

Tahoe Transportation District
128 Market Street, Suite 3F
Stateline, NV 89449
Phone: (775) 589-5500
www.tahoetransportation.org

Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
Phone: (916) 498-5854
https://www.fhwa.dot.gov

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449
Phone: (775) 588-4547
www.trpa.org

2 MAY '17 AM 10:00

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

April 24, 2017

TO: California State Clearinghouse
Nevada State Clearinghouse
California Responsible and Trustee Agencies

Other Interested Public Agencies
Interested Parties and Organizations
Affected Property Owners (within 1,000 feet of
the project boundaries)

FROM: Tahoe Transportation District
Federal Highway Administration
Tahoe Regional Planning Agency

RE: Notice of Preparation of a CEQA Draft EIR, NEPA Draft EIS, and TRPA Draft EIS for the US 50/South Shore Community Revitalization Project (California State Clearinghouse #2011112009, TRPA Project File #EIPC2016-0008)

PROJECT DESCRIPTION SUMMARY: The Tahoe Transportation District (TTD), Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), and Nevada Department of Transportation (NDOT) are proposing improvements in the state line area to reduce congestion; improve safety and mobility for vehicles, pedestrians, and bicyclists; and promote economic revitalization. The US 50/South Shore Community Revitalization Project (project) is located along U.S. Highway 50 (US 50) from approximately 0.25 mile west of Pioneer Trail in South Lake Tahoe, California, to Nevada State Route (SR) 207 in Douglas County, Nevada (see Exhibit 1). The existing US 50 bisects the tourist core areas of Stateline, Nevada and South Lake Tahoe, California, and is one of the most densely developed areas within the Lake Tahoe Basin. Realignment of US 50 in this area is identified as part of the Tahoe Regional Planning Compact, Lake Tahoe Regional Plan, Tahoe Metropolitan Planning Organization's Regional Transportation Plan, TRPA Environmental Improvement Program, Linking Tahoe: Active Transportation Plan, Tourist Core Area Plan (TCAP), and South Shore Area Plan.

The primary needs for the project relate to current traffic congestion and inadequate safety and travel conditions for pedestrians and cyclists through the tourist core and the adjacent Rocky Point neighborhood that experiences increasing cut-through traffic. Currently, most traffic moving through the tourist core area uses US 50. Study area intersections and roadway segments are currently operating at marginally acceptable levels during a typical summer afternoon peak hour; however, higher traffic during holidays, special events, and certain summer and winter peak periods result in long vehicle spillback to upstream intersections, long delays throughout the tourist core area, and undesirable traffic operations. The study area is expected to experience substantial increases in traffic congestion in the tourist core in the future that results in unacceptable (level of service [LOS] E or worse) conditions during summer peak hours.

Ongoing and proposed resort redevelopment in the study area has increased pedestrian traffic, creating a need for improved pedestrian safety, mobility, and multi-modal transportation options. Improvements to pedestrian facilities, bicycle lanes, and transit are needed to connect the outlying residential and retail-commercial uses with employment and entertainment facilities, including hotels and gaming interests. Currently, there are no bicycle lanes on US 50 through the project site and sidewalk facilities are not adequate (either not large enough to meet the increased demand or do not exist). These issues adversely affect pedestrian and bicyclist safety and the visitor and community experience of the area. In addition to

implementing complete streets improvements in the tourist core, the project also provides an opportunity for increasing pedestrian and bicycle connections between the tourist core area and Van Sickle Bi-State Park and the Linear Park.

Changes to the roadway network associated with the project provide an opportunity to implement some of the goals of the TCAP to establish a diverse and concentrated mix of uses that create a strong, lively market through construction of mixed-use development within the project site. The mixed-use development sites identified within the project site are the preferred locations for housing units that would be constructed to provide replacement housing for residents that could be displaced by the project. Replacement housing would be constructed prior to construction of any of the transportation improvements in California.

The overall purposes of the US 50/South Shore Community Revitalization Project are described as follows:

- ▲ improve the corridor in a manner consistent with the Loop Road System concept;
- ▲ advance multi-modal transportation opportunities;
- ▲ improve vehicle, pedestrian, and bicycle safety;
- ▲ improve the environmental quality of the area;
- ▲ reduce congestion;
- ▲ improve safety for residents, pedestrians, and bicyclists in local neighborhoods;
- ▲ implement regional and local plans, including the Lake Tahoe Regional Transportation Plan;
- ▲ enhance visitor and community experience;
- ▲ promote the economic vitality of the area; and
- ▲ Improve safety for residents, pedestrians, and bicyclists in local neighborhoods.

Recognizing the needs for and fundamental purposes of the project, it is intended to achieve the following basic project objectives identified by TTD:

- ▲ reduce overall vehicle delays through improved motor vehicle mobility on the state highway system, including for commercial access and a better resident and visitor experience;
- ▲ decrease dependence on the use of private automobiles;
- ▲ reduce the traffic volumes through the tourist corridor and “cut-through” traffic in adjacent neighborhoods, and develop a “complete street” for all users, including bicyclists, pedestrians, transit, and vehicles;
- ▲ improve visual and environmental conditions within the corridor;
- ▲ improve connectivity, reliability, travel times, and operations of public transportation modes, including increased mobility and safety for bicycles and pedestrians and enhanced public access to Van Sickle Bi-State Park;
- ▲ make public transportation more effective with better visibility, connectivity, reliability, and travel times;
- ▲ comply with TRPA regional level of service criteria;
- ▲ facilitate the creation of a safe and walkable district that enhances pedestrian and bicyclist activities and safety and improves the City of South Lake Tahoe’s and Douglas County’s competitiveness with other regional and national tourist destinations;
- ▲ create gateway and streetscape features that create a sense of place, align with complete streets principles, are reflective of Lake Tahoe’s natural setting, and provide effective way-finding;
- ▲ provide opportunity for redevelopment and revitalization within the project site;

- ▲ provide replacement housing for all residential units acquired for highway right-of-way purposes before groundbreaking for roadway improvements; and
- ▲ result in no net loss of housing in the South Shore area.

There are five alternatives being considered for implementation: four action alternatives (Alternatives B, C, D, and E) and one no build/no project alternative (Alternative A). Three build alternatives (Alternatives B through D) would construct a realigned US 50 from a point just west of the Pioneer Trail/US 50 intersection to the point where Lake Parkway meets US 50 in Nevada. Alternatives B through D would include a new pedestrian bridge over the realigned US 50 alignment providing a connection between the tourist core and Van Sickle Bi-State Park, enhanced bicycle and pedestrian facilities and connectivity, enhanced transit features, environmental improvements, housing and business displacement, replacement housing and relocation assistance for displacees, and the potential for new mixed-use developments that could accommodate those that would be displaced. Alternative E would construct a raised pedestrian walkway over the existing US 50 within the portion of the tourist core along the resort-casinos and would avoid realignment of the highway, displacement of residents and businesses, and use of a small strip of public parkland in Van Sickle Bi-State Park. Alternative B is the locally preferred alternative.

The Draft EIR/EIS/EIS is a joint environmental document prepared by TTD, FHWA, and TRPA. TTD is the lead agency for the environmental impact report (EIR), pursuant to the California Environmental Quality Act (CEQA; Public Resource Code Section 21000 et. seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). FHWA is the lead agency for the environmental impact statement (EIS) under the National Environmental Policy Act (NEPA) (42 U.S. Code [USC] Section 4321-4347), the Council on Environmental Quality (CEQ) Regulations Implementing NEPA (40 Code of Federal Regulation [CFR] Section 1500-1508), and FHWA Environmental Impact and Related Procedures (23 CFR Section 771). TRPA is the lead agency for the TRPA EIS under the Tahoe Regional Planning Compact (Public Law 96-551), 1980 revision (the Compact), Code of Ordinances, and Rules of Procedure.

This EIR/EIS/EIS does not make a recommendation regarding the approval or denial of the project. The analysis included in this EIR/EIS/EIS is informational in its purpose and will be used by the TTD, FHWA, and TRPA to render decisions regarding approval of project elements within their jurisdictions and selection of an alternative. It will also be used by other agencies with approval authority over some aspects of project implementation, such as Caltrans, NDOT, the City of South Lake Tahoe, and Douglas County.

Project Location: The study area for this environmental document, within which the project site is located, is generally defined to include the length of existing US 50 from just west of the Pioneer Trail/US 50 intersection to the SR 207/US 50 intersection, Montreal Road, the full length of Lake Parkway on the mountain side, portions of the adjacent Van Sickle Bi-State Park, and other privately-owned land on the mountain side of existing Lake Parkway, the portion of Lake Parkway that extends between existing US 50 and Stateline Avenue on the lake side, and the Rocky Point neighborhood just west of the Heavenly Village Center (Raley’s shopping center) (see Exhibit 1).

Public Review and Comment: The Draft EIR/EIS/EIS is available for public review and comment until July 7, 2017. The document can be viewed at the following locations:

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

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV

South Lake Tahoe Library
1000 Rufus Allen Boulevard
South Lake Tahoe, CA

Zephyr Cove Library
338 Warrior Way
Zephyr Cove, NV

The Draft EIR/EIS/EIS can also be found at the following websites: www.trpa.org/get-involved/major-projects/ and www.tahoetransportation.org/us50.

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

- ▲ June 9, 2017 - 9:30 a.m. TTD Board of Directors meeting
128 Market Street, Stateline, Nevada

- ▲ June 14, 2017 - 9:30 a.m. TRPA Advisory Planning Commission meeting
128 Market Street, Stateline, Nevada

- ▲ June 28, 2017 - 9:30 a.m. TRPA Governing Board meeting
128 Market Street, Stateline, Nevada

Any comments submitted at these meetings, or in writing to any of the responsible agencies (e.g., Caltrans and NDOT) will be distributed to each lead agency (TTD, TRPA, and FHWA) and will be considered in the EIR/EIS/EIS process. Comments need not be repeated to each lead agency. Comments should be focused on the adequacy of information within the Draft EIR/EIS/EIS and should be submitted in writing at the earliest possible date, but no later than 5:00 pm on July 7, 2017 to:

Russ Nygaard
Transportation Capital Program Manager
TTD
P.O. Box 499
Zephyr Cove, NV 89448
info@tahoetransportation.org

After public review of the Draft EIR/EIS/EIS, a Final EIR/EIS/EIS will be prepared and considered by TTD and TRPA for document certification. At that time, the project will also be subject to consideration for approval by these agencies. FHWA will prepare a Record of Decision (ROD) subsequent to a decision by TTD and TRPA. Dates for approval hearings have not yet been set. Please check the website www.tahoetransportation.org and sign up for updates. Notices for these hearings will also be published in a paper of local and/or regional circulation.

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

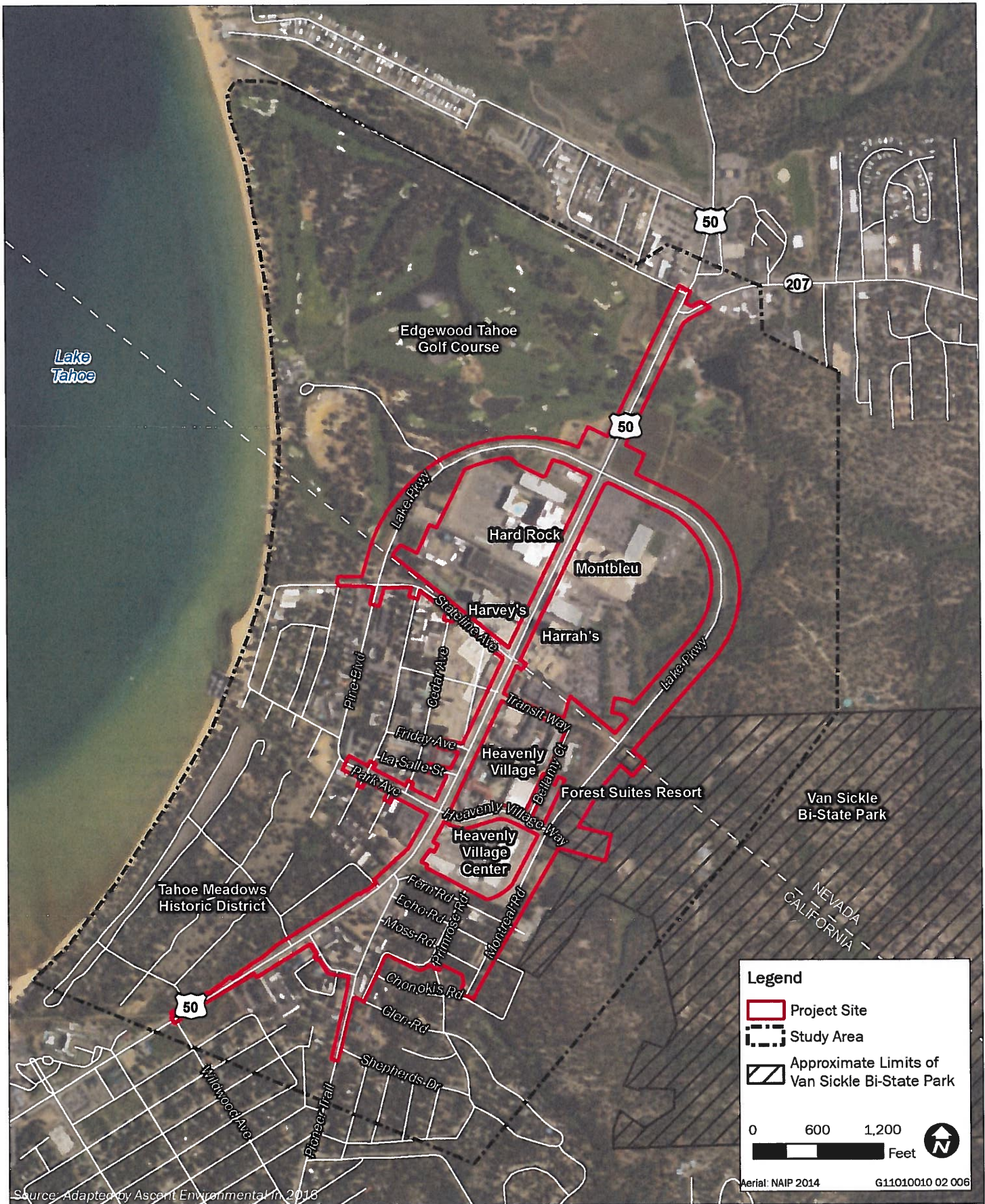


Exhibit 1

Project Site and Study Area Location

