

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



US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
California Division
650 Capitol Mall Suite 4-100
Sacramento, CA
95814
(916) 498-5040
Fax: (916) 498-5008



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



This notice is being issued jointly by the Tahoe Transportation District (TTD), the Federal Highway Administration (FHWA), and the Tahoe Regional Planning Agency (TRPA) in preparation of a joint California Environmental Quality Act (CEQA) Environmental Impact Report (EIR), National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS), and TRPA EIS. The NEPA EIS component is being led by the FHWA California Division in coordination with the California Department of Transportation (Caltrans), the Nevada Department of Transportation (NDOT), and the FHWA Nevada Division.

NOTICE OF PREPARATION / NOTICE OF INTENT

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

Subject: **Notice of Preparation (NOP) of a CEQA Draft EIR and TRPA Draft EIS and Notice of Intent (NOI) to Prepare a Draft EIS for the US 50/South Shore Community Revitalization Project.**

Lead Agencies:

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

FHWA
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

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

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

Contact: Larry Vinzant
Senior Environmental Specialist
Phone: (916) 498-5040
Fax: (916) 498-5008
larry.vinzant@dot.gov

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

Project Title: US 50/South Shore Community Revitalization Project

Project Location: The project is located along and within the vicinity of the US 50 Stateline corridor between a location 0.25 mile southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route (SR) 207 (Kingsbury Grade) in Douglas County, Nevada.

Project Overview: The US 50/South Shore Community Revitalization Project would realign US 50 in the Stateline casino corridor area and convert the existing US 50 roadway, between a location southwest of Pioneer Trail in California and Lake Parkway in Nevada, into a two-lane roadway (one travel lane in each direction) with a center, landscaped median and turn pockets at major driveways and intersections. Expanded sidewalks and bicycle lanes would be constructed in this section within the casino corridor to improve pedestrian safety and encourage use of alternative transportation modes, and traffic signals would be installed and synchronized to improve the flow of traffic. Several alternatives for the realignment of US 50 have been considered over the years. The current proposal involves realigning US 50 from its intersection at Lake Parkway in Nevada along Lake

Parkway East on the mountain (southeast) side of the Stateline casino corridor area behind the Montbleu and Harrah's casinos. West of the casinos, the realigned US 50 would continue behind (south of) Heavenly Village Center (Raley's Shopping Center and formerly Crescent V) and then along a new alignment between Fern and Echo Roads, rejoining the existing US 50 at its intersection with Pioneer Trail. The new US 50 alignment would be four lanes (two travel lanes in each direction) with left-turn pockets at intersections and entrances to businesses.

TTD, FWHA, and TRPA are initiating preparation of a joint EIR/EIS/EIS for the US 50/South Shore Community Revitalization Project. This joint document is an EIR prepared by TTD pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.); an EIS prepared by FWHA pursuant to NEPA (42 U.S. Code 4321 – 4347), the Council on Environmental Quality's Regulations Implementing NEPA (40 Code of Federal Regulations [CFR] 1500 – 1508), FHWA Environmental Impact and Related Procedures (23 CFR 771), and the FHWA NEPA Environmental Guidebook; and an EIS prepared by TRPA pursuant to the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure. This notice meets the CEQA and TRPA noticing requirements for an NOP, and provides local notice of an NOI for NEPA purposes. The NOI will also be published in the Federal Register in accordance with NEPA requirements.

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

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

The designated public scoping period will extend for 44 calendar days beginning on November 2, 2011 and concluding on December 16, 2011. Comments would be most helpful if received within the designated scoping period. Please send your comments and contact information to Alfred Knotts, TTD Project Manager, by mail, fax, or email to the address shown above.

Two public scoping meetings will be held to provide the opportunity to learn more about the US 50/South Shore Community Revitalization Project and to receive comments from the public and other interested parties and agencies regarding the issues that should be addressed in the EIR/EIS/EIS. The scoping meetings will be held as follows:

Thursday, November 10, 2011	Wednesday, December 7, 2011
Beginning at 1:00 p.m.	Beginning at 9:30 a.m.
Tahoe Transportation District (TTD)	TRPA Advisory Planning Commission (APC)
Tahoe Regional Planning Agency – Board Room	Tahoe Regional Planning Agency – Board Room
128 Market Street	128 Market Street
Stateline, NV 89449	Stateline, NV 89449

The TTD and TRPA APC meetings will begin at 1:00 p.m. and 9:30 a.m., respectively; however, scoping for the proposed project is not time certain. Please refer to the agendas posted at www.trpa.org and www.tahoetransportation.org no more than 1 week prior to the meetings for updated information.

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

US 50/South Shore Community Revitalization Project EIR/EIS/EIS South Lake Tahoe, California and Douglas County, Nevada Project Information

PROJECT OVERVIEW AND LOCATION

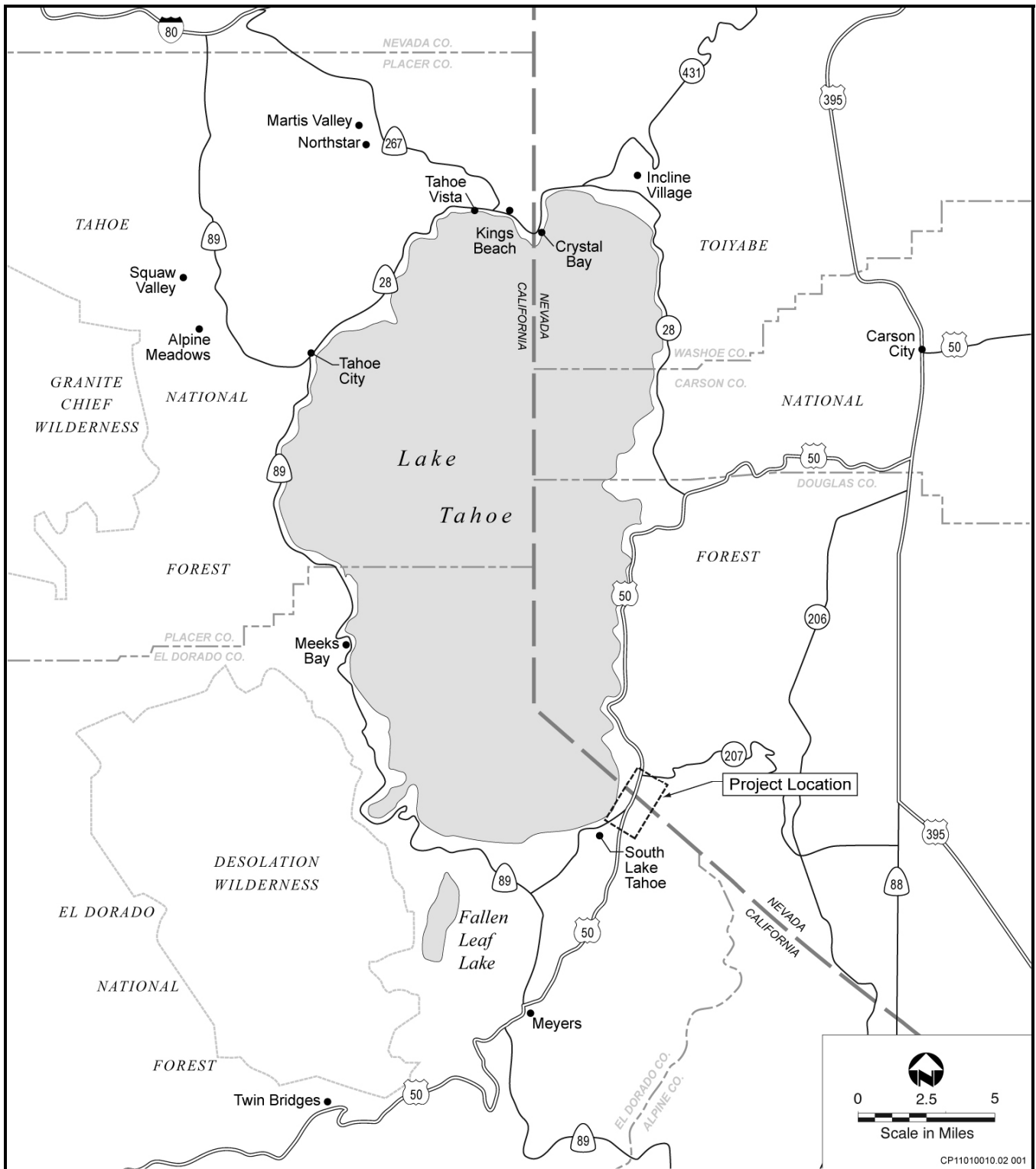
The Tahoe Transportation District (TTD) is proposing construction of an improved circulation network in and around the Stateline casino corridor area, between a location 0.25 mile southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route (SR) 207 (i.e., Kingsbury Grade) in Douglas County, Nevada (Exhibit 1). The US 50/South Shore Community Revitalization Project would realign US Highway 50 (US 50) around the Stateline casino corridor area between Lake Parkway in Douglas County, Nevada and a location southwest of Pioneer Trail in South Lake Tahoe, California and create a safer pedestrian- and bicycle-friendly roadway with streetscape enhancements within the existing US 50 corridor. The affected segment of US 50 is approximately 1.1 miles long.

US 50 is one of two major east-west connections between northern California and northern Nevada in the Lake Tahoe Basin. Currently, the majority of US 50 in this area consists of four lanes with a continuous center turn lane, and limited sidewalks, bicycle, and pedestrian facilities. The highway corridor between Pioneer Trail and Kingsbury Grade is often congested during peak winter and summer travel times, does not readily support transit, and does not optimize safety for motorists, transit riders, pedestrians, or bicyclists. During peak-hours in the winter and summer seasons, the US 50 corridor operates at near-capacity conditions through the casino corridor and between Ski Run Boulevard and Stateline Avenue.

PROJECT PURPOSE AND NEED

The purpose of the US 50/South Shore Community Revitalization Project is to improve the corridor in a manner consistent with the Loop Road System concept; reduce congestion; improve vehicle, pedestrian, and bicycle safety; advance multi-modal transportation opportunities; improve the environmental quality of the area; enhance visitor and community experience; and promote the economic vitality of the area. The project will fulfill the following specific needs:

- A. Article V(2) of the Tahoe Regional Planning Compact (Public Law 96-551), 1980 (Compact), requires a transportation plan for the integrated development of a regional system of transportation within the Tahoe Region. The Compact requires the transportation plan to include consideration of the completion of the Loop Road System in the States of California and Nevada. Improvements are required to the corridor to meet the intent of the Loop Road System concept.
- B. Ongoing and proposed resort redevelopment in the project 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 area, and sidewalks are either not large enough to meet the increased demand, or do not exist. These issues adversely affect safety, and the visitor and community experience of the area.
- C. Environmental improvements are needed in the area to help achieve the Tahoe Regional Planning Agency's (TRPA's) adopted environmental threshold carrying capacities (ETCCs or thresholds), including water quality and air quality. Improvements to stormwater runoff collection and treatment facilities are needed to meet TRPA, Nevada Department of Environmental Protection (NDEP), and Lahontan Regional Water Quality Control Board (RWQCB) regulations and requirements. Reduction of vehicle congestion and numbers of vehicles on the roadway through enhanced pedestrian and multi-modal opportunities is needed to provide for improved air quality. Landscape improvements are needed to enhance the scenic quality of the project area, to facilitate compliance with TRPA's scenic thresholds, and to enhance the community and tourism experience.



Source: Ascent Environmental, Inc. 2011

Exhibit 1

Regional Location Map

- D. The project is needed to implement the various regional and local plans for the area, including the Lake Tahoe Regional Transportation Plan, the Lake Tahoe Environmental Improvement Program, and the Stateline/Ski Run Community Plan.
- E. The project is needed to mitigate severe summer and winter peak period traffic congestion along US 50 in the project area by achieving and maintaining acceptable levels of service for existing and future traffic demand. During peak hours, traffic often operates at Level of Service (LOS) “F” (breakdown) when tourism is at its peak during the summer and winter months.

ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

The project area includes the US 50 corridor and vicinity between an area southwest of the Pioneer Trail/US 50 Intersection in the City of South Lake Tahoe, California and SR 207 in Douglas County, Nevada, as well as the land generally bounded by Lake Parkway East, Montreal Road, and Echo Road on the southeast side, or “mountain side”, of the state line area.

The existing US 50 corridor between Kingsbury Grade and Ski Run Boulevard is one of the most densely developed areas within the Lake Tahoe Basin. At the northern end of the project area, property on both sides of US 50 between SR 207 and Lake Parkway is owned by the Edgewood Companies. This property includes the Edgewood Tahoe Golf Course and Friday’s Station, a historic military post and one-time staging area for both Wells Fargo and the Pony Express. Also in Nevada, casinos are located along both sides of the highway from the intersection of US 50 and Lake Parkway to the California state line. At the state line, land uses on the California side change to resort facilities, including Heavenly Village and the Heavenly Village Center (Raley’s Shopping Center) on the mountain side (southeast side) of US 50 and various tourist establishments, such as motels and retail stores on the lake side (northwest side) of the highway. Tahoe Meadows, a private residential community listed on the National Register of Historic Places, borders US 50 on the lake side at the southwestern end of the project area. Within the project area, US 50 is a four-lane arterial with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections.

Lake Parkway and Montreal Road (which is the continuation of Lake Parkway to the south) are two-lane (one lane in each direction) roadways. Van Sickle Bi-State Park and forested open space lie to the east and southeast (mountain side), and casinos, Heavenly Village, and the Heavenly Village Center occupy land to the west and northwest (lake side). Echo Road is approximately 0.2 miles long and runs perpendicular to US 50 between US 50 and Lake Parkway/Montreal Road through a predominantly residential area (single-family homes and multi-family complexes) just south of the Heavenly Village Center complex. Motels, businesses, and residences are located adjacent to Pioneer Trail in this area.

The project area includes two streams, Edgewood Creek located between Lake Parkway and SR 207, and a tributary of Edgewood Creek located on the north side Lake Parkway (opposite Harrah’s) that drains into an existing culvert under the roadway.

ALTERNATIVES

The US 50/South Shore Community Revitalization Project has undergone more than a decade of study. The first comprehensive report on the project was released by TRPA in May 2004. The report “US Highway 50/Stateline Transportation Planning Study – Final Report,” identified five potentially feasible action alternatives, Alternatives A, B, C, D, and E to improve the circulation network in and around the Stateline casino corridor area. Alternative E is a variant of Alternative C and D wherein a temporary closure (in both directions) is proposed during special events, and is not considered a standalone action alternative. These alternatives, and variations thereof, have since been the subject of numerous technical evaluations, meetings, design charrettes, reports, and public input sessions.

The action alternatives (Alternatives A, B, C, and D) were subjected to the following evaluation criteria to identify those suitable to carry forward through detailed environmental review: (1) project status (extent of agency and public support); (2) system linkage (consistency with transportation and land use planning documents); (3) capacity (ability of projected LOS in 2035 to meet Caltrans’ standards); (4) legislation (ability to satisfy Purpose and Need and implement the Loop Road Concept); (5) social demands (ability to encourage

community enhancements, tourism, and support special events by allowing roadway closures); (6) modal interrelationships (ability to demonstrate pedestrian, bicycle, and transit mobility enhancements); (7) safety; and (8) roadway deficiencies (stormwater quality, maintenance agreements and driver expectations).

Maps showing the action alternatives, including those that have been dismissed from further evaluation, and a memorandum that details the alternatives evaluation are available for review on the TRPA website at: www.trpa.org, and on the TTD website at: www.tahoetransportation.org.

Modified versions of two of the original proposed action alternatives, C and D, have been determined to best satisfy the project's Purpose and Need and are described below. These, and potentially one or more other action alternatives that address identified impacts and achieve project goals, and the No Project/No Action Alternative will be evaluated at an equal level of detail in the EIR/EIS/EIS.

For the purposes of the EIR/EIS/EIS, the alternatives are identified as the follows:

- ▲ Alternative 1 – this alternative reflects the No Project/No Action Alternative.
- ▲ Alternative 2 – this alternative reflects the proposed action and a modified version of Alternative D from prior project planning documents.
- ▲ Alternative 3 – this alternative reflects the modified version of the Alternative C from prior project planning documents.

A brief description of these alternatives follows below.

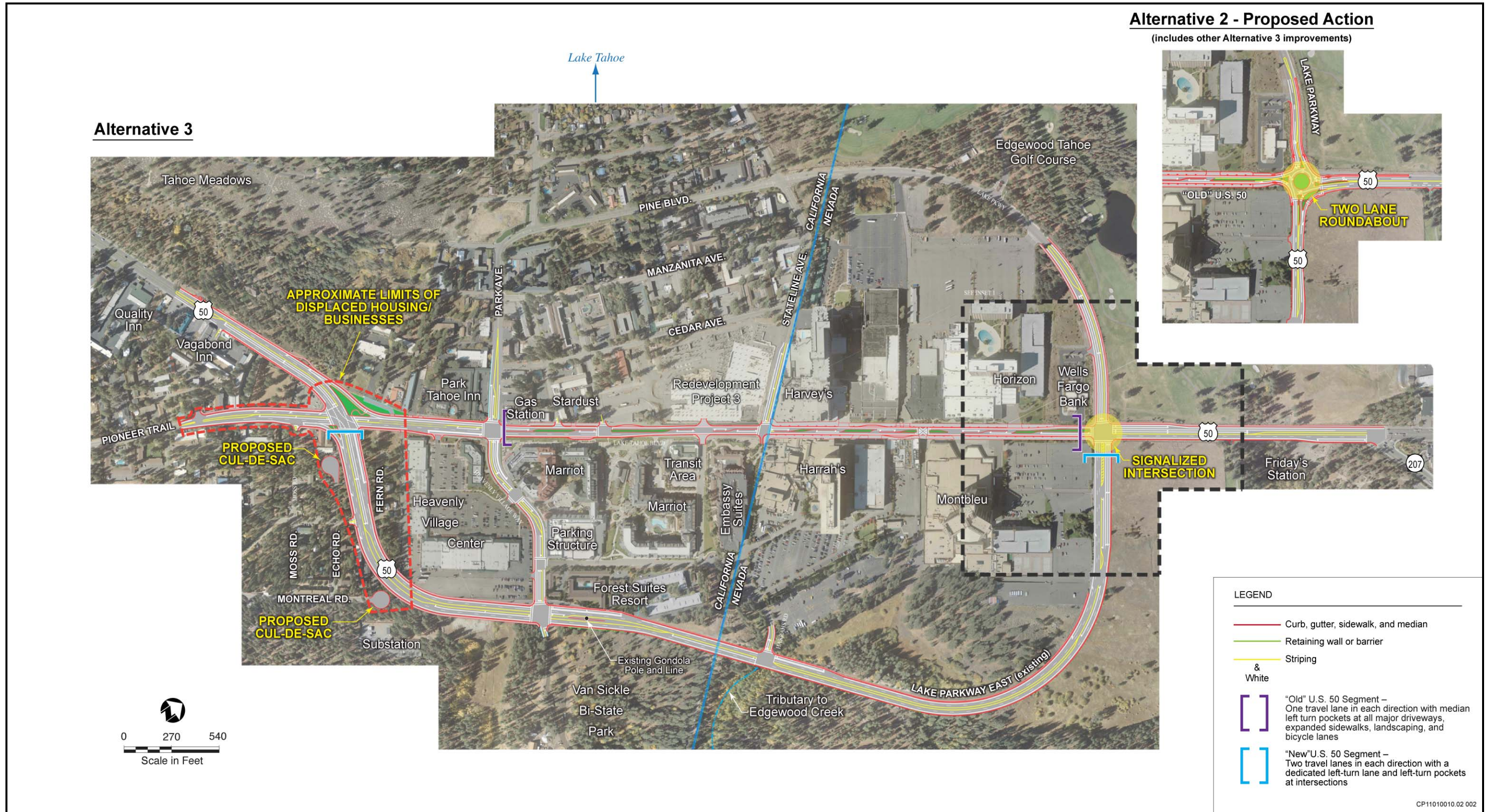
Alternative 1

Alternative 1, the No Project/No Action alternative, assumes that the transportation system and facilities in the project area would remain unchanged. Existing roadway, pedestrian, and streetscape conditions would continue into the foreseeable future.

Alternative 2

Alternative 2 reflects the proposed action. Under Alternative 2, US 50 would be realigned around the Stateline casino corridor area between Lake Parkway in Nevada and a location southwest of Pioneer Trail in California (Exhibit 2). The new US 50 alignment would be four lanes (two travel lanes in each direction) with a dedicated left-turn lane and left-turn pockets at intersections, and would follow Lake Parkway south from its intersection with US 50 in Nevada. Alternative 2 involves realigning US 50 along Lake Parkway on the mountain side behind Montbleu and Harrah's casinos. East of the casinos, the realigned US 50 would continue behind the Heavenly Village Center (Raley's Shopping Center) and then along a new alignment between Fern and Echo Roads, rejoining US 50 at its intersection with Pioneer Trail. Two new cul-de-sacs would be constructed at the end of Fern and Montreal Roads. The new US 50 would require right-of-way acquisition from private property owners and state-owned land from Van Sickle Bi-State Park along Lake Parkway and Montreal Road, and the connection between Montreal Road and the Pioneer Trail/US 50 Intersection would displace existing residences and businesses southwest of the Heavenly Village Center (Exhibit 2). The number of residences and businesses to be displaced is unknown at this time.

To address the residential and business displacement, the lead agencies have initiated preparation of a Relocation Assistance Plan (RAP) that will involve door-to-door residential interviews to estimate the number of households to be displaced and to collect socioeconomic baseline information. Residential interviews are expected to begin in winter 2011. Caltrans/FHWA will follow the requirements of their Relocation Assistance Program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24, as well as California Relocation Assistance Law (California Government Code Section 7260 et seq.), the California Relocation and Real Property Acquisition Guidelines (California Code of Regulations, Title 25 and Chapter 6, Section 6000 et seq.), and Caltrans' Right of Way Manual, Chapter 10. The Relocation Assistance Program includes assignment of a relocation counselor who will work with displaced residents and business owners, starting with an explanation of relocation assistance and payments, depending on eligibility. Residential displacees *may* be entitled to advisory assistance, moving costs, and replacement housing payments.



Source: Tahoe Transportation District and Wood Rodgers 2011; Adapted by Ascent Environmental in 2011

Exhibit 2

Location of Action Alternatives - Alternatives 2 and 3

Between Pioneer Trail and Lake Parkway within the casino corridor, US 50 would become a local street and would be converted to two lanes, one way in each direction, with a landscaped median and turn pockets at major driveways and intersections. The respective sections of this stretch of existing US 50 would be relinquished to the City of South Lake Tahoe and Douglas County. Expanded sidewalks, bicycle lanes, and traffic signals would be installed to improve the flow of traffic, improve pedestrian safety, and encourage the use of alternative transportation modes along the roadway. The project also includes landscaped buffers between US 50 and the sidewalks, streetscape amenities (e.g., light fixtures, trash receptacles, and seating areas), and use of more aesthetic road materials such as pavers or colored concrete in certain locations. Landscape improvements would include native plants. The narrowing of US 50 through the casino corridor may involve existing right-of-way to be relinquished.

Under Alternative 2, the existing signalized US 50/Lake Parkway intersection would be replaced with a two-lane roundabout (Exhibit 2). The proposed roundabout would be constructed with the intention of creating a gateway experience into the Stateline casino corridor area and would be designed to provide pedestrian and bicycle safety and crossing ease.

The Alternative 2 roadway improvements would also include new curb and gutter, striping, retaining wall structures, and other stormwater drainage, capture, and treatment facilities. The proposed improvements could result in the relocation of existing utility lines.

Alternative 3

Alternative 3 proposes the same overall design and improvements included under Alternative 2 with one exception. Under Alternative 3, the existing signalized US 50/Lake Parkway intersection would be retained (Exhibit 2).

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER EVALUATION

Alternatives A and B, evaluated in prior project planning studies, would involve realigning US 50 from its intersection at Lake Parkway in Nevada along Lake Parkway West on the lake side (northwest) of the Stateline casino corridor area behind the Horizon and Harvey's casinos.

Under Alternative A, the existing US 50 roadway between Lake Parkway and Park Avenue would be converted to two eastbound travel lanes plus one transit-only lane. Lake Parkway West, Pine Boulevard, and Park Avenue on the lake side of US 50 would be improved to provide two westbound travel lanes, plus a single eastbound lane for local access and a continuous center turn lane. The existing US 50 would be redesignated as US 50 East, and the Lake Parkway West/Pine Boulevard/Park Avenue alignment would become US 50 West. Signal improvements would be implemented as needed at existing signalized intersections, and new signals would be provided at the US 50 West/Park Avenue and US 50 West/Stateline Avenue intersections.

Alternative B is similar to Alternative A with the new US 50 alignment on the lake side of existing US 50. Alternative B would also convert the existing US 50 roadway between Lake Parkway and Park Avenue to two eastbound travel lanes plus one transit-only lane. With Alternative B, Lake Parkway West, Cedar Avenue, and Park Avenue would be improved to provide two westbound travel lanes, plus a single eastbound lane for local access and a continuous center turn lane. The existing US 50 would be redesignated as US 50 East, and the Lake Parkway West/Cedar Avenue/Park Avenue alignment would become US 50 West. A new transition roadway segment would be required between the Cedar Avenue/Stateline Avenue Intersection and the existing Lake Parkway West alignment, north of Harvey's. Signal improvements would be implemented, as needed, at existing signalized intersections, and new signals would be provided by US 50 West/Stateline Avenue.

These alternatives were subjected to the above-described evaluation criteria and it was determined that they did not satisfactorily meet the Purpose and Need, primarily because both alternatives are predicted to operate at an annual average LOS F in 2035, which is below Caltrans' LOS standard. In addition, neither alternative would allow for closure of US 50 East through the casino corridor for special events, nor would they divert vehicles away from areas with high pedestrian and bicycle volumes. Alternatives A and B would also pose certain design and maintenance challenges: both alternatives lack readily available opportunities for stormwater treatment facilities and would require design variances that could result in driver confusion.

PROBABLE ENVIRONMENTAL EFFECTS

Probable environmental effects associated with the proposed project are described briefly below. Mitigation measures will be recommended for any identified significant or potentially significant effects. The following subject areas will be analyzed in detail in the EIR/EIS/EIS.

Land Use and Plan Consistency. The project would include right-of-way changes: right-of-way would be acquired from private and public landowners to accommodate the new US 50 alignment, and right-of-way may be relinquished in the existing US 50 corridor. The project would not alter the nature and types of land uses in the project area. It would displace existing residences and businesses southwest of the Heavenly Village Center. Potential land use conflicts related to the remaining parcels would be addressed. Acquisition of parcels would affect setbacks, parking, community character, and other related issues for businesses and residences. The EIR/EIS/EIS will also evaluate the project's consistency with applicable TRPA community plans and plan area statements (PAS), ordinances, and goals and policies; the City of South Lake Tahoe General Plan; Nevada Division of State Parks and California Tahoe Conservancy planning guidance for Van Sickle Bi-State Park; and other relevant planning and policy documents. The need for any TRPA community plan and/or PAS amendments will also be evaluated and discussed in the EIR/EIS/EIS.

Socioeconomic Impacts and Environmental Justice. The realignment of US 50 would displace businesses and residences and provide relocation assistance for the affected parties. Executive Order 12898 of 1994 requires federal agencies to address environmental justice in minority populations and low-income populations. The EIR/EIS/EIS will address socioeconomic and environmental justice concerns including: 1) community character and cohesion; 2) required residential relocation; 3) issues related to a higher than average concentration of low-income, senior citizens, or minority/ethnic individuals; and 4) potential environmental justice issues, including potentially disproportionate impacts to these populations as a result of the proposed project and/or alternatives. Mitigation measures (temporary and permanent) will be proposed, if needed.

Recreation and Section 4(f). The project includes new on-road striped bicycle lanes through the casino corridor and along the new US 50 that would provide alternative transportation means to access retail businesses and connectivity to planned shared-use paths in the area (e.g., the Nevada Stateline-to-Stateline Bikeway, the Daggett Trail System, and the South Tahoe Greenway). The new US 50 would encroach on existing parklands at Van Sickle Bi-State Park owned by the Nevada Division of State Parks and California Tahoe Conservancy and maintained by the Tahoe Rim Trail Association. The effects on Van Sickle Bi-State Park and the South Tahoe Greenway connection through the park, as well as a Section 4(f) evaluation will be included in the EIR/EIS/EIS. Mitigation measures (temporary and permanent) will be proposed where needed.

Scenic/Visual Resources. The proposed realignment of US 50 is intended, in part, to improve the scenic character through the casino corridor by adding new light fixtures, expanded sidewalks, and other streetscape fixtures. Although the roadway improvements are not expected to substantially affect visual resources, some existing native conifer trees and non-native ornamental landscaping will be removed. In addition, views to and from the roadway and from public recreation areas may have an effect on the visual environment, including views of Lake Tahoe and/or the mountain backdrop. The visual impact assessment in the EIR/EIS/EIS will use the Federal Highway Administration "Visual Impact Assessment for a Highway Project" methodology and guidance. Mitigation measures (temporary and permanent) will be proposed, if needed.

Archaeological/Historical Resources. The EIR/EIS/EIS will provide an overview of the project area's prehistory, ethnography, and history, study methodology, and a discussion of documented archaeological and historical resources. The US 50 Stateline Corridor and project area has been developed since the 1950s and contains buildings that may be 50 years old or older. Friday's Station at the northeastern end of the project area and Tahoe Meadows at the southwestern end are both listed on the National Register of Historic Places. The potential for the project to adversely affect these known sites and potentially, other unrecorded sites, features, or objects will be evaluated, and suitable measures designated to mitigate project-related impacts will be identified as necessary. For any potentially affected resources, the EIR/EIS/EIS will include an evaluation for National, Nevada, and California Register eligibility in accordance with Section 106 of the National Historic Preservation Act (NHPA; Public Law 89-665 and amendments thereto; 16 USC 470 et seq.), Chapter 29 of the TRPA Code of Ordinances, Section 5024 et seq. of the California Public Resources Code, and Chapter 383 of the Nevada Revised Statutes. The evaluation methodology will also include consultation with the Washoe Tribe. Mitigation measures (temporary and permanent) will be proposed, if needed.

Hydrology, Water Quality, and Floodplains. The project area is located in Zone X and Zone D on Federal Emergency Management Agency (FEMA) Flood Zone Designation maps. Zone X is determined to be outside of the 200-year annual flood zone and Zone D is an area where flood hazards are undetermined, but possible. The proposed improvements would cross a single drainage, a tributary of Edgewood Creek, south of Lake Parkway. The realignment of US 50 could affect hydrologic function of this drainage and the stream environment zone (SEZ) surrounding the creek. The realignment could also affect existing drainage basins and features in the project area. Both pre- and post-construction impacts to these features will be identified and analyzed in the EIR/EIS/EIS. This will include non-point pollution sources from the project, potential contaminants, proposed source control methods, and proposed temporary and permanent best management practices (BMPs) to address potential impacts on water quality. The EIR/EIS/EIS will also address potential flooding and floodplain effects, potential short-term and long-term changes in sediment rate and transport as it relates to altered landscapes, total maximum daily load (TMDL) effects, source water protection (wells and intake lines), and long-term water quality monitoring needs. Mitigation measures (temporary and permanent) will be proposed, if needed.

Earth Resources: Geology and Soils, and Land Capability and Coverage. The proposed project includes roadway improvements that would realign US 50. Excavation, grading and alteration of the existing site topography would be required for the proposed roadway and utility improvements, particularly on the mountain side of Lake Parkway where the terrain slopes steeply away from the roadway. The project would likely increase existing land coverage in the project area and may require banked land coverage to be transferred to the project in accordance with TRPA regulations; the increased coverage would occur in both low and high capability lands. The EIR/EIS/EIS will include a general discussion of topographic alteration, slope stability, and erosion potential. In addition, the EIR/EIS/EIS will evaluate the potential for unstable cut and fill slopes; collapsible and expansive soil; erosion of graded areas; geologic/geomorphological hazards (e.g., avalanche, earthquake, landslides, mudslides, ground failure, subsidence, and liquefaction); and unprotected drainage ways. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated. Mitigation measures (temporary and permanent) will be proposed, if needed.

Hazards and Hazardous Materials. The proposed project would involve the transportation of hazardous materials (e.g., fuel, paint) to the project site for construction purposes. The potential for these materials to be released to the environment will be evaluated in the EIR/EIS/EIS. Historical uses and the potential for site contamination will be documented in the EIR/EIS/EIS, and areas of potential soil or groundwater contamination in the project area will be described. In addition, this analysis will also address potential effects on emergency response plans and fire hazard risks. Mitigation measures (temporary and permanent) will be proposed, if needed.

Air Quality and Conformity. Air Quality is an important resource issue in the Lake Tahoe Basin and is related to multiple factors, including transportation and circulation. Currently the TRPA air quality threshold indicators for the Lake Tahoe Air Basin for carbon monoxide ozone, particulate matter, and vehicle miles of travel (VMT) are in non-attainment. The EIR/EIS/EIS will include an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile and area source emissions. The potential for long-term air quality benefits will also be evaluated from its use as an alternative to the private automobile and potential reduction in VMT. The analysis will identify sensitive receptors within and in the vicinity of the project area, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area, General Conformity and Transportation Conformity, and determine the significance of air quality impacts in comparison with applicable local, state, and federal standards and significance thresholds. Mitigation measures (temporary and permanent) will be recommended for significant impacts, if necessary.

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

Noise and Vibration. The realignment of US 50 could result in noise levels that exceed applicable local, state, regional, and federal standards, particularly in undeveloped forested areas, Van Sickle Bi-State Park, and residential areas near the US 50/Pioneer Trail intersection. The EIR/EIS/EIS will assess potential short-term (i.e.,

construction-related) noise impacts relative to sensitive receptors and their potential exposure. Noise levels of specific construction equipment will be determined based on published resources and a list of construction equipment likely to be used during project construction. The resultant noise levels at nearby receptors (at given distances from the sources) will be calculated. Long-term (i.e., operational) noise impacts, including increased noise from mobile and area sources will be assessed based on applicable local, state, regional, and federal noise standards. The potential for construction and operation-related vibration to adversely affect sensitive receptors or result in structural damage will also be evaluated. Mitigation measures (temporary and permanent) will be recommended for significant impacts, if necessary.

Transportation, Circulation, and Parking. The proposed realignment of US 50 is intended to improve circulation and transit patronage, LOS at project intersections, safety through the casino corridor, and to reduce VMT by increasing transit use and providing pedestrian and bicycle-friendly facilities through the casino corridor. The proposed project would generate short-term, construction related traffic. Long-term traffic impacts are anticipated to be beneficial. The transportation analysis will include identification of major roadways that may be affected by the proposed project, a discussion of traffic volumes and vehicle mix on those roadways, and their overall operating conditions, and potential impacts to traffic flow, safety, snow removal operations, and road wear. Mitigation measures (temporary and permanent) will be recommended for significant impacts, if necessary.

Public Services and Utilities. The public services and utilities section of the EIR/EIS/EIS will evaluate potential effects on power, solid waste collection and disposal, police services, fire protection services, water treatment and distribution, and wastewater collection – including any impacts associated with disturbance or relocation of existing overhead and underground utility lines. Mitigation measures (temporary and permanent) will be proposed, if necessary.

Biological Resources: Fisheries and Aquatic Resources, Vegetation, and Wildlife. Construction and use of the action alternatives could affect the distribution, extent, and quality of sensitive and common biological resources that may be located within the project area. Lands within the project area are generally disturbed or developed. The area on the mountain side of Lake Parkway East, near Van Sickle Bi-State Park and Friday's Station, is undeveloped. A tributary of Edgewood Creek and associated SEZ is located across Lake Parkway East from Harrah's. The stream crosses underneath Lake Parkway via a corrugated pipe culvert. Upstream from the culvert the stream is lined with willows (*Salix* sp.) and supports wetlands. A jurisdictional wetland delineation will be conducted in accordance with Section 404 of the Clean Water Act to identify waters of the United States. Trees and shrubs that occur within the project area may provide suitable nesting sites for protected raptors and other nesting birds. The EIR/EIS/EIS will evaluate biological resources effects in accordance with the Migratory Bird Treaty Act of 1918 (16 USC 703-712), the Endangered Species Act of 1973 (ESA; Public Law 93-205; 16 USC 1531 et seq.), and the California Endangered Species Act (Fish & Game Code Section 2050 et seq.). The relationship of the TRPA vegetation and wildlife threshold carrying capacities will be discussed along with tree removal related to construction of the action alternatives. Impacts on native vegetation, fisheries and aquatic resources, and wildlife will be described based on the proposed site development. The potential for the project to result in the spread of noxious weeds (e.g., cheatgrass) will also be discussed. Mitigation measures (temporary and permanent) will be proposed where needed.

Cumulative and Indirect Effects. The EIR/EIS/EIS will identify past, recently approved, and reasonably foreseeable projects likely to occur in the vicinity of the US 50/South Shore Community Revitalization Project and the implications of major planning efforts that are underway, including the TRPA Regional Plan Update, the Edgewood Hotel and Golf Course Realignment Project, Redevelopment Project No. 3, and the South Shore Vision Plan, as well as growth contemplated in the nearby community plans that may result in cumulative impacts when combined with the proposed project. The EIR/EIS/EIS will evaluate the project's direct and indirect contribution to the cumulative effects of these activities.

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

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