported that Matt Pank at the U.S. Forest Service said the program started in 1989 and ran through 2003/2004. Seedlings were planted, so the trees could be well grown. It is a memorial park that would be damaged by the realignment, not just a forest restoration. The commenter stated that an estimated 135 trees would be lost for the realignment, and this is a major issue. Garden Clubs are expressing concern.	A discussion of the Penny Pines Program is included in Response to Comment EX4-4 in the Final EIR/EIS/EA. The physical impacts associated with the removal of trees, including possible Penny Pines program trees, are addressed in Impact 4.1-1: Tree Removal in the Draft EIR/EIS/EA. In response to community concerns about the plantation, TTD will coordinate with the U.S. Forest Service to encourage them to seek another location for planting a memorial grove, if desired by the affected families.
TTD 10	Susan Gearhart	The commenter is a Homewood resident and President of Friends of the West Shore. The commenter stated that Alternative 1 was pre-selected as the proposed action a long time ago. This is a biased outcome that negates public input. The commenter stated that a modified Alternative 6A should be approved, and she is opposed to Alternative 1. The commenter cited a number of concerns about project impacts and that the impact analysis needs to be improved. West Shore residents are concerned about taking forest and wetland areas and causing deep disturbance of the soil,	As stated in Response to Comment O5-5 in the Final EIR/EIS/EA, identification of an alternative as a proposed action does not equate to identification of the preferred alternative. Alternative 1 was noted as "proposed," because it was the "starting point" concept based on previous adopted land use and regional transportation plans. All the action alternatives and the No Action Alternative have been evaluated in comparable detail and are available for approval by

#	Commenter	Summary of Comment	Response
		<p>including SEZ and floodplains. The commenter stated that wildlife will be affected and greenhouse gas emissions will increase. The commenter also cited concerns related to water quality impacts and sediment loss, impervious surfaces, noise and utility impacts, and a reduction of public forest lands. The commenter stated there are significant gaps in the EIR data. The commenter stated that Fanny Bridge should be widened, rather than building the highway realignment.</p>	<p>the Lead Agencies. The commenter's preference for a modified Alternative 6a over Alternative 1 is noted. The issue items addressed in the comment are included and analyzed in the Draft EIR/EIS/EA in Section 4.2 through 4.16. The commenter does not provide specific examples of data gaps. The information presented in the Draft EIR/EIS/EA provides credible and substantial evidence in a good faith effort at full disclosure to understand the significant effects of the project alternatives, in compliance with CEQA, NEPA, and TRPA requirements.</p>
TTD 11	LeAnn Cullen	<p>The commenter supports leaving the project area alone (No Action Alternative). The commenter stated that Placer County will not help as much as desired. The commenter stated that, if an action alternative must be chosen, Alternative 1, Option 2 is best, but only with resolution of business access concerns.</p>	<p>The commenter's alternative preference is noted. Please see Comment TTD 3 and TTD 15 regarding Placer County's role in the project.</p>
TTD 12	Mike Willet	<p>The commenter identified himself as a Tahoe City resident and real estate broker. The commenter stated the opinion that the Transit Center is a failure, so he believes the highway project would be a failure, too. The commenter is opposed to the project.</p>	<p>The commenter's position opposing the project is noted. Issues related to the project goals, cost, and operation of the Tahoe City Transit Center are not within the scope of the project. As noted in the Final EIR/EIS/EA, the Tahoe City Transit Center is a regionally important transportation project intended to achieve goals associated with TRPA Environmental Threshold Carrying Capacity, the Environmental Improvement Program, the Tahoe City Community Plan, and other TRPA Regional Plan objectives aimed at improving inter-regional and intra-regional access and mobility. The comments regarding the Transit Center are noted.</p>
TTD 13	Donna Caravelli	<p>The commenter is a Granlibakken area resident and supports retrofit of Fanny</p>	<p>The comments in support of the retrofit of Fanny Bridge and in</p>

#	Commenter	Summary of Comment	Response
		Bridge, but stated it is the only part where consensus exists. Tahoe City will be a ghost town during construction. The commenter opposes a bypass. Roundabouts were said to speed up traffic, but she believes they really slows down traffic. The charm and environmental quality of Tahoe City will be lost.	opposition against the realigned highway are noted. Construction effects are addressed in the Draft EIR/EIS/EA.
TTD 14	Cindy Gustufson, TCPUD	The commenter represents the Tahoe City Public Utility District (TCPUD) and states that the TCPUD Board has unanimously supported Alternative 1, but did not look specifically at Option 1 or 2. Public safety and emergency response are their key reasons for support, including having a secondary access over the river. The 64-Acre Tract is a key point of recreation access to the river, trails, or at the park on the trails. The trail improvements are sufficient in Alternative 1. The TCPUD welcomes new sewer infrastructure.	The commenter's report of the TCPUD preference for Alternative 1 is noted. Discussions and a description of the project effects on the 64-Acre Tract and recreation use on and around the 64-Acre tract are included in Master Response 3, Recreation Effects, and in Section 2.3.1, Recreation Use Features of the Action Alternatives, of the Final EIR/EIS/EA.
TTD 15	Peter Kraatz, Placer County	Regarding Granlibakken Road, Placer County has identified the intersection as needing improvements for some time, so it is already listed as part of the County's Capital Improvement Program. It will be implemented, but funding needs to be identified to define the timing. The Tahoe City Mobility Study will address off-site congestion in downtown Tahoe City. Placer County is a CEQA responsible agency, because the County must accept the former SR 89 and Fanny Bridge for operations and maintenance, and because \$3.1 million of County funds are committed to construction. The commenter supports Alternative 1 as County staff, but the Placer County Board of Supervisors must take action on whether to approve that alternative or another.	Please see Response to Comment 04-6 and 179-2 in the Final EIR/EIS/EA. As stated in Mitigation Measure 4.15-2a, Placer County has identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project, and the Lead Agencies have confirmed that Placer County plans to improve operations at this intersection. Placer County is a CEQA Responsible Agency based on its funding commitment to the project and the potential that the preferred alternative would transfer facilities to the County for operation and maintenance.
TTD 16	Sandy Evans Hall	The commenter is from the North Lake Tahoe Resort Association. The Association does not have an official position on the project. The Association (NLTRA) has authorized allocation of some transient lodging fees to help fund construction. Past surveys by NLTRA indicate the congestion is a detriment to Tahoe City visitation and economic health. It needs to be solved.	The comments are noted.

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#	Commenter	Summary of Comment	Response
Public Meeting Concludes			
TTD 17	TTD Board	<p>Board Chair, Steve Teshara, noted that the Mitigation Monitoring and Reporting Program (MMRP) must be adopted to ensure implementation of mitigation measures. It is available for public for review.</p> <p>He concluded by indicating that the TTD Board will continue this item to April 10, 2015 for consideration of Board action on the alternatives.</p>	<p>The MMRP is available for review at TTD's website on the Fanny Bridge Project page. [see http://www.tahoetransportation.org/fanny-new-1]</p>

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ATTACHMENT D

**State Route 89 / Fanny Bridge Community
Revitalization Project
Environmental Impact Report
Mitigation Monitoring and Reporting Program**

California SCH# 2011122013

**Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448
128 Market Street, Suite 3F
Stateline, NV 89449
Contact: Alfred Knotts**

March 23, 2015

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MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to provide for the monitoring and reporting of mitigation measures required of the State Route 89/Fanny Bridge Community Revitalization Project as set forth in the Final Environmental Impact Report/Environmental Impact Statement/Environmental Assessment (FEIR/EIS/EA) prepared for the project.

Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the State CEQA Guidelines require public agencies "to adopt a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the EIR/EIS/EA for the project identified potentially significant and significant adverse impacts related to construction and implementation activities, and mitigation measures have been identified to reduce all of those impacts to a less-than-significant level.

This MMRP is being adopted by the Tahoe Transportation District (TTD) as part of CEQA compliance for the State Route 89/Fanny Bridge Community Revitalization Project approval of Alternative 1.

This MMRP will be kept on file at TTD, 128 Market Street, Suite 3F, Stateline, Nevada, 89449.

PURPOSE OF THE MMRP

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the State Route 89 / Fanny Bridge Community Revitalization Project, as required. The MMRP may be modified by TTD during project implementation, as necessary, in response to changing conditions or other refinements. A summary table (attached) has been prepared to assist the responsible parties in implementing and monitoring compliance with the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, responsible person/agency for implementing the measure, monitoring procedures, and a record of implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR/EIS/EA.

ROLES AND RESPONSIBILITIES

Some mitigation measures involve additional or modified design features, while others require specific construction practices, or pre or post-construction activities. Mitigation measures will be implemented by TTD, the contractor selected to construct the project, the design engineer, and other individuals or entities with required technical expertise. As the primary agency implementing the project and the lead agency under CEQA, TTD has overall responsibility for monitoring compliance with required mitigation measures. In cases where another agency has statutory authority over a specific element of a mitigation measure, that agency is also responsible for monitoring compliance with the mitigation measure. Additional details on the responsibilities for implementation and monitoring of each mitigation measure is provided in the MMRP summary table.

MMRP SUMMARY TABLE

The MMRP Summary Table that follows should guide TTD in its evaluation and records of the implementation of mitigation measures.

The column categories identified in the MMRP Summary Table are described below:

Impacts – describes the impacts requiring mitigation.

Mitigation Measure – provides the text of the mitigation measures identified in the EIR.

Monitoring Action – identifies the elements of the mitigation that will be monitored for compliance with the MMRP.

Responsibility – identifies the entity responsible for implementing the requirements of the mitigation measure, and the entity responsible for monitoring compliance with the mitigation measure.

Timing/Schedule – lists the time frame in which the mitigation will take place.

SR 89/Fanny Bridge Community Revitalization Project Tahoe Transportation District Mitigation Monitoring and Reporting Program				
Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
4.1. Agricultural and Forestry Resources				
<p>Impact 4.1-1: Tree removal. Regardless of the magnitude of biological effects of tree removal, native trees are protected in the Tahoe Basin. Because Alternative 1 would result in removal of more than 100 trees greater than 14 inches dbh, it would result in substantial tree removal, which would be a potentially significant impact. While Alternative 1 would also require removal of trees greater than 30 inches dbh, which is generally prohibited by TRPA, the SR 89/Fanny Bridge Project is exempted because it is on the EIP list of projects.</p>	<p>Mitigation Measure 4.1-1: Prepare tree removal, protection, and replanting plan. A Tree Removal, Protection, and Replanting Plan shall be prepared by the applicant to provide tree protection measures to comply with the performance criteria and other requirements of TRPA Code Section 61, prevent damage to trees that are proposed to remain, and determine appropriate tree replanting locations and approaches to occur in the project area. The Plan will include marking and inventorying the specific trees to be removed, after detailed design is completed. A qualified forester will make a determination regarding the project's consistency with Chapter 61 of the TRPA Code. The plan shall set forth prescriptions for tree removal, water quality protection, root zone and vegetation protection, residual stocking levels, replanting, slash disposal, fire protection, and other appropriate considerations.</p>	<p>1. Prepare a Tree Removal, Protection, and Replanting Plan and hire a qualified forester to review the Plan to determine consistency with Chapter 61 of the TRPA Code.</p>	<p>1. Implementation: TTD Monitoring: TTD and TRPA</p>	<p>1. Prior to construction</p>
		<p>2. Monitor implementation of the Tree Removal, Protection, and Replanting Plan</p>	<p>2. Implementation: Construction contractor Monitoring: TTD</p>	<p>2. Throughout project construction</p>
4.3. Biological Resources				
<p>Impact 4.3-2. Disturbance or loss of sensitive habitats (jurisdictional wetlands, riparian vegetation, and SEZ). Implementing Alternative 1 would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. This impact would be significant.</p>	<p>Mitigation Measure 4.3-2a: Implement vegetation protection measures and revegetate disturbed areas. Vegetation will not be disturbed, injured or removed, except in accordance with the Code or conditions of Project approval. All trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project will be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to subsections 33.6.9 and 33.6.10. Areas outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with Section 61.4.</p>	<p>1. Include measures to protect vegetation and revegetate disturbed area, per Mitigation Measure 4.3-21, in project-specific environmental review for inclusion in construction contracts</p>	<p>1. Implementation: TTD Monitoring: TTD and TRPA</p>	<p>1. Prior to construction</p>
		<p>2. Monitor installation and maintenance of vegetation protection features and adherence to other vegetation protection measures.</p>	<p>2. Implementation: Construction contractor Monitoring: TTD</p>	<p>2. Throughout project construction</p>
		<p>3. Monitor revegetation activities to ensure they are consistent with the revegetation plan.</p>	<p>3. Implementation: Construction contractor Monitoring: TTD</p>	<p>3. During or immediately following construction activities</p>
<p>Impact 4.3-2. Disturbance or loss of sensitive habitats (jurisdictional wetlands, riparian vegetation, and SEZ). Alternative 1 would result in direct removal and disturbance of sensitive habitats, including waters of the United States,</p>	<p>Mitigation Measure 4.3-2b: Conduct delineation of waters of the United States and obtain authorization for fill and required permits. Two delineations of wetlands and other waters of the U.S. within the project site have been completed (NCE 2012, 2013). The first delineation (NCE 2012),</p>	<p>1. Monitor project design to determine if the final design would potentially affect any wetlands or waters of the US,</p>	<p>1. Implementation and Monitoring: TTD</p>	<p>1. During project design</p>

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
waters of the state, riparian habitat, and SEZs. This impact would be significant.	<p>which was verified by USACE, covered most but not all the current project site, because the project site configuration changed after the delineation was completed and submitted to USACE. The second delineation (NCE 2013) covered the current, expanded project site. The following would apply, as applicable, to any potentially affected jurisdictional resources that have not been delineated or verified by USACE prior to project implementation.</p> <p>Prior to the start of on-site construction activities on any potentially affected jurisdictional resource that has not been previously delineated or verified by the USACE, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.</p>	<p>which have not been delineated or verified by the USACE.</p>		
		<p>2. If the final project design would potentially affect any wetlands or waters of the US, which have not been delineated or verified by the USACE; then monitor to ensure that a delineation of waters of the US is performed and submitted to USACE for verification.</p>	<p>2. Implementation: TTD and qualified biologist Monitoring: TTD</p>	<p>2. Prior to construction</p>
		<p>3. Monitor to determine if fill of waters of the US would occur through project implementation, and if so, secure authorization through the 404 permitting process.</p>	<p>3. Implementation: TTD and qualified biologist Monitoring: TTD and USACE</p>	<p>3. Prior to construction</p>
		<p>4. Monitor construction activities to ensure that habitat restoration, enhancement, and/or replacement is consistent with USACE and TRPA permit conditions.</p>	<p>4. Implementation: Construction contractor Monitoring: TTD and TRPA</p>	<p>4. During project construction</p>
<p>Impact 4.3-2. Disturbance or loss of sensitive habitats (jurisdictional wetlands, riparian vegetation, and SEZ). Implementing Alternative 1 would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. This impact would be significant.</p>	<p>Mitigation Measure 4.3-2c: Obtain and comply with a lake and streambed alteration agreement; compensate for unavoidable loss of stream and riparian habitat. The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:</p>	<p>1. Notify CDFW prior to conducting activity within the bed, bank, or riparian corridor of any waterway. Prepare Streambed Alteration Agreement, per Mitigation Measure 4.3-2c.</p>	<p>1. Implementation and monitoring: TTD</p>	<p>1. Prior to construction</p>

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.</p> <p>The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.</p> <p>The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:</p> <ul style="list-style-type: none"> ▲ identification of compensatory mitigation sites and criteria for selecting these mitigation sites; ▲ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; ▲ monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success 	2. Prepare a Compensatory Stream and Riparian Mitigation and Monitoring Plan, per Mitigation Measure 4.3-2c.	2. Implementation and monitoring: TTD	2. Prior to construction
		3. Monitor implementation of construction activities and compensatory mitigation in accordance with the lake and streambed alteration agreement.	3. Implementation: Construction contractor Monitoring: TTD	3. Throughout project construction

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	criteria identified in the approved mitigation plan have been met, whichever is longer.); ▲ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved; ▲ corrective measures if performance standards are not met; ▲ responsible parties for monitoring and preparing reports; and ▲ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.			
Impact 4.3-2. Disturbance or loss of sensitive habitats (jurisdictional wetlands, riparian vegetation, and SEZ). Implementing Alternative 1 would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. This impact would be significant.	Mitigation Measure 4.3-2d: Compensate for Unavoidable Loss of SEZ. The following measures would be implemented to ensure consistency with TRPA Code Section 61.3 and Fish and Game Code Section 1602 and further reduce potential adverse effects on SEZs, streams, and riparian habitat. Because SEZ boundaries may generally correspond with wetlands and riparian zones regulated under Section 404 of the CWA or Fish and Game Code Section 1602, implementation of these measures shall be planned in conjunction with Mitigation Measures 4.3-2b (Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits) and 4.3-2c (Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat). ▲ SEZ lands within the project area shall be delineated, mapped, and TRPA-verified. All reasonable alternatives/options shall be implemented to avoid or reduce the extent of encroachment into SEZs. ▲ In instances where there is no feasible alternative to avoid an SEZ, the project proponent shall mitigate all impacts within the boundaries of SEZs by restoring SEZ habitat (land capability district 1b) in the surrounding area, or other appropriate area as determined	1. Delineate, map, and obtain TRPA verification for SEZ lands within the project area. 2. Hire a qualified restoration ecologist to prepare a restoration plan, per Mitigation Measure 4.3-2d	1. Implementation: TTD Monitoring: TTD and TRPA 2. Implementation: TTD Monitoring: TTD and TRPA	1. Prior to project construction 2. Prior to project construction

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	<p>by TRPA, at a minimum ratio of 1.5:1, consistent with TRPA Code.</p> <ul style="list-style-type: none"> ▲ The project proponent shall retain a qualified restoration ecologist to prepare a restoration plan that will address final clean-up, stabilization, and revegetation procedures for areas disturbed by the project. The restoration plan for SEZs shall include the following: <ul style="list-style-type: none"> ▣ identification of compensatory mitigation sites, with emphasis on sites within the Truckee River watershed, and criteria for selecting these mitigation sites; ▣ complete assessment of the existing biological resources in the restoration areas; ▣ in kind reference habitats for comparison with compensatory SEZs (using performance and success criteria) to document success; ▣ monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.); ▣ ecological performance standards, based on the best available science and including specifications for native plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted vegetation by the end of the five-year maintenance and monitoring period or dead and dying plants shall be replaced and monitoring continued until 80% survivorship is achieved; ▣ corrective measures if performance standards are not met; ▣ responsible parties for monitoring and preparing reports; and ▣ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. 			
<p>Impact 4.3-3. Introduction and spread of invasive plants. Under Alternative 1, project implementation has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Noxious weeds and other invasive plants could inadvertently</p>	<p>Mitigation Measure 4.3-3a: Implement invasive plant management practices during project construction. In consultation with TRPA and USFS, the project proponent shall implement appropriate invasive plant management practices during project construction. Recommended practices generally include the following:</p>	<p>1. Monitor the completion of a Noxious Weed Risk Assessment for USFS lands, and the treatment of invasive plant infestations</p>	<p>1. Implementation: TTD staff and/or qualified contractor Monitoring: TTD, USFS</p>	<p>1. Prior to construction</p>

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<p>be introduced or spread in the project area during grading and construction activities, if nearby source populations passively colonize disturbed ground, or if construction and personnel equipment is transported to the site from an infested area. Soil, vegetation, and other materials transported to the study area from off-site sources for best management practices (BMPs), revegetation, or fill for project construction could contain invasive plant seeds or plant material that could become established in the study area. Additionally, terrestrial and aquatic invasive species currently present in or near the study area have the potential to be spread by construction disturbances. The introduction and spread of terrestrial or aquatic invasive species would degrade terrestrial plant, wildlife, and aquatic habitats, including habitats of special significance (riparian) within the study area. The potential introduction and spread of terrestrial or aquatic invasive species under Alternative 1 would be a potentially significant impact.</p>	<p>▲ For project activities on USFS land, a Noxious Weed Risk Assessment will be prepared for all areas to be temporarily impacted. Applicable LTBMU Invasive Plant Management Measures will be implemented under the direction of the Forest Botanist.</p>	<p>2. Monitor the identification of on-site or weed-free fill sources; and weed-free, local seed and vegetation sources.</p>	<p>2. Implementation: Construction contractor Monitoring: TTD</p>	<p>2. Prior to construction</p>
	<p>▲ Before construction activities begin, invasive plant infestations will be treated where feasible. Treatments will be selected based on each species ecology and phenology. All treatment methods-including the use of herbicides-will be conducted in accordance with the law, regulations, and policies governing the land owner (e.g., TRPA and/or LTBMU). Land owners will be notified prior to the use of herbicides for invasive treatment. In areas where treatment is not feasible, noxious weed areas will be clearly flagged or fenced in order to clearly delineate work exclusion.</p>	<p>3. Monitor construction practices to ensure vehicles and equipment entering the site are weed-free; and that any infested areas that cannot be avoided are managed to avoid the spread of weeds during construction.</p>	<p>3. Implementation: Construction contractor Monitoring: TTD</p>	<p>3. Throughout project construction</p>
	<p>▲ To ensure that fill material and seeds imported to the project site are free of invasive plants/noxious weeds, the project will use on-site sources of fill and seeds whenever available. Fill and seed materials that need to be imported to the project site will be certified weed-free. In addition, only certified weed-free imported materials (or rice straw in upland areas) will be used for erosion control.</p>	<p>4. Monitor notifying the USFS noxious weed coordinator</p>	<p>4. Implementation and monitoring: TTD</p>	<p>4. After completion of construction activities</p>
	<p>▲ Vehicles and equipment will arrive at the study area clean and weed-free. All equipment entering the project site from weed-infested areas or areas of unknown weed status will be cleaned of all attached soil or plant parts before being allowed into the project site. Vehicles and equipment will be cleaned using high-pressure water or air at designated weed-cleaning stations after exiting a weed-infested area. Cleaning stations will be designated by a botanist or noxious weed specialist and located away from aquatic resources. Equipment will be inspected by the on-site environmental monitor for mud or other signs that weed seeds or propagules could be present prior to use in the study area. If the equipment is not clean, the monitor will deny entry into work areas.</p> <p>▲ If designated weed-infested areas are unavoidable, the plants will be cut, if feasible, and disposed of in a landfill in sealed bags or destroyed in another manner acceptable to the USFS, TRPA, or other agency as appropriate. If cutting weeds is not feasible, layers of mulch, degradable geotextiles, or similar materials will be placed over the infestation area to minimize the spread of seeds and plant materials by</p>			

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	<p>equipment and vehicles during construction. These materials will be secured so they are not blown or washed away.</p> <ul style="list-style-type: none"> ▲ Locally collected native seed sources for revegetation shall be used when possible. Plant and seed material will be collected from or near the study area, from within the same watershed, and at a similar elevation when possible and with approval of the appropriate authority (e.g., USFS botanist for collection on USFS land). Persistent nonnatives such as cultivated timothy (<i>Phleum pratense</i>), orchard grass (<i>Dactylis glomerata</i>), or ryegrass (<i>Lolium</i> spp.) shall not be used. ▲ After the project is completed, the USFS noxious weed coordinator shall be notified so that the USFS portion of the project site can be monitored by the USFS if desired. Monitoring could be for up to three years (as feasible) subsequent to project implementation to ensure additional nonnative invasive species do not become established in the areas affected by the project and to ensure that known nonnative invasive species do not spread. 			
<p>Impact 4.3-3. Introduction and spread of invasive plants. Under Alternative 1, project implementation has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Noxious weeds and other invasive plants could inadvertently be introduced or spread in the project area during grading and construction activities, if nearby source populations passively colonize disturbed ground, or if construction and personnel equipment is transported to the site from an infested area. Soil, vegetation, and other materials transported to the study area from off-site sources for best management practices (BMPs), revegetation, or fill for project construction could contain invasive plant seeds or plant material that could become established in the study area. Additionally, terrestrial and aquatic invasive species currently present in or near the study area have the potential to be spread by construction disturbances. The introduction and spread of terrestrial or aquatic invasive species would degrade terrestrial plant, wildlife, and aquatic habitats, including habitats of special significance (riparian) within the</p>	<p>Mitigation Measure 4.3-3b: Implement aquatic invasive species management practices during project construction. In consultation with TRPA and consistent with USFSWS Hazard Analysis and Critical Control Point (HACCP) planning guidance, the project proponent shall develop and implement a plan that includes appropriate aquatic invasive species management practices during project construction. Recommended practices include the following:</p> <ul style="list-style-type: none"> ▲ All equipment, including individual equipment such as waders, wading boots, etc., entering the study area that will be used in or around the Truckee River or Lake Tahoe shall be decontaminated using methods recommended in the Lake Tahoe Region Aquatic Invasive Species Management Plan (USACE 2009) before being allowed into the study area. ▲ If applicable, all equipment, including individual equipment such as waders, wading boots, etc., used in known infested areas within the study area shall be decontaminated using the above mentioned methods before entering any other areas of the study area not known to contain aquatic invasive species. ▲ Aquatic invasive species encountered during fish removal and relocation efforts will be euthanized and/or removed from the 	<p>1. Monitor the development of a plan that includes specific aquatic invasive species management practices</p>	<p>1. Implementation: TTD Monitoring: TTD and TRPA</p>	<p>1. Prior to construction</p>
		<p>2. Monitor implementation of aquatic invasive species control management practices</p>	<p>2. Implementation: Construction contractor Monitoring: TTD and TRPA</p>	<p>2. Throughout project construction</p>

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study area. The potential introduction and spread of terrestrial or aquatic invasive species under Alternative 1 would be a potentially significant impact.	watershed.			
Impact 4.3-4. Disturbance or loss of special-status wildlife species and habitats. Under Alternative 1, constructing or expanding roadway alignments, roadway features (e.g., curbs, gutters, retaining walls), bike path realignment, and other project elements could result in disturbances to two special-status wildlife species (waterfowl and olive-sided flycatcher). Disturbances resulting in loss of individuals or nests, or disruptions to nesting attempts by special-status species would be a potentially significant impact.	Mitigation Measure 4.3-4: Conduct pre-construction surveys for nesting special-status birds, and implement a limited operating period if necessary. For construction activities that would occur in suitable habitat during the nesting season (generally April 1-August 31, depending on snowpack and other seasonal conditions), a qualified wildlife biologist shall conduct focused surveys for waterfowl and olive-sided flycatcher nests no more than 14 days before construction activities are initiated each construction season. If an active nest is located during the preconstruction surveys, the biologist shall notify TRPA and/or CDFW. If necessary, modifications to the project design to avoid removal of occupied habitat while still achieving project objectives shall be evaluated, and implemented to the extent feasible. If avoidance is not feasible or conflicts with project objectives, appropriate buffers around nests and limited operating periods will be established through consultation with TRPA and/or CDFW to avoid disturbances during the sensitive nesting season.	1. Monitor the completion of pre-construction surveys for waterfowl and olive-sided flycatchers	1. Implementation: Construction contractor, qualified biologist Monitoring: TTD and TRPA	1. No more than 14 days prior to initiating construction activities for each construction season.
		2. If active waterfowl or olive-sided flycatchers nests are identified then monitor notifying TRPA and/or CDFW, incorporating design modifications to avoid nests, or institute buffers and limited operating periods.	2. Implementation: TTD and qualified biologist Monitoring: TTD and TRPA	2. Prior to each construction season
Impact 4.3-5. Short-term effects on aquatic resources resulting from construction. Under Alternative 1, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources in the Truckee River. Additionally, Alternative 1 would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion. Because TRPA, State and Regional WQCB, and Placer County regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. However, even with incorporation of these measures	Mitigation Measure 4.3-5a: Implement Mitigation Measure 4.3-2b. Mitigation Measure 4.3-2b: Conduct delineation of waters of the United States and obtain authorization for fill and required permits. Two delineations of wetlands and other waters of the U.S. within the project site have been completed (NCE 2012, 2013). The first delineation (NCE 2012), which was verified by USACE, covered most but not all the current project site, because the project site configuration changed after the delineation was completed and submitted to USACE. The second delineation (NCE 2013) covered the current, expanded project site. The following would apply, as applicable, to any potentially affected jurisdictional resources that have not been delineated or verified by USACE prior to project implementation. Prior to the start of on-site construction activities on any potentially affected jurisdictional resource that has not been previously delineated or verified by the USACE, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA and other applicable	1. Monitor project design to determine if the final design would potentially affect any wetlands or waters of the US, which have not been delineated or verified by the USACE.	1. Implementation and Monitoring: TTD	1. During project design
		2. If the final project design would potentially affect any wetlands or waters of the US, which have not been delineated or verified by the USACE; then monitor to ensure that a delineation of waters of the US is performed and submitted to USACE for verification.	2. Implementation: TTD and qualified biologist Monitoring: TTD	2. Prior to construction
		3. Monitor to determine if fill of waters of the US would occur	3. Implementation: TTD and qualified biologist	3. Prior to construction

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and requirements into the project, project construction could result in loss or degradation of stream or riparian habitat protected under Section 1602 of the Fish and Game Code. Additionally, construction would include dewatering activities that would result in the temporary loss of aquatic habitat. Any disturbance to the bed and bank of a waterway that provides habitat functions and requiring a Streambed Alteration Agreement from CDFW, and potential injury or mortality to native fish during dewatering activities, would be considered a potentially significant impact to aquatic resources.	regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ. Mitigation Measure 4.3-5b: Implement Mitigation Measure 4.3-2c. Mitigation Measure 4.3-2c: Obtain and comply with a lake and streambed alteration agreement; compensate for unavoidable loss of stream and riparian habitat. The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats: The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways. The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and	through project implementation, and if so, secure authorization through the 404 permitting process.	Monitoring: TTD and USACE	
		4. Monitor construction activities to ensure that habitat restoration, enhancement, and/or replacement is consistent with USACE and TRPA permit conditions.	4. Implementation: Construction contractor Monitoring: TTD and TRPA	4. During project construction

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.</p> <p>The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:</p> <ul style="list-style-type: none"> ▲ identification of compensatory mitigation sites and criteria for selecting these mitigation sites; ▲ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; ▲ monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.); ▲ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved; ▲ corrective measures if performance standards are not met; 			

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	<ul style="list-style-type: none"> ▲ responsible parties for monitoring and preparing reports; and ▲ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. 			
<p>Impact 4.3-5. Short-term effects on aquatic resources resulting from construction. Under Alternative 1, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources in the Truckee River. Additionally, Alternative 1 would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion. Because TRPA, State and Regional WQCB, and Placer County regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. However, even with incorporation of these measures and requirements into the project, project construction could result in loss or degradation of stream or riparian habitat protected under Section 1602 of the Fish and Game Code. Additionally, construction would include dewatering activities that would result in the temporary loss of aquatic habitat. Any disturbance to the bed and bank of a waterway that provides habitat functions and requiring a Streambed Alteration Agreement from CDFW, and potential injury or mortality to native fish during dewatering activities, would be considered a potentially significant impact to aquatic resources.</p>	<p>Mitigation Measure 4.3-5b: Implement Mitigation Measure 4.3-2c.</p> <p>Mitigation Measure 4.3-2c: Obtain and comply with a lake and streambed alteration agreement; compensate for unavoidable loss of stream and riparian habitat. The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:</p> <p>The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.</p> <p>The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.</p>	<p>1. Notify CDFW prior to conducting activity within the bed, bank, or riparian corridor of any waterway. Prepare Streambed Alteration Agreement, per Mitigation Measure 4.3-2c.</p>	<p>1. Implementation and monitoring: TTD</p>	<p>1. Prior to construction</p>
		<p>2. Prepare a Compensatory Stream and Riparian Mitigation and Monitoring Plan, per Mitigation Measure 4.3-2c.</p>	<p>2. Implementation and monitoring: TTD</p>	<p>2. Prior to construction</p>
		<p>3. Monitor implementation of construction activities and compensatory mitigation in accordance with the lake and streambed alteration agreement.</p>	<p>3. Implementation: Construction contractor Monitoring: TTD</p>	<p>3. Throughout project construction</p>

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:</p> <ul style="list-style-type: none"> ▲ identification of compensatory mitigation sites and criteria for selecting these mitigation sites; ▲ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; ▲ monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.); ▲ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved; ▲ corrective measures if performance standards are not met; ▲ responsible parties for monitoring and preparing reports; and ▲ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. 			
<p>Impact 4.3-5. Short-term effects on aquatic resources resulting from construction. Under Alternative 1, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources in the Truckee River. Additionally, Alternative 1 would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion. Because TRPA, State and Regional WQCB, and Placer County</p>	<p>Mitigation Measure 4.3-5c: Conduct preconstruction surveys and develop and implement native-fish capture and translocation plan. The project proponent shall develop and implement measures to prevent the construction-related loss of native fish occupying habitat within the study area. In accordance with existing regulations, before any construction activities that require dewatering commence, a qualified biologist shall conduct preconstruction surveys and implement native-fish relocation activities (if native fish are present) within the construction dewatering area. All captured native fish species shall be immediately released to a suitable</p>	<p>1. Develop and implement measures to prevent the construction-related loss of native fish, per Mitigation Measure 4.3-5c.</p>	<p>1. Implementation: Qualified biologist and TTD Monitoring: TTD</p>	<p>1. Prior to dewatering activities</p>
		<p>2. Monitor the implementation of preconstruction surveys; and development and implementation of a native-fish</p>	<p>2. Implementation: Qualified biologist and TTD Monitoring: TTD</p>	<p>2. During project construction</p>

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
<p>regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. However, even with incorporation of these measures and requirements into the project, project construction could result in loss or degradation of stream or riparian habitat protected under Section 1602 of the Fish and Game Code. Additionally, construction would include dewatering activities that would result in the temporary loss of aquatic habitat. Any disturbance to the bed and bank of a waterway that provides habitat functions and requiring a Streambed Alteration Agreement from CDFW, and potential injury or mortality to native fish during dewatering activities, would be considered a potentially significant impact to aquatic resources.</p>	<p>habitat near the study area. The qualified biologist shall place nets with 1/8-inch mesh at the upstream and downstream extents of the area to be dewatered to keep fish out of the area during fish removal activities. After completion of removal activities, the work area will be cleared for dewatering. Fish rescue and relocation will continue until the area is completely dewatered or until it is determined that no fish remain in the dewatering area. This fish translocation plan will apply only to native fish species. Nonnative species captured during the pre-dewatering effort will be humanely killed and disposed of. These activities shall take place in consultation with TRPA and CDFW.</p>	<p>capture and translocation plan.</p>		
4.4. Cultural Resources				
<p>Impact 4.4-1. Historical resources. Alternative 1 has the potential to affect the NRHP-listed Lake Tahoe Dam and associated Outlet Gates through the rehabilitation or replacement of the adjacent Fanny Bridge. Alternative 1 would not physically alter the dam or gates; however, construction would occur immediately adjacent to the resources. Overall, the replacement or rehabilitation of Fanny Bridge would result in a bridge that would be similar in size and scale to the existing bridge and the new elements would be of comparable visual relationship to that of the existing bridge. Therefore, while there would be no change in the significance of the resource, because of the risk of construction damage to the resource this impact would be potentially significant for Alternative 1.</p>	<p>Mitigation Measure 4.4-1: Ensure historic integrity during construction. During design development, engineering design and specifications will be prepared to account for the proximity of construction activities associated with rehabilitation or replacement of Fanny Bridge to the Lake Tahoe Dam, Outlet Gates, and stilling basin and define separation distances, construction techniques, and other protective design details to avoid damage to the dam-related structures. This measure will include attention to the construction activity related to the bridge's pile support structures. Where project construction activities will take place in the vicinity of the Lake Tahoe Dam, Outlet Gates, and stilling basin, those facilities shall be clearly identified in the field to facilitate maintenance of a physical separation from construction activities and other protection actions to adequately protect historically important features of the dam structure.</p>	<p>1. Monitor the development of design elements and specifications to ensure historic integrity</p> <p>2. Monitor construction activities to ensure they comply with design elements and specifications intended to ensure historic integrity.</p>	<p>1. Implementation: Design engineer/TTD Monitoring TTD</p> <p>2. Implementation: Construction contractor Monitoring: TTD</p>	<p>1. During project design</p> <p>2. Throughout project construction</p>

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
Impact 4.4-2. Archaeological resources. Construction and excavation activities associated with the action alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources. Because Alternative 1 would include excavation and other ground-disturbing activities, these alternatives could result in adverse physical effects to known and unknown archaeological resources. This impact is potentially significant.	Mitigation Measure 4.4-2a: Conduct archaeological monitoring. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation.	1. Hire a qualified archaeologist to monitor construction activities, per Mitigation Measure 4.4-2a.	1. Implementation: Qualified archeologist. Monitoring: TTD	1. Prior to ground disturbing construction activities
		2. Monitor ground-disturbing activities where buried archeological remains are likely to occur, per Mitigation Measure 4.4-2a.	2. Implementation: Qualified archeologist Monitoring: TTD	2. During ground disturbing construction activities
Impact 4.4-2. Archaeological resources. Construction and excavation activities associated with the action alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources. Because Alternative 1 would include excavation and other ground-disturbing activities, this alternative could result in adverse physical effects to known and unknown archaeological resources. This impact is potentially significant.	Mitigation Measure 4.4-2b: Stop work in the event of an archaeological discovery. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 OCR Section 4852). Consultation with the Nevada State Historic Preservation Officer will be undertaken for Nevada projects.	1. Monitor to ensure construction activities in the vicinity stop and a qualified archeologist evaluates archeological resources if potentially significant archeological resources are discovered	1. Implementation: Construction contractor and qualified archeologist Monitoring: TTD	1. During ground disturbing construction activities
		2. If a qualified archeologist determines that potentially significant resources have been discovered, then monitor to ensure that appropriate treatment measures are implemented in coordination with TRPA and appropriate parties	2. Implementation: Qualified archeologist Monitoring: TTD and TRPA	1. Upon discovering potentially significant archeological resources

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared.</p>			
<p>Impact 4.4-3. Accidental discovery of human remains. Construction and excavation activities associated with development activities result in sediment disturbance and removal, which can unearth human remains if they are present. Because the project would allow excavation and other ground-disturbing activities, this impact is potentially significant for Alternative 1.</p>	<p>Mitigation Measure 4.4-3: Stop work if human remains are discovered. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.</p> <p>In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ol style="list-style-type: none"> a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and b) If the remains are of Native American origin, <ol style="list-style-type: none"> 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission. 3. The site shall be flagged and avoided during construction. c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met. 	<p>1. Monitor to ensure construction activities in the vicinity stop and steps outlined in Mitigation Measure 4.4-3 are followed, if human remains are discovered during construction.</p>	<p>1. Implementation: Construction Contractor and TTD Monitoring: TTD</p>	<p>1. During ground disturbing construction activities</p>

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
<p>Impact 4.4-5. Ethnic and cultural values. Because the project could result in physical changes to historic and prehistoric sites, unique ethnic cultural values could be affected, and historic or prehistoric religious or sacred uses within the APE could be restricted. Consultation with the Washoe tribe is required by federal, state and TRPA regulations, however, project activities could still uncover or destroy historic or archaeological resources as identified in Impacts 4.4-1 (historic) and 4.4-2 (archaeological). Additionally, as described in Impact 4.4-3 (human remains), project activities could result in accidental discovery of remains during grading and excavation. Accidentally discovered remains could be of Native American origin. Therefore, this impact is potentially significant.</p>	<p>Mitigation Measure 4.4-5: Implement other cultural resources mitigation measures. Implement Mitigation Measures 4.4-2a, 4.4-2b, and 4.4-3. Mitigation Measure 4.4-2a: Conduct archaeological monitoring. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation. Mitigation Measure 4.4-2b: Stop work in the event of an archaeological discovery. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR</p>	<p>1. Hire a qualified archaeologist to monitor construction activities, per Mitigation Measure 4.4-2a.</p>	<p>1. Implementation: Qualified archeologist Monitoring: TTD</p>	<p>1. Prior to ground disturbing construction activities</p>
		<p>2. Monitor ground-disturbing activities where buried archaeological remains are likely to occur, per Mitigation Measure 4.4-2a.</p>	<p>2. Implementation: Qualified archeologist Monitoring: TTD</p>	<p>2. During ground disturbing construction activities</p>

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>Section 4852). Consultation with the Nevada State Historic Preservation Officer will be undertaken for Nevada projects.</p> <p>If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared.</p> <p>Mitigation Measure 4.4-3: Stop work if human remains are discovered. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.</p> <p>In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and b) If the remains are of Native American origin, <ul style="list-style-type: none"> 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission. 3. The site shall be flagged and avoided during construction. c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met. 			

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SR 89/Fanny Bridge Community Revitalization Project Tahoe Transportation District Mitigation Monitoring and Reporting Program				
Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
<p>Impact 4.4-5. Ethnic and cultural values. Because the project could result in physical changes to historic and prehistoric sites, unique ethnic cultural values could be affected, and historic or prehistoric religious or sacred uses within the APE could be restricted. Consultation with the Washoe tribe is required by federal, state and TRPA regulations, however, project activities could still uncover or destroy historic or archaeological resources as identified in Impacts 4.4-1 (historic) and 4.4-2 (archaeological). Additionally, as described in Impact 4.4-3 (human remains), project activities could result in accidental discovery of remains during grading and excavation. Accidentally discovered remains could be of Native American origin. Therefore, this impact is potentially significant.</p>	<p>Mitigation Measure 4.4-5: Implement other cultural resources mitigation measures. Implement Mitigation Measures 4.4-2a, 4.4-2b, and 4.4-3.</p> <p>Mitigation Measure 4.4-2a: Conduct archaeological monitoring. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.</p> <p>In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation.</p> <p>Mitigation Measure 4.4-2b: Stop work in the event of an archaeological discovery. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.</p> <p>If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR</p>	<p>1. Monitor to ensure construction activities in the vicinity stop and a qualified archaeologist evaluates archaeological resources if potentially significant archaeological resources are discovered</p>	<p>1. Implementation: Construction contractor and qualified archaeologist Monitoring: TTD</p>	<p>1. During ground disturbing construction activities</p>

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SR 89/Fanny Bridge Community Revitalization Project Tahoe Transportation District Mitigation Monitoring and Reporting Program				
Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>Section 4852). Consultation with the Nevada State Historic Preservation Officer will be undertaken for Nevada projects.</p> <p>If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared.</p> <p>Mitigation Measure 4.4-3: Stop work if human remains are discovered. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.</p> <p>In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and b) If the remains are of Native American origin, <ul style="list-style-type: none"> 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission. 3. The site shall be flagged and avoided during construction. c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are 			

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	met.			
		2. If a qualified archeologist determines that potentially significant resources have been discovered, then monitor to ensure that appropriate treatment measures are implemented in coordination with TRPA and appropriate parties	2. Implementation: Qualified archeologist Monitoring: TTD and TRPA	1. Upon discovering potentially significant archeological resources
<p>Impact 4.4-3. Accidental discovery of human remains. Construction and excavation activities associated with development activities result in sediment disturbance and removal, which can unearth human remains if they are present. Because the project would allow excavation and other ground-disturbing activities, this impact is potentially significant for Alternative 1.</p>	<p>Mitigation Measure 4.4-3: Stop work if human remains are discovered. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.</p> <p>In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and b) If the remains are of Native American origin, <ul style="list-style-type: none"> 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission. 3. The site shall be flagged and avoided during construction. c) If human remains, grave goods, or items of cultural patrimony (as 	1. Monitor to ensure construction activities in the vicinity stop and steps outlined in Mitigation Measure 4.4-3 are followed, if human remains are discovered during construction.	1. Implementation: Construction Contractor and TTD Monitoring: TTD	1. During ground disturbing construction activities

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SR 89/Fanny Bridge Community Revitalization Project Tahoe Transportation District Mitigation Monitoring and Reporting Program				
Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	defined in the Native American Graves Protection and Repatriation Act (NAGPRA)) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.			
4.8. Hazards, Hazardous Materials, and Risk of Upset				
<p>Impact 4.8-2. Hazardous materials sites. Roadway improvements could affect properties that are included on a list of hazardous materials sites. Therefore, the possibility of encountering hazardous materials exists and Impacts related to exposure of the public or the environment to hazardous materials would be potentially significant for Alternative 1.</p>	<p>Mitigation Measure 4.8-2a: Conduct surveys for asbestos-containing materials, aerially deposited lead, and lead-based paints and coatings.</p> <p>a. Demolition of buildings and roadways containing asbestos and lead-based materials will require specialized procedures and equipment, and appropriately certified personnel, as detailed in the applicable regulations. Buildings and roadways intended for demolition that were constructed before 1980 will be surveyed for asbestos, while those constructed before 1971 will be surveyed for lead.</p> <p>Prior to construction, all existing road right-of-ways in the project site shall be surveyed for lead contamination due to ADL and use of paint and coatings containing lead. All sampling would be conducted consistent with applicable Caltrans requirements.</p> <p>b. A demolition plan shall be prepared for any location with positive results for asbestos or lead. The plan will specify how to appropriately contain, remove, and dispose of the asbestos and lead-containing material while meeting all requirements and BMPs to protect human health and the environment. A lead compliance plan shall be prepared by a Certified Industrial Hygienist (consistent with the requirements of Caltrans' SSP 14-11.07).</p> <p>Prior to demolition, the project applicant shall submit the written plan to the Placer County Environmental Health Department describing the methods to be used to: (1) identify locations that could contain hazardous residues; (2) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (3) determine the waste classification of the debris; (4) package contaminated items and wastes; and (5) identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by the Placer County Environmental Health Department and all potentially hazardous components have been removed to the satisfaction of Placer County Environmental Health Department staff. The project applicant shall also provide written documentation to the County that lead-based</p>	<p>1. Monitor to ensure all buildings and roadways to be demolished that were constructed before 1980 are surveyed for asbestos; and all road right-of-ways and buildings to be demolished that were constructed prior to 1971 are surveyed for lead; and that documentation is submitted to Placer Co. Dept. of Environmental Health.</p>	<p>1. Implementation: qualified hazardous materials contractor Monitoring: TTD</p>	<p>1. Prior to construction</p>
		<p>2. If surveys identify lead or asbestos, monitor to ensure that a compliance plan is prepared and accepted by the Placer County Environmental Health Department, and that potentially hazardous components or contaminated soil has been removed consistent with the compliance plan.</p>	<p>2. Implementation: Qualified hazardous materials contractor, including a Certified Industrial Hygienist, if needed Monitoring: TTD and Placer County Environmental Health Department</p>	<p>2. Prior to demolition or ground disturbing activities.</p>

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Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	paint and asbestos testing and abatement, as appropriate, have been completed in accordance with applicable state and local laws and regulations. Lead abatement will include the removal of lead contaminated soil (considered soil with lead concentrations greater than 400 parts per million in areas where children are likely to be present).			
Impact 4.8-2. Hazardous materials sites. Roadway improvements could affect properties that are included on a list of hazardous materials sites. Therefore, the possibility of encountering hazardous materials exists and impacts related to exposure of the public or the environment to hazardous materials would be potentially significant for Alternative 1.	Mitigation Measure 4.8-2b: Prepare a construction hazard management plan. A construction hazardous materials management plan shall be developed to address potentially impacted soil, impacted groundwater, lead-based paint, and asbestos-containing materials that may be encountered during project construction activities. The construction hazardous materials management plan shall include provisions for agency notification, managing impacted materials, sampling and analytical requirements, and disposal procedures. The plan would include identification of construction site BMPs to minimize the potential for water quality impacts. The construction hazardous materials management plan shall cover the following: petroleum hydrocarbon-impacted soils and/or groundwater that may be encountered during project construction activities in areas where construction depths exceed 2 feet bgs in the vicinity of the RECs described above; soils identified by the ADL surveys as being impacted by ADL within survey area right of ways; materials identified by the lead-based paint and asbestos-containing materials surveys as impacted by lead based paint and asbestos containing materials within bridge, pipe, and building materials; impacted soil or groundwater related to TRI pipe relocation; and guidance for relocating, removal, or repair of hazardous materials storage facilities (USTs or ASTs) that are impacted by project construction. The plan shall include information on assessment and potential handling of contaminated soils found during relocation. The plan will include procedures to stop work if evidence of potential hazardous materials or contamination of soils or groundwater is encountered during construction, including the applicable requirements of the Comprehensive Environmental Response, Compensation, and Liability Act and CCR Title 22 regarding the disposal of wastes.	Hire a qualified hazardous materials contractor to prepare an implement a construction hazard management plan, per Mitigation Measure 4.8-2b	Implementation: TTD and Qualified hazardous materials contractor Monitoring: TTD	Prior to construction
		Monitor construction activities to ensure that all elements of the construction hazard management plan are followed.	Implementation: Construction contractor Monitoring: TTD	Throughout project construction

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SR 89/Fanny Bridge Community Revitalization Project Tahoe Transportation District Mitigation Monitoring and Reporting Program				
Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
4.10. Noise				
<p>Impact 4.10-1. Short-term construction noise impacts. Existing noise-sensitive receptors are located within 50 feet of construction areas. Most heavy-duty construction equipment use and activity would occur during the daytime. However, some minor roadwork would occur at night. Nighttime activities would not result in substantial increases in noise above existing ambient noise levels and would not exceed applicable standards at the nearest sensitive receptors. Daytime construction could occur outside of the exempt daytime hours by Placer County or TRPA; therefore, could potentially exceed applicable standards and result in excessive noise at nearby sensitive receptors. This would be a significant impact for Alternative 1.</p>	<p>Mitigation Measure 4.10-1a: Limit construction hours. To reduce noise exposure during the sensitive times of the day, construction activities will comply with the following limitations. For daily construction activities (e.g., heavy duty equipment, pile driving, paving, cement removal), with the exception of minor night time activities as described under Impact 4.10-1, construction will begin no earlier than 8:00 a.m. and continue no later than 6:30 p.m. daily.</p>	<p>Monitor construction activities to ensure compliance with limits on construction hours</p>	<p>Implementation: Construction contractor Monitoring: TTD</p>	<p>Throughout project construction</p>
<p>Impact 4.10-1. Short-term construction noise impacts. Existing noise-sensitive receptors are located within 50 feet of construction areas. Most heavy-duty construction equipment use and activity would occur during the daytime. However, some minor roadwork would occur at night. Nighttime activities would not result in substantial increases in noise above existing ambient noise levels and would not exceed applicable standards at the nearest sensitive receptors. Daytime construction could occur outside of the exempt daytime hours by Placer County or TRPA; therefore, could potentially exceed applicable standards and result in excessive noise at nearby sensitive receptors. This would be a significant impact for Alternative 1.</p>	<p>Mitigation Measure 4.10-1b: Noise controls for construction equipment. To reduce noise levels from the use of heavy-duty construction equipment the construction contractor will comply with the following measures.</p> <ul style="list-style-type: none"> ▲ All construction equipment shall be equipped with properly operating mufflers and engine shrouds, in accordance with manufacturers' specifications. ▲ Inactive construction equipment shall not be left idling for prolonged periods of time (i.e., more than 5 minutes). ▲ Stationary equipment (e.g., power generators) and staging area for other equipment shall be located at the maximum distance feasible from nearby noise-sensitive receptors (i.e., receptors defined in Exhibit 4.10-1 and Tables 4.10-13a and -13b). ▲ Trucks hauling materials and goods to and from the construction site shall only do so during construction seasons (i.e., May 1 through October 15). ▲ As directed by FHWA, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise source. 	<p>Monitor construction activities to ensure that best practices for construction generated noise are followed</p>	<p>Implementation: Construction Contractor Monitoring: TTD</p>	<p>Throughout project construction</p>

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**SR 89/Fanny Bridge Community Revitalization Project
Tahoe Transportation District
Mitigation Monitoring and Reporting Program**

Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
<p>Impact 4.10-2. Ground vibration impacts. Existing noise-sensitive receptors and structures are located within 50 feet of potential pile driving locations. Thus, receptors could be exposed to excessive levels of ground vibration and vibration noise such that structural damage and human disturbance could occur. This would be a significant impact for Alternative 1.</p>	<p>Mitigation Measure 4.10-2a: Implement 4.10-1a</p>	<p>See Mitigation Measure 4.10-1a</p>	<p>See Mitigation Measure 4.10-1a</p>	<p>See Mitigation Measure 4.10-1a</p>
<p>Impact 4.10-2. Ground vibration impacts. Existing noise-sensitive receptors and structures are located within 50 feet of potential pile driving locations. Thus, receptors could be exposed to excessive levels of ground vibration and vibration noise such that structural damage and human disturbance could occur. This would be a significant impact for Alternative 1.</p>	<p>Mitigation Measure 4.10-2b: Reduce exposure to construction-generated ground vibration. To reduce exposure to construction-generated ground vibration, measures will be developed to address vibration generated during construction and demolition activity. TRPA's Best Construction Practices Policy may include required setback distances for various types of construction equipment that generate ground vibration, as well as criteria for conducting site-specific studies where these setback distances cannot be maintained. Measures required by the policy to minimize exposure to ground vibration may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▲ Holes shall be predrilled to the maximum feasible depth to reduce the number of blows required to seat the pile. ▲ All construction equipment on construction sites shall be operated as far away from vibration-sensitive sites as reasonably possible. ▲ Earthmoving and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to offsite sensitive receptors, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. ▲ No construction or demolition activity shall be performed that would expose an existing structure to levels of ground vibration that exceeds 0.20 in/sec PPV. The vibration control program shall include minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, blasting) for the purpose of preventing damage to nearby structures. Established setback requirements can be breached if a project-specific, site specific analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures. ▲ No construction or demolition activity shall be performed that would 	<p>1. Monitor compliance with TRPA's best construction practices for ground vibration as outlined in the standard conditions of approval for grading projects.</p> <p>2. Monitor earthmoving and ground-impacting construction activities to ensure that operations a phased to avoid simultaneous vibration generating activities.</p>	<p>1.Implementation: Construction contractor Monitoring: TTD and TRPA</p> <p>2. Implementation: Construction contractor Monitoring: TTD and TRPA</p>	<p>1. Throughout project construction</p> <p>2. Throughout project construction</p>

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**SR 89/Fanny Bridge Community Revitalization Project
Tahoe Transportation District
Mitigation Monitoring and Reporting Program**

Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>expose human activity in an existing building to levels of ground vibration that exceed FTA's 80 VdB standard. The vibration control program shall also include minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving, blasting) for the purpose of preventing negative human response. Established setback requirements can be breached only if a project-specific, site-specific, technically adequate ground vibration study indicates that the buildings would not be exposed to ground vibration levels in excess of 80 VdB, and ground vibration measurements performed during the construction activity confirm that the buildings are not being exposed to levels in excess of 80 VdB; or at least two weeks' advanced notice is provided to owners and renters of residential buildings that would be exposed to ground vibration levels within the applicable setback distance; and hotel accommodations are offered to inhabitants of residences within the applicable setback distance at the expense of the project applicant.</p>			
<p>Impact 4.10-3. Long-term noise impacts. Traffic noise levels would change in specific locations for all alternatives. For all the alternatives, the noise increase would be less than significant for NEPA compliance, because they would be less than applicable the FHWA-established NAC standards and they would not result in a traffic noise level increases during the worst-case hour greater than 12 db Leq(h). For Alternative 1, the noise effect in the study area would be significant for CEQA and TRPA environmental compliance, because portions of the 64-Acre Tract would be exposed to traffic noise increases greater than 3 db CNEL where the TRPA standard of 55 dBA CNEL is already exceeded.</p>	<p>Mitigation Measure 4.10-3a: Include Traffic Noise Reduction Features in the Realigned Section of SR 89. To reduce noise impacts associated with realignment of SR 89, to the extent feasible, TTD, TRPA, and CFLHD will coordinate with Placer County, Caltrans, and USFS to identify and include feasible and effective design features that would reduce noise generation on the realigned section of the highway to ensure that the traffic noise level does not exceed 55 CNEL at a distance of 300 feet from the highway edge. Feasible and effective design features will be incorporated into the final design of the realigned highway. Features considered during design development may include, but are not limited to:</p> <ul style="list-style-type: none"> ▲ reduced vehicle speeds to 30 mph or lower through posted limits, advisory signs, and/or design features, such as traffic calming elements (e.g., median barrier, center islands, and raised crosswalks), ▲ vegetative screening that includes trees to aid in noise attenuation over distance, ▲ noise-attenuating pavement, if determined to be feasible and effective in this location, ▲ limiting access by heavy duty trucks to daylight hours, 	<p>1. Monitor the development and incorporation of design features that are projected to maintain a 55 CNEL level at 300 feet from the highway edge under future traffic conditions. 2. Monitor project construction to ensure noise-reducing features are constructed as designed.</p>	<p>1. Implementation: Design engineer/TTD Monitoring: TTD, TRPA, CFLHD 2. Implementation: Construction contractor Monitoring: TTD and TRPA</p>	<p>1. During project design 2. Throughout project construction</p>

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SR 89/Fanny Bridge Community Revitalization Project Tahoe Transportation District Mitigation Monitoring and Reporting Program				
Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>▲ construction of vegetated earth berms for noise attenuation.</p> <p>The performance goal of these noise-reducing features will be to achieve a traffic noise level that does not exceed 55 CNEL at a distance of 300 feet from the highway edge.</p>			
4.13. Recreation				
<p>Impact 4.13-1. Temporary disruption of public access to the Truckee River, recreational trails, 64-Acre Tract, or Fanny Bridge area. During the construction period, the Alternative 1 would have a short-term effect on existing public access to recreation trails, a public river rafting launch site, and public lands, because of temporary trail closures, construction staging areas, and limitations on parking that supports access to public lands and river recreation. Also, brief closures of Fanny Bridge could occur during its rehabilitation or reconstruction. Cyclists would be directed to "share the road" and/or to temporary detour routes when trails are not available. This short-term decrease in access would be a significant impact for Alternative 1.</p>	<p>Mitigation Measure 4.13-1: Provide detours and trail access management for the Tahoe Rim Trail and Truckee River Trail through or around construction areas. The Traffic Management Plan shall address all modes of transportation used to access recreation areas, including trail access, public transit, pedestrian and bicycle modes. In order to mitigate short-term decreases in access to recreation resources, trail detour plans shall be included in the Traffic Management Plan, which will meet, at minimum, the following specifications.</p> <ol style="list-style-type: none"> For Alternative 1, during construction of the new bridge, SR 89 near the bridge, and the Caltrans maintenance yard entrance, the Truckee River Trail will be temporarily closed and all bicycle and pedestrian travel will be required to "share-the-road" and/or detoured to a temporary trail/path on the highway consisting of a physical barrier such as "K-Rail." The temporary separated path shall be established from the western end of the construction zone on SR 89 to the existing bicycle/pedestrian bridge to the east. It is anticipated that construction in this area will be completed in one season, thus the temporary trail will be used from May through October during one year. Signage will be provided at parking lots and approaching the construction zone to alert trail users about the timing, duration, and nature of construction-related impacts. The contractor shall submit a plan to create detours for trail users on the Tahoe Rim Trail, West Shore Trail, Lakeside Trail, and the Truckee River Trail. Signage shall be provided at trail heads and parking lots for all trails directly affected by construction and for connecting trails to alert trail users about the timing, duration, and nature of construction-related impacts, detours and closures. <ol style="list-style-type: none"> Sign locations shall include, but are not limited to parking lots and trail entrances at Tahoe City, Alpine Meadows, Squaw Valley, and 	<ol style="list-style-type: none"> Prepare a Traffic Management Plan, per Mitigation Measure 4.13-1 to addresses all modes of transportation accessing recreation sites, includes trail detour plans, and identifies public outreach practices. 	<ol style="list-style-type: none"> Implementation: Construction contractor Monitoring: TTD, TRPA, CFLHD, BOR, Placer County, USFS, and TCPUD 	<ol style="list-style-type: none"> Prior to construction
		<ol style="list-style-type: none"> Monitor construction activities to ensure approved trail detour plans, signage, public information, and other elements of the Traffic Management Plan are implemented 	<ol style="list-style-type: none"> Implementation: Construction contractor Monitoring: TTD 	<ol style="list-style-type: none"> Throughout project construction

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**SR 89/Fanny Bridge Community Revitalization Project
Tahoe Transportation District
Mitigation Monitoring and Reporting Program**

Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
	<p>Tahoma for the Truckee River Trail and the Lakeside Trail, and Barker Pass and Brockway Summit trailheads for the TRT.</p> <p>4. The Traffic Management Plan shall include trail access management and require extensive public information via a variety of media outlets in the region to inform the public regarding the construction-related detours and closures that affect access to recreational facilities, including parking, and trail closures.</p> <p>5. The Traffic Management Plan shall provide a "recreation hotline" and or website link that is frequently updated to provide current information on construction related detours and closures.</p> <p>The Traffic Management Plan shall be subject to the review and approval of TTD, TRPA, CFLHD, BOR, Placer County, USFS, and TCPUD. Measures will be taken to keep the public informed of the project construction activities. When closures and/or detours are required by the contractor(s), warning signs and signs regarding restricted access, trail closures, and detours will be posted before and during construction to ensure adequate public safety. Postings, including public notices, will be posted no less than 5 working days in advance of the closures and/or detours. Detour routes will be clearly marked, and construction limit fencing or physical barriers will be installed in order to prevent access to the project site and to clearly delineate the detour route. Full trail closure by the contractor(s) will be prohibited from July 1 through September 9 without an approved detour. All bicycle and pedestrian detours will be included in the Traffic Control Plan to be reviewed and approved prior to construction. Approval must be granted before the start of earth-moving activities. No trail shall be closed without an approved detour plan.</p>			
4.14. Scenic Resources				
<p>Impact 4.14-2. Change the existing visual character or quality of the project site after completion. Alternative 1 would increase built environment features within the 64-Acre Tract and across the Truckee River. Views from the Tahoe Rim Trail in the 64-Acre Tract near the new bridge approach and from the river, itself, would experience visual change; however, the area is already altered by the presence of urban features. Due to the visibility of the new, realigned</p>	<p>Mitigation Measure 4.14-2. Minimize visual change and visually screen infrastructure with replanted forest vegetation. To decrease the visual effects caused by the realigned highway and bridge approach built with an elevated profile on an earthen embankment, the following design and construction actions will be implemented. These actions will soften the visual intrusion of the new bridge approach and realigned highway within the 64-Acre Tract and blend them into the forest landscape.</p> <p>▲ Minimize tree removal and retain existing rock outcroppings to the</p>	<p>1. Monitor the preparation of project specifications and plans to ensure that they comply with Mitigation Measure 4.14-2.</p> <p>2. Prepare a replanting plan, per Mitigation Measure 4.14-2, and monitor the plan's implementation.</p>	<p>1. Implementation: TTD, construction contractor Monitoring: TTD</p> <p>2. Implementation: Construction contractor Monitoring: TTD</p>	<p>1. During project design</p> <p>2. Prior to project construction</p>

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**SR 89/Fanny Bridge Community Revitalization Project
Tahoe Transportation District
Mitigation Monitoring and Reporting Program**

Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
<p>highway and bridge approach within the forest of the 64-Acre Tract, changes to visual character of the forest landscape would be a significant impact.</p>	<p>extent feasible.</p> <ul style="list-style-type: none"> ▲ Restore forest vegetation, including trees, within the disturbed areas of the realigned highway following construction. As a supplement to standard revegetation for erosion control, trees and understory vegetation will be planted on the earthen slopes of the elevated embankment supporting the realigned highway. Forest restoration will be conducted in accordance with a replanting plan approved by the USFS, the public agency landowner of the 64-Acre Tract, and by TRPA. ▲ Select forest-appropriate species and design plant spacing for a natural appearance and for achieving scenic and fire fuel objectives of the USFS and TRPA. ▲ Save, stockpile, and reapply duff and topsoil on disturbed slopes to reduce the newly constructed look and to promote natural revegetation. ▲ The forest restoration plantings will be designed by a Landscape Architect or similar qualified specialist. All vegetation planting on USFS lands shall be approved by USFS botanist for areas on National Forest System lands. ▲ During the design development process, reduce the length and/or height of the embankment supporting the realigned SR 89 highway through the 64-Acre Tract will be reduced to the maximum extent feasible. ▲ Implement embankment slope design options to reduce the visible mass and enhance the appearance of the slope, including rocky walls, stepped design with planting areas, and bridge abutment concrete staining/stamping with natural colors to soften the visual intrusion. 	<p>3. Hire a landscape architect or similar qualified specialist to design the forest restoration replantings.</p>	<p>3. Implementation: Construction contractor, landscape architect Monitoring: TTD, USFS botanist</p>	<p>3. Prior to project construction</p>
<p>4.15. Traffic and Transportation</p>				
<p>Impact 4.15-2. Intersection operations. The project would not generate additional vehicle trips that could affect intersection operations; rather, it would implement improvements to existing transportation infrastructure. For Alternative 1, SR 89 would be realigned through the 64-Acre Tract and the wye would be modified. An additional delay is</p>	<p>Mitigation Measure 4.15-2a: Implement improvements for the side-street movements at the Granlibakken Road intersection with SR 89. Four of the proposed build alternatives would create a site-specific impact on the local transportation system when analyzed against the projected operations for the No Action condition. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. The</p>	<p>1. Develop a Capital Improvement Project under the Placer County Capital Improvement Program to improve side-street movements at the Granlibakken Rd. and SR</p>	<p>1. Implementation: Placer County Monitoring: Placer County, TTD, TRPA, and Caltrans</p>	<p>1. Following SR 89/Fanny Bridge project construction</p>

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SR 89/Fanny Bridge Community Revitalization Project Tahoe Transportation District Mitigation Monitoring and Reporting Program				
Impacts	Mitigation Measures	Monitoring Action	Responsibility	Timing
projected for the Granlibakken Road intersection with SR 89 for both 2018 and 2038. Thus, intersection impacts would be significant under Alternative 4.	payment of traffic impact fees funds the Capital Improvement Program for area roadway improvements. Placer County has already identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project. The project is not defined at this time; however, the improvements will modify the type of control at this location to reduce the delay for the side street movements on Granlibakken Road. Placer County is the agency responsible for this mitigation measure.	89 intersection, per Mitigation Measure 4.15-2a. Ensure the Plan includes sufficient design improvements to achieve acceptable delay and LOS levels to the satisfaction of Placer County, Caltrans, TRPA, and TTD.		
	Before initiating construction of the improvements to the SR 89/ Granlibakken Road intersection, an Encroachment Permit from Caltrans will need to be approved. In addition, implementation of this mitigation measure will include sufficient design improvements to achieve acceptable delay and LOS levels to the satisfaction of Placer County, Caltrans, TRPA, and TTD.	2. Obtain an encroachment permit from Caltrans for the Capital Improvement Project developed under Mitigation Measure 4.15-2a.	2. Implementation: Placer County Monitoring: Placer County, TTD, TRPA, and Caltrans	2. Prior to Capital Improvement Project construction
Impact 4.15-4. Construction-related traffic impacts. Construction of Alternative 1 would result in temporary construction traffic and temporary disruption to traffic circulation in the area of construction. The project could be constructed over a total of up to three construction seasons. The project applicant would be required to prepare a Traffic Control Plan (TCP) for review and approval by CFLHD-FHWA prior to construction activities. Access to the river crossing and existing intersections would be maintained during construction, however the potential disruption would be potentially significant.	Mitigation Measure 4.15-4: Maintain efficient traffic flow and provide safe work zones during each construction season. Prior to construction, the contractor will be required to submit a Traffic Control Plan to CFLHD-FHWA. CFLHD-FHWA will coordinate review and approval of the plan with TRPA, Placer County, Caltrans, and other agencies as appropriate. The Traffic Control Plan will regulate maintenance of traffic during each construction season and comply with agency standards and regulations to promote safe and efficient travel for the public and construction workers through the work zones. The plan will include provisions for regular inspections to assess contractor compliance with the plan, signage to direct traffic, and public noticing, as appropriate.	1. Require the construction contractor to prepare a Traffic Control Plan, per Mitigation Measure 4.15-4	1. Implementation: Construction contractor Monitoring: TTD, CFLHD-FHWA	1. Prior to construction
		2. Monitor construction activities to ensure they are consistent with the approved Traffic Control Plan	2. Implementation: Construction contractor Monitoring: TTD	2. Throughout project construction

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ATTACHMENT E

Notice of Determination

Appendix D

To:
Office of Planning and Research
U.S. Mail: P.O. Box 3044
Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113
Sacramento, CA 95814

From:
Public Agency: Tahoe Transportation District
Address: PO Box 499
Zephyr Cove, NV 89448
Contact: Alfred Knotts
Phone: 775-530-5500

County Clerk
County of: Placer
Address: 2964 Richardson Drive
Auburn, CA 95603

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2011122013

Project Title: SR 89/Fanny Bridge Community Revitalization Project

Project Applicant: Tahoe Transportation District

Project Location (include county): Tahoe City, Placer County

Project Description:
The SR 89/Fanny Bridge Community Revitalization Project is located at the State Route (SR) 28/SR 89 intersection in Tahoe City in eastern Placer County. The project would include realignment of SR 89, 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.

This is to advise that the Tahoe Transportation District has approved the above (X) Lead Agency or () Responsible Agency

described project on April 10, 2015 and has made the following determinations regarding the above described project.

- 1. The project (X) will () will not have a significant effect on the environment.
2. (X) An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
() A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X) were () were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (X) was () was not adopted for this project.
5. A statement of Overriding Considerations () was (X) was not adopted for this project.
6. Findings (X) were () were not made pursuant to the provisions of CEQA.

FILED
APR 10 2015

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
Tahoe Transportation District, 128 Market Street, Suite 3F, Stateline, NV 89449

Signature (Public Agency): Title: Transportation Project Manager
Date: April 10, 2015 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code. Reference Section 21000-21174, Public Resources Code. Revised 2011

POSTED 04/10/2015
Through JIM McCAULEY, COUNTY CLERK
By Deputy Clerk

#150072

Handwritten initials and number 376

State of California -- Department of Fish and Wildlife
2015 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5b (Rev. 01/15)

RECEIPT# 31-150072
STATE CLEARING HOUSE# (If applicable) 2011122013

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY TAHOE TRANSPORTATION DISTRICT	DATE 04/10/2015
---	---------------------------

COUNTY/STATE AGENCY OF FILING PLACER COUNTY CLERK AUBURN
--

PROJECT TITLE SR 89/FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT

PROJECT APPLICANT NAME TAHOE TRANSPORTATION DISTRICT	PHONE NUMBER 775-530-5500
--	-------------------------------------

PROJECT APPLICANT ADDRESS PO BOX 499	CITY ZEPHYR COVE	STATE NV	ZIP CODE 89448
--	----------------------------	--------------------	--------------------------

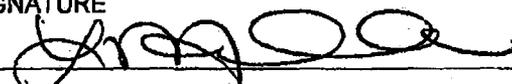
PROJECT APPLICANT (Check appropriate box):
 Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,069.75	\$ _____
<input type="checkbox"/> Mitigated/Negative Declaration (MND) (ND)	\$2,210.00	\$ _____
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board Only)	\$850.00	\$ _____
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs (CRP)	\$1,043.75	\$ _____
<input checked="" type="checkbox"/> County Administrative Fee	\$50.00	\$ <u>50.00</u>
<input type="checkbox"/> Project that is exempt from fees		
<input type="checkbox"/> Notice of Exemption (attach)		
<input type="checkbox"/> DFG No Effect Determination (attach)		
<input type="checkbox"/> Other _____		\$ _____

PAYMENT METHOD:
 Cash Credit Check Other _____

TOTAL RECEIVED \$50.00

SIGNATURE X 	TITLE L. Millanes, DEPUTY
---	-------------------------------------

PROJECT APPLICANT COPY CDFW/ASB COPY LEAD AGENCY COPY COUNTY CLERK COPY FG 753.5b (Rev. 01/15)



State of California—Natural Resources Agency
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
2015 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT# 31-2015-
STATE CLEARING HOUSE # (if applicable) 2011122013

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY Tahoe Transportation District			DATE 04/10/2015
COUNTY/STATE AGENCY OF FILING Placer			DOCUMENT NUMBER
PROJECT TITLE SR 89/Fanny Bridge Community Revitalization Project			
PROJECT APPLICANT NAME Alfred Knotts			PHONE NUMBER (776) 530-5500
PROJECT APPLICANT ADDRESS PO Box 499	CITY Zephyr Cove	STATE NV	ZIP CODE 89448
PROJECT APPLICANT (Check appropriate box): <input type="checkbox"/> Local Public Agency <input type="checkbox"/> School District <input type="checkbox"/> Other Special District <input checked="" type="checkbox"/> State Agency <input type="checkbox"/> Private Entity			

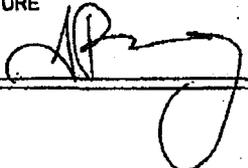
CHECK APPLICABLE FEES:

<input checked="" type="checkbox"/> Environmental Impact Report (EIR)	\$3,069.75	\$	3,069.75
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,210.00	\$	0.00
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board only)	\$850.00	\$	0.00
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs (CRP)	\$1,043.75	\$	0.00
<input type="checkbox"/> County Administrative Fee	\$50.00	\$	0.00
<input type="checkbox"/> Project that is exempt from fees			
<input type="checkbox"/> Notice of Exemption (attach)			
<input type="checkbox"/> CDFW No Effect Determination (attach)			
<input type="checkbox"/> Other _____		\$	_____

PAYMENT METHOD:

Cash Credit Check Other 4113

TOTAL RECEIVED \$ 3,069.75

SIGNATURE X 	PRINTED NAME AND TITLE Anthony Dang, CEQA Tech
--	---

Notice of Determination

Appendix D

To:
[] Office of Planning and Research
U.S. Mail: Street Address:
P.O. Box 3044 1400 Tenth St., Rm 113
Sacramento, CA 95812-3044 Sacramento, CA 95814

From:
Public Agency: Tahoe Transportation District
Address: PO Box 499
Zephyr Cove, NV 89448
Contact: Alfred Knotts
Phone: 775-530-5500

[] County Clerk
County of: Placer
Address: 2854 Richardson Drive
Auburn, CA 95603

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2011122013

Project Title: SR 89/Fanny Bridge Community Revitalization Project

Project Applicant: Tahoe Transportation District

Project Location (include county): Tahoe City, Placer County

Project Description:
The SR 89/Fanny Bridge Community Revitalization Project is located at the State Route (SR) 28/SR 89 intersection in Tahoe City in eastern Placer County. The project would include realignment of SR 89, 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.

This is to advise that the Tahoe Transportation District has approved the above
[] Lead Agency or [] Responsible Agency

described project on April 10, 2015 and has made the following determinations regarding the above
(date)
described project.

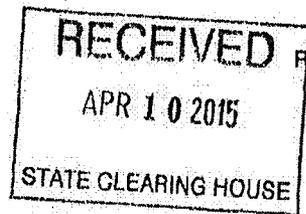
- 1. The project [] will [] will not have a significant effect on the environment.
2. [] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
[] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [] were [] were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [] was [] was not adopted for this project.
5. A statement of Overriding Considerations [] was [] was not adopted for this project.
6. Findings [] were [] were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
Tahoe Transportation District, 128 Market Street, Suite 3F, Stateline, NV 89449

Signature (Public Agency): Title: Transportation Project Manager

Date: April 10, 2015 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.



Revised 2011



State of California—Natural Resources Agency
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
2015 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT# 31-2015-
STATE CLEARING HOUSE# (if applicable) 2011122013

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY Tahoe Transportation District	DATE 04/10/2015
COUNTY/STATE AGENCY OF FILING Placer	DOCUMENT NUMBER

PROJECT TITLE
SR 89/Fanny Bridge Community Revitalization Project

PROJECT APPLICANT NAME Alfred Knotts	PHONE NUMBER (775) 530-5500
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PROJECT APPLICANT ADDRESS PO Box 499	CITY Zephyr Cove	STATE NV	ZIP CODE 89448
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PROJECT APPLICANT (Check appropriate box):

Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

<input checked="" type="checkbox"/> Environmental Impact Report (EIR)	\$3,089.75	\$	3,089.75
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,210.00	\$	0.00
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board only)	\$850.00	\$	0.00
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs (CRP)	\$1,043.75	\$	0.00
<input type="checkbox"/> County Administrative Fee	\$50.00	\$	0.00
<input type="checkbox"/> Project that is exempt from fees			
<input type="checkbox"/> Notice of Exemption (attach)			
<input type="checkbox"/> CDFW No Effect Determination (attach)			
<input type="checkbox"/> Other _____		\$	_____

PAYMENT METHOD:

Cash
 Credit
 Check
 Other 4113

TOTAL RECEIVED \$ 3,089.75

SIGNATURE X	PRINTED NAME AND TITLE Anthony Dang, CEQA Tech
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380

NOTICE

Each project applicant shall remit to the county clerk on or before filing a Notice of Determination (see Pub. Resources Code §21152) the fee required under Fish and Game Code section 711.4, subdivision (d). Without the appropriate fee, statutory or categorical exemption, or a valid No Effect Determination issued by the California Department of Fish and Wildlife (CDFW), the Notice of Determination is not operative, vested, or final, and shall not be accepted by the county clerk.

COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS

1. The original cash receipt is to be issued to a project applicant when payment is made in conjunction with filing a Notice of Determination. The second copy is to be submitted to the CDFW on a monthly basis. The remaining copies will be retained by the county (one for the lead agency and one for the county clerk).
2. For projects that are statutorily exempt or categorically exempt (Cal. Code Regs., tit. 14, §§15260-15285, 15300-15333) and are filed with the county clerk, the cash receipt shall be completed and attached to the Notice of Exemption. No fee is due for statutorily exempt or categorically exempt projects.
3. For projects that CDFW has found to have no effect, the cash receipt shall be completed, and attached to the Notice of Determination; it is mandatory that a copy of CDFW No Effect Determination be attached to the Notice of Determination. If the project applicant does not have a No Effect Determination from CDFW, then the appropriate filing fee is due.
4. Within 30 days after the end of each month in which the filing fees are collected, each county will summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer. Identify the remittance on the State of California Form No. CA25 (TC31) as "Environmental Document Filing Fees" per Fish and Game Code section 711.4.

DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FINES.

The following documents are to be mailed by the county clerk to CDFW on a monthly basis:

- (A) A photocopy of the monthly State of California Form No. CA25 (TC31);
- (B) CDFW/ASB copies of all cash receipts (including all voided receipts);
- (C) A copy of all CDFW No Effect Determinations filed in lieu of fee payment;
- (D) A copy of all Notices of Determination filed with the county during the preceding month; and
- (E) A list of the complete name, address and telephone number of all project applicants for which a Notice of Determination has been filed.

If this information is contained on the cash receipt filed with CDFW under California Code of Regulations, title 14, section 753.5, subdivision (e)(6), no additional information is required.

RECEIPT NUMBERING PROCEDURE

Receipts shall be numbered using the two numbers assigned to each county/agency in the table below, followed by the current year and a 3 digit number. For example the first environmental filing fee receipt issued by the County of Alameda (Code 01) in 2015 shall be numbered 01-2015-001.

County/Agency	Code	County/Agency	Code	County/Agency	Code
CDFW	00	Marin	21	Santa Barbara	42
Alameda	01	Mariposa	22	Santa Clara	43
Alpine	02	Mendocino	23	Santa Cruz	44
Amador	03	Merced	24	Shasta	45
Butte	04	Modoc	25	Sierra	46
Calaveras	05	Mono	26	Siskiyou	47
Colusa	06	Monterey	27	Solano	48
Contra Costa	07	Napa	28	Sonoma	49
Del Norte	08	Nevada	29	Stanislaus	50
El Dorado	09	Orange	30	Sutter/Yuba	51
Fresno	10	Placer	31	Tehama	52
Glenn	11	Plumas	32	Trinity	53
Humboldt	12	Riverside	33	Tulare	54
Imperial	13	Sacramento	34	Tuolumne	55
Inyo	14	San Benito	35	Ventura	56
Kern	15	San Bernardino	36	Yolo	57
Kings	16	San Diego	37	Yuba	58
Lake	17	San Francisco	38	OPR	59
Lassen	18	San Joaquin	39	SWRCB	60
Los Angeles	19	San Luis Obispo	40		
Madera	20	San Mateo	41		

Mail to:
 California Department of Fish and Wildlife
 Accounting Services Branch
 1416 Ninth Street, Box 944209
 Sacramento, California 94244-2090

ATTACHMENT F

