

Appendix A

Notice of Preparation and Scoping Summary Report

US 50 / South Shore Community Revitalization Project

Environmental Impact Report/
Environmental Impact Statement/
Environmental Assessment

Scoping Report



August 2012

Prepared for:
Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448



US 50/South Shore Community Revitalization Project

Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS)

Scoping Report

PREPARED FOR:

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

PREPARED BY:

Ascent Environmental, Inc.
128 Market Street
Stateline, NV 89449
Contact: Nanette Hansel

August 2012

TABLE OF CONTENTS

| | |
|---------------------|---|
| SCOPING REPORT..... | 1 |
|---------------------|---|

Appendices

| | |
|---|--|
| A | Notice of Preparation/Notice of Intent |
| B | Scoping Meeting Materials |
| C | Written and Oral Comments Received During the Scoping Period |
| D | Tahoe Transportation District/Commission Board Meeting Minutes (November 10, 2011) |
| E | TRPA Advisory Planning Commission Meeting Minutes (December 7, 2011) |

SCOPING REPORT

The Tahoe Transportation District (TTD), the Federal Highway Administration (FHWA), and the Tahoe Regional Planning Agency (TRPA) are preparing 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.

The environmental review process for the project began with issuance of a Notice of Preparation (NOP)/Notice of Intent (NOI) to inform agencies and the public that a Draft EIR/EIS/EIS would be prepared for the project, and to solicit views of agencies and the public as to the scope and content of the document. Scoping meetings were held to allow oral expression of those views. This document summarizes the written and oral comments and issues raised by the public, agencies, and organizations. A complete set of comments received during scoping is attached to this document.

The following issues are summarized from the written comments received in response to the NOP/NOI during the comment period, and the oral comments provided at the following scoping meetings:

- ▲ November 10, 2011. TTD Board, Tahoe Regional Planning Agency, 128 Market Street, Stateline, Nevada (Beginning at 1:00 p.m.).

December 7, 2011. TRPA Advisory Planning Commission (APC), Tahoe Regional Planning Agency, 128 Market Street, Stateline, Nevada (Beginning at 9:30 a.m.).

The NOP/NOI was distributed on November 2, 2011, and the designated public scoping period extended for 44 calendar days, concluding on December 16, 2011. Written comments were received from state, regional, and local agencies; organizations; and individuals and businesses, as shown in the following table.

| Table 1 Comments Received on the NOP/NOI | | | |
|---|------------------------|-------------------------------------|--|
| Letter/ Commenter Number | Name of Author | Agency / Organization | Date Received/ Post Marked (Year-Month-Day) |
| AGENCIES | | | |
| Federal | | | |
| n/a | None received | n/a | n/a |
| State | | | |
| 01 | Shell, Steve | Nevada Division of Water Resources | 2007-03-20 |
| Regional / Local | | | |
| 02 | Bergsohn, Ivo | South Tahoe Public Utility District | 2011-12-07 |
| 03 | Roverud, Hilary | City of South Lake Tahoe | 2011-12-15 |
| 04 | Solbrig, Richard | South Tahoe Public Utility District | 2011-12-15 |
| Organizations | | | |
| 05 | Gergans, Nicole | League to Save Lake Tahoe | 2011-12-16 |
| Individuals/Businesses | | | |
| 06 | Weals, Fred & Donna | not stated | 2011-11-04 |
| 07 | Filby, Nikola (1 of 3) | not stated | 2011-11-06 |
| 08 | Burge, Glyn | Burge-Pacific Enterprises, Inc. | 2011-11-08 |

Table 1 Comments Received on the NOP/NOI

| Letter/ Commenter Number | Name of Author | Agency / Organization | Date Received/ Post Marked (Year-Month-Day) |
|--------------------------------|--------------------------------|-----------------------|--|
| 09 | Crawford, Melinda | not stated | 2011-11-08 |
| 10 | Feagley, Jerry | not stated | 2011-11-08 |
| 11 | Filby, Nikola (2 of 3) | not stated | 2011-11-08 |
| 12 | Filby, Nikola (3 of 3) | not stated | 2011-11-08 |
| 13 | Tochilnik, Dmitriy | not stated | 2011-11-11 |
| 14 | Tancredy, Steve | not stated | 2011-11-15 |
| 15 | Raymond, Hank | not stated | 2011-11-23 |
| 16 | Sweeney, Cathi | not stated | 2011-12-02 |
| 17 | Lee (complete name not stated) | not stated | 2011-12-07 |
| 18 | Deerfield, Marcia (1 of 5) | not stated | 2011-12-08 |
| 19 | Greene, Chuck (1 of 2) | TRPA APC member | 2011-12-08 |
| 20 | Deerfield, Marcia (2 of 5) | not stated | 2011-12-09 |
| 21 | Deerfield, Marcia (3 of 5) | not stated | 2011-12-09 |
| 22 | Deerfield, Marcia (4 of 5) | not stated | 2011-12-09 |
| 23 | Rahmani, Moe | not stated | 2011-12-09 |
| 24 | Deerfield, Marcia (5 of 5) | not stated | 2011-12-12 |
| 25 | Greene, Chuck (2 of 2) | TRPA APC member | 2011-12-13 |
| 26 | Shumate, Bradford | not stated | 2011-12-14 |
| 27 | Petersen, Tom & Carolynn | not stated | 2011-12-15 |
| 28 | Scharer, Chuck | Edgewood Companies | 2011-12-15 |

ORAL COMMENTS RECEIVED DURING SCOPING MEETINGS**Tahoe Transportation District/Commission Board Meeting Minutes (November 10, 2011)**

| | | | |
|--------|-----------------|--------------------------------------|------------|
| TTD 01 | Eichar, Peter | California Tahoe Conservancy | 2011-11-10 |
| TTD 02 | Langlois, Jytte | Owner of 1040 Moss Road | 2011-11-10 |
| TTD 03 | Sweeney, Cathi | Tahoe Meadows Homeowners Association | 2011-11-10 |

TRPA Advisory Planning Commission Meeting Minutes (December 7, 2011)

| | | | |
|--------|-------------------------|--------------------------------------|------------|
| APC 01 | Carlsen, Kurt | Business owner – Tahoe Bottle Shop | 2011-12-07 |
| APC 02 | McKean, Mike | Business owner – Naked Fish | 2011-12-07 |
| APC 03 | McRoberts, Pete | Representing the Holiday Inn Express | 2011-12-07 |
| APC 04 | Norman, Joan | not stated | 2011-12-07 |
| APC 05 | Petersen, Tom & Carolyn | not stated | 2011-12-07 |
| APC 06 | Watson, Angie | not stated | 2011-12-07 |

Many comments include questions about aspects of the project or request information that may be beyond the scope of the EIR/EIS/EIS analysis. Many comments are related to the description and scope of the project, rather than the content of the environmental analysis of the project. Comments that do not pertain to potential physical environmental effects of the project; that suggest analyses beyond those necessary to comply with applicable laws and regulations; or that suggest analyses beyond those necessary for an

informed lead agency decision may not be addressed in the EIR/EIS/EIS, but are nonetheless included for completeness in this scoping report. In cases where such comments are provided, they are noted without reference to an EIR/EIS/EIS chapter or section because they are not discussed further in the environmental document. The issues identified herein are summarized from the written comments received in response to the NOP/NOI during the comment period and the oral comments provided at the scoping meetings.

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|-----------------------|-----------------|--|---|
| AGENCIES | | | |
| State | | | |
| 01 | Shell, Steve | There are approximately twenty (20) active water rights in the vicinity of the described lands in this proposed project including springs, streams, and underground rights. Wells and/or points of diverting water on these lands, whether new or existing, shall require prior approval from the Nevada Division of Water Resources. All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Chapters 533 and 534 of the Nevada Revised Statutes (NRS), and not otherwise, including those used for geothermal projects. | Public Services and Utilities; Introduction |
| 01 | Shell, Steve | Any water or monitor wells, or boreholes that may be located on either acquired or transferred lands are the ultimate responsibility of the owner of the property at the time of the transfer and must be plugged and abandoned as required in Chapter 534 of the Nevada Administrative Code. If artesian water is encountered in any well or borehole it shall be controlled as required in NRS § 534.060(3). | Public Services and Utilities; Proposed Project and Project Alternatives; Introduction |
| 01 | Shell, Steve | Any water used on the described project for construction, dust control, or maintenance should be provided by an established utility or under permit or waiver issued by the State Engineer's Office. If artesian water is located in any well or borehole it shall be controlled as required in NRS 534.060(3). | Public Services and Utilities; Proposed Project and Project Alternatives; Introduction |
| 01 | Shell, Steve | Dewatering for alleviation of hazards caused by the rise of ground water from secondary recharge is provided by the provisions of NRS 534.025 and NRS 534.050(2). | Hydrology and Floodplain; Introduction |
| Regional/Local | | | |
| 02 | Bergsohn, Ivo | The South Tahoe Public Utility District (District) is in the process of preparing comments in response to the recently issued NOP/NOI for the US 50/South Shore Community Revitalization Project. As the largest provider of sewer and water utility services on the south shore, the District is concerned with the extent of potential utility conflicts from construction of the proposed US 50 realignment and the District's existing sewer and water distribution system utilities on the California side of the Stateline area. To help us better evaluate the potential extent of these utility conflicts, could you please send me electronic copy of the GIS and/or CAD files showing the proposed route of the US 50 realignment, as depicted in Exhibit 2 of the NOP/NOI. | Public Services and Utilities |
| 03 | Roverud, Hilary | Thank you for the opportunity to provide input on the US 50/South Shore Community Revitalization Project environmental analysis and project scope. The City, as a property owner in the project area and as a jurisdiction with legal responsibility for permitting the project, maintains discretionary approval power of the project and is therefore defined as a responsible agency by the California Environmental Quality Act (CEQA). The City of South Lake Tahoe (City) will be directly affected by the project in both potentially beneficial and potentially negative impacts. The City asks that the Tahoe Transportation District (TTD) works closely with City staff and elected officials throughout the planning, environmental, and implementation phases of the project. In addition to the topic and issues discussed in the NOP for the project, the City asks that the EIR/EIS/EIS also addressing the following. | Does not raise an environmental issue (introductory statements not requiring assessment in the EIR/EIS/EIS) |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|-----------------|---|--|
| 03 | Roverud, Hilary | In the NOP, under “Project Purpose and Need” item D does not include the City of South Lake Tahoe General Plan as a plan that the project will assist in implementing. The EIR/EIS/EIS should acknowledge the General Plan Goals and Policies and provide an analysis of the project’s consistency with the General Plan | Land Use |
| 03 | Roverud, Hilary | Land Use and Plan Consistency – The EIR/EIS/EIS should provide detailed analysis of the project’s effects on private and public property compliance with the City Code development standards (parking, setbacks, signage, landscaping, etc.), the City Public Improvement Engineering Standards (driveways, sidewalks, curb, gutter, etc.), and the South Tahoe Redevelopment Demonstration Plan as well as standards contained within the Stateline/Ski Run Community Plan. The analysis should include potential impacts to the availability of both on-street and off-street parking. | Land Use |
| 03 | Roverud, Hilary | Socioeconomic Impacts and Environmental Justice – The EIR/EIS/EIS will need to provide a detailed analysis on the impacts of the project on housing, especially for low-income residents of the City. Housing relocation and mitigation measures should consider, at the least, development of new housing, conversion of existing motels to housing, modifications to existing housing to better meet the housing needs in the surrounding area, etc. | Community Impacts |
| 03 | Roverud, Hilary | Recreation – The EIR/EIS/EIS should address potential impacts on the ability to access recreation areas from the tourist bed base in the Stateline area. | Parks and Recreational Facilities |
| 03 | Roverud, Hilary | Scenic/Visual Resources – The EIR/EIS/EIS should also address visual impacts from residences and businesses in the area. | Visual Resources/ Aesthetics |
| 03 | Roverud, Hilary | Hydrology, Water Quality, and Floodplains – The EIR/EIS/EIS should describe the proposed drainage system and associated stormwater treatment for the new Highway 50 realignment and new roadway through the casino corridor. The EIR/EIS/EIS should discuss the potential impacts of constructing the systems, including impact to existing drainage and stormwater improvements. Portions of the existing drainage and stormwater improvements in the project area were constructed by the City using federal and state grant funds. The analysis should include any mitigation measures, which may be required, as a condition of the grants. The analysis should include detailed modeling of the project’s effects on Total Maximum Daily Load (TMDL) pollutants. Modeling should provide data that is broken down by jurisdiction. | Proposed Project and Project Alternatives; Hydrology and Floodplain; Water Quality and Stormwater Runoff |
| 03 | Roverud, Hilary | Earth Resources – Geology and Soils, and Land Capability and Coverage. The project’s analysis of the need for coverage transfers to the project area should include identification of where the transfers will come from and potential environmental impacts of the transfers. | Proposed Project and Project Alternatives; Geology, Soils, Land Capability and Coverage |
| 03 | Roverud, Hilary | Hazards and Hazardous Materials – The City Police and Fire Departments should be contacted for information on emergency response plans and potential impacts and mitigation should be discussed. | Hazards, Hazardous Materials, and Risk of Upset |
| 03 | Roverud, Hilary | Greenhouse Gas Emissions and Climate Changes – Greenhouse Gas emissions calculations should be conducted in a way that would allow for local jurisdictions to track changes relative to activities within each jurisdiction. | Greenhouse Gas Emissions and Climate Change |
| 03 | Roverud, Hilary | Noise and Vibration – Potential noise impacts on surrounding businesses as well as recreation and residential areas need to be evaluated. | Noise and Vibration |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|------------------|--|---|
| 03 | Roverud, Hilary | Transportation, Circulation, and Parking – The EIR/EIS/EIS should analyze potential impacts at all affected intersections and road segments, including surrounding local streets. The analysis should also include all impacts to bicycle and pedestrian traffic and transit service. Short-term impacts during construction should include a detailed analysis on construction traffic routing and potential impacts to business access and parking. | Traffic and Transportation/ Pedestrian and Bicycle Facilities |
| 03 | Roverud, Hilary | Public Services and Utilities – This analysis should include potential impacts on snow removal services. Will the project result in additional snow removal services? Are there any project design elements that will require special snow removal equipment, techniques, or operations? | Public Services and Utilities |
| 03 | Roverud, Hilary | Cumulative and indirect effects – The EIR/EIS/EIS should evaluate the project impacts on the planned “Triangle Project” at the intersection of Pioneer Trail and US 50. | Cumulative Impacts |
| 04 | Solbrig, Richard | Thank you for providing the South Tahoe Public Utility District (District) the preliminary layout showing the proposed route of the US 50 realignment, as depicted in Exhibit 2 of the Notice of Preparation/Notice of Intent (NOP/NOI) for the US 50/South Shore Community Revitalization Project. As a public agency established to provide drinking water and sanitary sewer collection, treatment and export services to the greater south shore area, including the City of South Lake Tahoe, the South Tahoe Public Utility District (District) is providing the following existing utilities information to be included for analysis in the joint EIR/EIS/EIS being prepared for this project. | Does not raise an environmental issue (introductory statements not requiring assessment in the EIR/EIS/EIS) |
| 04 | Solbrig, Richard | Based on the project information included with the NOP/NOI and the preliminary layout, the District understands that the California side of the proposed project involves realigning US 50 along Lake Parkway, east of the Embassy Suites and continuing south along Montreal Road, east of the Crescent V Shopping Center, and then along a new alignment between Fern and Echo Roads, rejoining US 50 at its intersection with Pioneer Trail within the City of South Lake Tahoe, CA. In order to gain an understanding of the area of potential effect for the environmental document as it affects utilities, the District performed a preliminary analysis to identify the District’s water and sewer utilities located within 10-feet of the proposed US 50 realignment route. Initial findings of this evaluation are provided below. | Does not raise an environmental issue (introductory statements not requiring assessment in the EIR/EIS/EIS) |
| 04 | Solbrig, Richard | Water Distribution System A map showing the proposed US 50 realignment and the District’s existing water system utilities through the project area is provided as Figure 1 (attached to comment letter). Preliminary evaluation of the District’s water system identified 114 features, including hydrants, valves and meter boxes, and approximately 11,000 linear feet of pressurized water distribution mains situated along and/or within 10 feet of the proposed project alignment. | Public Services and Utilities |
| 04 | Solbrig, Richard | Water Distribution System Eleven (11) hydrants were identified along the proposed route. The majority of these hydrants are located along existing US 50. The District standard is to maintain a 10-foot setback between a District hydrant and the back edge of the curb bordering a roadway. Should the project involve widening this section and road sections along Park Avenue, Lake Parkway and Montreal Road, District hydrants will likely need to be relocated to lie outside the established clear zone of the highway. Two (2) hydrants serving residences through the Echo/Fern Road area may need to be relocated or abandoned. Storm drain improvements associated with the proposed project will likely require the relocation of the pipe that serves these hydrants from the main distribution pipe. This pipe, about 4-feet deep, is typically relocated below a proposed storm drain element. | Proposed Project and Project Alternatives; Public Services and Utilities |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|------------------|---|--|
| 04 | Solbrig, Richard | Water Distribution System Fifty-three (53) system valves were identified lying within the proposed route. A major cluster of system valves are located in the middle of the proposed junction of US 50 and Pioneer Trail. These valves are located on an essential, 14-inch main distribution line that is used to carry water from major District water sources to the water reservoirs (Stateline Tanks) serving the District's main zone. Relocation of these main lines would interrupt the District's capacity to provide fire flows to more than half of the District's entire service area. Project design alternatives should consider the relocation of the US 50/Pioneer Trail junction or include the relocation of valve assemblies outside of the intersection with US 50. | Proposed Project and Project Alternatives; Public Services and Utilities |
| 04 | Solbrig, Richard | Water Distribution System Twenty five (25) meter sets were identified along the proposed route. Approximately half of these meters serve residences in the Echo/Fern Road area. Meter boxes to demolished buildings will need to be abandoned. Other meter boxes situated within the proposed US 50 realignment will likely need to be relocated. | Proposed Project and Project Alternatives; Public Services and Utilities |
| 04 | Solbrig, Richard | Water Distribution System Approximately 11,000 linear feet of pressurized distribution mains lie within the proposed US 50 realignment route. Main distribution lines underlie Lake Parkway and Montreal Road and the new junction of US 50 and Pioneer Trail with a typical depth of cover of about 4 feet. Relocation of these main lines would interrupt the District's capacity to provide fire flows to more than half of the District's entire service area. If the finish grade of the proposed improvements are similar to, or higher than, the existing grade, the waterlines will generally not require relocation. The storm drain elements of the proposed project will likely require the relocation of certain sections of waterlines typically by lowering the waterline in the immediate vicinity of the storm drain improvement. Project engineering design and grading plans and District waterline profiles should be reviewed for conflict determination. | Proposed Project and Project Alternatives; Public Services and Utilities |
| 04 | Solbrig, Richard | Sewer Collection System A map showing the proposed US 50 realignment and the District's existing sewer collection system utilities through the project area is provided as Figure 2 (attached to comment letter). Preliminary evaluation of the District's sewer collection system identified 36 manholes and approximately 10,000 linear feet of gravity sewer mains situated along and/or within 10 feet of the proposed US 50 realignment. District sewer lines have a minimum 4-foot cover construction requirement; however, most gravity mains are typically as-built with an average cover of about 6- to 8-feet. Project engineering design and grading plans and District sewer line profiles should be reviewed for conflict determination. Grading plans will also need to be reviewed to determine the number of manholes that may require vertical adjustments to meet finished grade. Sewer services to abandoned buildings will need to be abandoned at the sewer main. Storm drain improvements for the proposed project should be designed around the existing gravity sewer network which is impractical and prohibitively expensive to relocate. | Proposed Project and Project Alternatives; Public Services and Utilities |
| 04 | Solbrig, Richard | Thank you again for this opportunity to provide the District's water distribution and sewer collection utilities information for inclusion in the joint EIR/EIS/EIS. We look forward to receiving the results of this analysis. The District is also interested in reviewing potential design alternatives being considered to accommodate existing utility facilities and identifying opportunities to minimize any utility conflict costs to our ratepayers. | Proposed Project and Project Alternatives; Public Services and Utilities |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|----------------------|-----------------|---|---|
| Organizations | | | |
| 05 | Gergans, Nicole | The League to Save Lake Tahoe appreciates the opportunity to comment on the Notice of Preparation for the US 50 South Shore Community Revitalization Project. The League is a membership based non-profit organization dedicated to protecting and restoring the environmental quality, scenic beauty and low-impact recreational opportunities of the Lake Tahoe Basin. | Does not raise an environmental issue (introductory statements not requiring assessment in the EIR/EIS/EIS) |
| 05 | Gergans, Nicole | Safeguards for Congestion The current TRPA Regional Plan and proposed Regional Plan Update lack an overall plan for the capacity of the Basin. The casino corridor is an area that is designated to receive transfer of development incentives as well as massive increases in height and density allowances. However, there is no plan for the amount of the capacity this small area will be able to hold without further causing additional congestion. A potential consequence is that the loop road is built to relieve congestion, but such a large influx of additional accommodations will be built that the new loop road over the next few decades will also become congested. It is imperative that the loop road is safeguarding from future congestion by creating a redevelopment plan for the casino corridor that will not create a capacity beyond which the loop road design can handle. This is imperative to the protection of the Basin's air quality threshold. | Traffic and Transportation/ Pedestrian and Bicycle Facilities |
| 05 | Gergans, Nicole | Coverage The proposed alternative will be adding a large amount of new coverage to an area that is already very over covered. In order to assist in achieving soil and water quality coverage thresholds, the coverage transfer should ideally come from within the casino corridor. Additionally, pervious pavement should be utilized in areas such as sidewalks. Impacts from added coverage to sensitive lands must be mitigated. | Proposed Project and Project Alternatives; Geology, Soils, Land Capability and Coverage |
| 05 | Gergans, Nicole | Road size and alternatives The road should be sized to the minimum amount needed for public safety. An alternative should be examined and a traffic model run on a scenario in which the loop road is two lanes instead of four. If a four lane road is needed the lanes and shoulders should be sized as narrow as possible without affecting public safety. | Proposed Project and Project Alternatives; Traffic and Transportation/ Pedestrian and Bicycle Facilities |
| 05 | Gergans, Nicole | Road maintenance Sanding of roads during winter road maintenance is a major component in decreasing lake clarity. An effective way to mitigate for the impacts of road sand is to employ best available technology vacuum street sweepers on a regular basis. As a condition of this project and the permit, there must be a commitment to effective and frequent road sweeping on both the loop road and the casino corridor road. | Proposed Project and Project Alternatives; Water Quality and Stormwater Runoff |
| 05 | Gergans, Nicole | Best Management Practices Stormwater BMPs must be built and maintained for all sections of roads involved in this project. | Proposed Project and Project Alternatives; Water Quality and Stormwater Runoff |
| 05 | Gergans, Nicole | Stream Environment Zones The project will be impacting a stream environment zone. The project must mitigate disturbance to this sensitive area. | Proposed Project and Project Alternatives; Geology, Soils, Land Capability and Coverage; Biological Environment |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|------------------------|--|---|
| 05 | Gergans, Nicole | Lighting and Noise The impacts of additional lighting and noise to wildlife, recreation, and scenic quality must be mitigated, especially as the road will abut a state park. | Proposed Project and Project Alternatives; Biological Environment; Visual Resources/ Aesthetics; Parks and Recreational Facilities |
| 05 | Gergans, Nicole | Screening The new roadway will create scenic impacts from recreational sites including hiking trails. The roadway must be adequately screened in order to protect views. | Visual Resources/ Aesthetics |
| 06 | Weals, Fred & Donna | The Alternative 2 map accompanying the letter shows the proposed new route going directly through the cabin and 4 lots that I own sited at the corner of Montreal and Fern and bounded on the NE by a commercial area. Naturally, I am concerned. | Proposed Project and Project Alternatives; Community Impacts |
| 06 | Weals, Fred & Donna | Your letter did not include an Alternative 1 map. If there is an Alternative 1 map I would like to review it. | Does not raise an environmental issue (TTD staff replied that Alternative 1 is the No Build/No Project alternative and would involve no changes.) |
| 07 | Filby, Nikola (1 of 3) | I am writing to submit my comments on the US 50/South Shore Community Revitalization Project, involving the conversion of the existing US 50 roadway between its intersection with Pioneer Trail south of Stateline and its intersection with Lake Parkway north of Stateline, and the re-routing of US 50 around the east side of Heavenly Village, the Forest Suites Resort, and the Nevada casinos. | Does not raise an environmental issue (introductory statements not requiring assessment in the EIR/EIS/EIS) |
| 07 | Filby, Nikola (1 of 3) | I own three rental units on Echo Road in South Lake Tahoe. Judging from the map I received with the "Notice of Preparation/Notice of Intent," my property appears to be right on the edge of the re-routed US 50. I cannot be certain whether this property is within the "displaced housing" section or just outside of it, but my comments will apply to any house in the same neighborhood that will remain after this re-routing is completed. | Proposed Project and Project Alternatives; Community Impacts |
| 07 | Filby, Nikola (1 of 3) | Currently our neighborhood is woodsy and quiet, even though it is located very close to the center of the busy Stateline area. This attractive environment, close to the many Stateline amenities, is very desirable and is a significant part of the value of the home sites in our area. The re-routing of US 50 right next to Echo Road has the potential to destroy the quiet, woodsy ambience of our neighborhood. For this reason, I strongly urge that the project include barriers to the sound and sight of the re-routed US 50, as a means of protecting the existing environmental attractiveness of our neighborhood. This could be accomplished with a sound wall and some landscaping to offset the visual blight of the sound wall itself. Alternatively, it might be possible to protect our neighborhood's environment by planting dense vegetation of shrubs and trees growing to a height of about 20 feet, with the inclusion of fencing on the US 50 side of this vegetation. I do not know if the project currently includes this kind of barrier to protect the residential quality of Echo Road, as well as Moss Road to our south, but it should. I appreciate your consideration of my comments. | Noise and Vibration; Visual Resources/ Aesthetics |
| 08 | Burge, Glyn | We are the owners of 3920-3924 S. Lake Tahoe Blvd. This is a two building strip center with 7-11, Taco Taqueria, and Subway as tenants. Our primary concerns at this point are vehicle and pedestrian access including possible median changes, visibility (signage), and loss of any parking. | Traffic and Transportation/ Pedestrian and Bicycle Facilities |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|-------------------|--|---|
| 08 | Burge, Glyn | As you develop the scope of your project, I would appreciate being kept informed. We generally like the plan that has been presented, but need more information before offering specific comments. | Does not raise an environmental issue (TTD staff responded that commenter has been added to the mailing list) |
| 09 | Crawford, Melinda | In regards to public comment on your proposal I believe the diverting of traffic from the existing US 50 through the Casino Corridor would be devastating to the businesses that exist along 50 for the purpose of bringing in tax revenue to the aforementioned agencies. It would be the equivalent of chopping off your nose to spite your face. Please do not take the existing US 50 down to one lane each way to make bike lanes and pedestrian paths. | Community Impacts |
| 09 | Crawford, Melinda | Do improve Lake Parkway from Pioneer trail to East 50 at the intersection of Lake Parkway and US 50 and provide adequate free parking so you can reach the money generating ski resort and business that exist along with the Marriott time share/Heavenly Village complexes. Adequate free parking means that people will park and spend quality time without taking up spaces at the casino's parking lots. | Proposed Project and Project Alternatives |
| 09 | Crawford, Melinda | Do add bike paths along the Pioneer Trail/Lake Parkway to assure safety of bikers while avoiding US 50 highway traffic. | Proposed Project and Project Alternatives |
| 09 | Crawford, Melinda | The back road from Pioneer Trail through Stateline to reconnect back to US 50 needs to be improved for the sole purpose of providing commerce, tax generation and movement to the businesses that exist at the Casino Corridor area. Providing adequate, safe bike paths and parking for pedestrians in the general area of shopping skiing, lodging is the best way to provide for the surrounding community. | Purpose, Need, and Objectives |
| 09 | Crawford, Melinda | Your proposal to divert traffic from the centralized area would be devastating to the economy of the area. If your goal is to improve the area, then making a safe entry to the back of the Marriott time share/Heavenly Village business district with plenty of adequate free parking would assure less visitors attempting to cross US 50 at Heavenly Village Gondola area from the side streets along the north side of US 50. It would improve shopping and the shopping experience, movie participation, restaurant visitation, Casino use, skiing, sightseeing, and stop illegal parking in the Raley's shopping center. It would cost less than redoing what already exists. | Community Impacts |
| 09 | Crawford, Melinda | The businesses and Convention Center were all planned around the US 50/Casino Corridor area being able to bring traffic to the area and visibility to the businesses that have invested there. Your proposal would stop the flow of traffic through the area, thus making the Convention Center and businesses North of US 50 less visible and less revenue generating. Businesses north of US 50 currently are without parking during ski season due to the lack of parking around the Gondola area. Skiers attempt to cross the street to reach the Gondola making for traffic problems. Give them a free place to park with the new improvements. | Proposed Project and Project Alternatives; Community Impacts; Traffic and Transportation / Pedestrian and Bicycle Facilities |
| 09 | Crawford, Melinda | Don't lower the lanes along the existing US 50 through the Casino Corridor. Part of the charm of crossing the Stateline is with the US 50 leaving California and entering Nevada (or vice versa from the other direction) signs. Taking that away from the Heavenly Village/Casino Corridor would be devastating to the economy of the area. | Community Impacts |
| 09 | Crawford, Melinda | Do widen and improve the Pioneer Trail and US 50 Connection by adding bike paths, turn lanes, free parking, and pedestrian usage to the Heavenly Village / Marriott Time share area. | Proposed Project and Project Alternatives |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|------------------------|---|--|
| 10 | Feagley, Jerry | Owner of home on Pioneer Trail property. Owned this since 1979 to hold as my retirement income, one day. I have struggled to keep up with it from a distance and have made 100s of trips over the years to do so. As I explained my goal and dream is keep the property as originally intended. I of course would consider the possibility to make a minor relocation of the property, perhaps to the vacant lot behind the property as it now sets. | Proposed Project and Project Alternatives; Community Impacts |
| 11 | Filby, Nikola (2 of 3) | There appears to be a possible error on page 4, under the "Alternative 2" section. In the first paragraph it is stated that "Two new cul-de-sacs would be constructed at the end of Fern and Montreal Roads." If this is correct, then the map on page 7 is incorrect, because the map shows the cul-de-sacs at the ends of Echo and Montreal Roads. In fact, the map gives the appearance that all the properties on Fern Road will have to be removed for this project, in that no access is shown to Fern Road due to its current cul-de-sac on its Lake Tahoe side and the re-routed US 50 cutting off the opposite side. Assuming that the map is correct and the cul-de-sac will be on Echo Road rather than Fern Road, then the question arises as to whether the re-routed US 50 will require the removal of any houses on the Heavenly Village side of Echo Road (the map makes it look as if some would be). If so, then I would ask what would, if anything, remain on Echo Road opposite my property on Echo Road, as this would impact my property's exposure to the sight and sound of US 50. | Proposed Project and Project Alternatives; Noise and Vibration; Visual Resources/ Aesthetics |
| 12 | Filby, Nikola (3 of 3) | Commenter thanks TTD staff for responding to previous questions. | Does not raise an environmental issue |
| 13 | Tochilnik, Dmitriy | We received notice of Preparation and we are very concerned about future of our house on Primrose Road. We purchased in 2008 and we did full remodeling since that time. We invest lots of money in our home and we don't want to lose it. Please give us a call. | Community Impacts |
| 14 | Tancredy, Steve | I am a property owner on Chonokis Rd. in South Lake Tahoe. Over the last 35 years or better we have had many traffic issues on Chonokis Rd. Between cars racing up and down the street going 40 plus miles an hour on that street buses and big commercial trucks using the street as a thoroughfare. If it isn't cars racing through the neighborhood all hours of the night with music blaring or loud exhausts, there have been times traffic backs up so bad you can't even get in and out of your own driveway. Since the 1990s me personally have dealt with the city with letters, I even walked the neighborhood and made a petition letter to shut down Chonokis Rd. to through traffic. In July or August I even spoke at a city council meeting about the problems on Chonokis Rd. On September 15, 2006 I met with Terry Daniels who was the chief of police at the time and also John Greenhut. I'm not sure if they are still in Tahoe, They might remember me and the meeting we had that day. I still have copies of all the letters I sent to the city of South Lake Tahoe and I do have a video tape I took one afternoon showing the problems. Please feel free to call me at any time I would like to talk to you and urge to push forward with any plan that will get the traffic off the residential streets. | Proposed Project and Project Alternatives |
| 15 | Raymond, Hank | This email is my attempt to comment on the US 50/South Shore Community Revitalization Project that is located along Highway 50 between Pioneer Trail and Kingsbury Grade. I like this project but I would like to see more roundabouts installed. Alternative 2 has a roundabout at the east end of the project and that is great! It's good to see that the finally moving into the 21st century. But a roundabout should also be installed at the intersection of Park Ave and Montreal Rd and at the intersection of Pioneer Trail and Highway 50. It's really unfortunate that our road designers think of traffic signals first and roundabouts second. It should be the other way around. Traffic signals should only be installed at intersections if there's some reason a roundabout won't work there. | Proposed Project and Project Alternatives |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|----------------------------|---|--|
| 16 | Sweeney, Cathi | I am a property owner in Tahoe Meadows. I believe the scope of the environmental review proposed for the US SO/South Shore Community Revitalization Project should include the impact to the Linear Park in South Lake Tahoe. | Proposed Project and Project Alternatives; Parks and Recreational Facilities |
| 16 | Sweeney, Cathi | I am unable to determine the extent of any proposed impact on the Linear Park from the map associated with the Notice of Intent (also posted to the Tahoe Transportation District web site). It is difficult to assess the changes proposed by this project because the map is unclear and the written description omits any reference to the Linear Park. | Proposed Project and Project Alternatives; Parks and Recreational Facilities |
| 16 | Sweeney, Cathi | The Linear Park is an important amenity that provides a safe pedestrian and bicycle route physically separated from vehicles on a very busy section of Highway 50 in South Lake Tahoe. If the proposed right of way extends into the existing Linear Park area, the separated ped/bike lane will be adversely affected and safety will be compromised. | Project Description and Alternatives; Parks and Recreational Facilities |
| 16 | Sweeney, Cathi | I am also concerned about the loss of screening and landscaping in the Linear Park. We have waited for over a decade for the City of South Lake Tahoe to provide the irrigation and landscaping promised when the Linear Park was created. This work is proposed to be completed next year. If the Highway 50 project will reduce the width of the Linear Park, the landscaping which will provide much needed screening along the frontage of Tahoe Meadows will be adversely impacted too. | Proposed Project and Project Alternatives; Parks and Recreational Facilities; Visual Resources/ Aesthetics |
| 17 | Lee | Yes, we need to fix the traffic. Yes, we need a roundabout. As I sit at the traffic light with no traffic moving for minutes I am amazed at how backwards we are without roundabouts. | Proposed Project and Project Alternatives; Traffic and Transportation/ Pedestrian and Bicycle Facilities |
| 17 | Lee | Yes we need to protect the neighborhoods from the noise now and in the future. The traffic noise in the lower Kingsbury neighborhood since the clearing of the trees is loud and incessant. 10 years ago the neighborhood was extremely quiet, only the coyotes were heard. Residential neighborhoods should be sacred no matter what the property value. TRPA protects the lake front properties from noise. NVDOT protects Carson residential from highway noise. Solid walls are needed to stop the noise. | Proposed Project and Project Alternatives; Noise and Vibration |
| 18 | Deerfield, Marcia (1 of 6) | I only today received something in the mail. It does not tell me anything important—like are you going to bulldoze my newly custom built house, currently a vacation rental and in 2.5 years, my retirement and bed and breakfast house. My address is on Fern. | Proposed Project and Project Alternatives (additionally, TTD staff responded to commenter's questions via email) |
| 18 | Deerfield, Marcia (1 of 6) | Your tahoetransportation.org shows plan 2 and 3 but not 1. I can live with 2 or 3 since it maintains my ability to walk to everything I need in my retirement. | Community Impacts |
| 18 | Deerfield, Marcia (1 of 6) | How do I get in on the review? I will greatly appreciate your prompt reply. | Does not raise an environmental issue (TTD staff responded to commenter's questions via email) |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|----------------------------|---|--|
| 19 | Greene, Chuck (1 of 2) | I was thinking about the APC meeting yesterday re the Loop Road NOP. In particular with regard to the issue of needing to purchase some 75 homes/units. In the EIS/EIR analysis, it would be useful to have estimates [based on the estimated start of construction in 2015] of the availability in 2013 and 2014 of housing of the same type and quality of those being removed. Along with the availability estimates, it would also be of value to those whose homes are affected, to have estimates of the prices of the same type and quality of housing that would be available in 2013 and 2014. That would help determine the kind and amount of funding that would have to be made available for the purchase of those homes in order for the project to be successful. Of course, nobody can say for certain what prices and availability will be two to three years in the future, but having some expert analysis and calculation would be helpful. | Community Impacts |
| 20 | Deerfield, Marcia (2 of 6) | Commenter provides phone and email contact information and asks TTD staff member, Alfred Knotts (Project Manager) what his role in the project is. | Does not raise an environmental issue (TTD staff responded to commenter's questions via email) |
| 21 | Deerfield, Marcia (3 of 6) | Commenter states she is waiting for contact from TTD. She further states, the environmental review ends on the 16th and the meeting is the 20th. We wouldn't want to have to say that things are being hidden from me since I only received notice other than rumor yesterday, and I have A LOT at stake here. | Does not raise an environmental issue (TTD staff responded to commenter's questions via email) |
| 22 | Deerfield, Marcia (4 of 6) | The commenter provides a corrected email address for information/answers to her questions to be sent. | Does not raise an environmental issue (TTD staff responded to commenter's questions via email) |
| 23 | Rahmani, Moe | Commenter asks if the project will affect the property associated with APN 29:283:16. | Does not raise an environmental issue (TTD staff responded to commenter's question via email) |
| 23 | Rahmani, Moe | Are you going to hold any meetings on updates on the project? | Introduction |
| 24 | Deerfield, Marcia (5 of 6) | Thank you. I appreciate your answering my questions and concerns. This answers one I had the other day. What was Version 4? I am sure I will have more. | Proposed Project and Project Alternatives |
| 25 | Greene, Chuck (2 of 2) | Commenter thanks TTD staff for response to previous questions. | Does not raise an environmental issue |
| 26 | Shumate, Bradford | I have a home on Lodge Road, South Lake Tahoe, in Tahoe Meadows, fronting Hwy 50, next to the Holiday Inn Express. First let me say that I am in favor of any positive change occurring in SLT. Anything that brings jobs to our area and makes SLT an attractive destination for visitors, I am for. | Does not raise an environmental issue |
| 26 | Shumate, Bradford | I do have a number of questions/concerns as to how this project will impact my home. After looking at the letter/map I was sent & viewing the project on your web site, I cannot see where a driveway (access) has been placed to accommodate Lodge Rd. which currently accesses Hwy 50. Lodge Road runs along the boundary between my property and the Holiday Inn Express. | Proposed Project and Project Alternatives |
| 26 | Shumate, Bradford | Will you relocate the bus stop that is currently near Lodge Road? | Proposed Project and Project Alternatives |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|-------------------------|--|--|
| 26 | Shumate, Bradford | There is an open storm drain along the fence between my lot and Linear Park which currently dumps storm water onto my property. I believe it should be tied into the underground storm drain which collects the roadway water and runs down under Lodge Road. | Proposed Project and Project Alternatives |
| 26 | Shumate, Bradford | Will the Linear Park landscaping be completed within this project? | Proposed Project and Project Alternatives |
| 26 | Shumate, Bradford | The double gates between Lodge Rd. and Hwy 50 were damaged by the contractor, in approximately 2003, when he dug a jacking pit while installing the underground storm drain under Lodge Road. Will the plan include repair of the gate? | Proposed Project and Project Alternatives |
| 26 | Shumate, Bradford | Is there any intent or need to acquire a portion of my property for the current plan? | Proposed Project and Project Alternatives |
| 26 | Shumate, Bradford | I am concerned that with the new route alignment, car headlights will be shining directly into my home, from traffic traveling west from Stateline. | Visual Resources/ Aesthetics; Proposed Project and Project Alternatives |
| 26 | Shumate, Bradford | Due to my work in the Bay Area; I am unable to attend any of the meetings. I appreciate your response to my concerns. | Does not raise an environmental issue |
| 27 | Petersen, Tom & Carolyn | Having survived the previous planned Highway 50 bypass in the 1970s (just barely!), this is déjà vu! | Does not raise an environmental issue |
| 27 | Petersen, Tom & Carolyn | It is unclear what our access to our property on Chonokis would be under the proposed loop for Highway 50. | Proposed Project and Project Alternatives |
| 27 | Petersen, Tom & Carolyn | What is the Casino's attitude toward this project? | Does not raise an environmental issue |
| 27 | Petersen, Tom & Carolyn | What effect would this proposal have on the City of South Lake Tahoe's completed drainage projects in the area? | Proposed Project and Project Alternatives; Hydrology and Floodplain; Water Quality and Stormwater Runoff |
| 27 | Petersen, Tom & Carolyn | According to input at the December 7 th meeting, your timeline is 2015 startup. What are the funding sources for this project? With the economy and California's tax/budget situation couple with Nevada's threat to pull out of TRPA, it leaves some questions as to viability. | Does not raise an environmental issue; schedule and funding will be discussed in Proposed Project and Project Alternatives |
| 27 | Petersen, Tom & Carolyn | I do not understand why Caltrans is so enamored of roundabouts. In our experience they create many more problems than they solve. We have concerns about the trucking coming from Reno or Sacramento making deliveries in the casino area. The radius of the roundabout would be critical for large semi-trucks. | Proposed Project and Project Alternatives; Traffic and Transportation/ Pedestrian and Bicycle Facilities |

Table 2 Environmental Issues Raised During the Scoping Period November 2, 2011 – December 16, 2011

| Letter Number | Name of Author | Environmental Issue | EIR/EIS/EIS Chapter(s)/ Section(s) Addressing Comment |
|---------------|-------------------------|--|--|
| 28 | Scharer, Chuck | Edgewood Companies supports the Highway 50 revitalization project. We are confident that the bypass and the corresponding narrowing of "Main Street" will benefit both the environmental and economic health of the South Shore. Our support is given as both a major, affected property owner (owner of the Montbleu, the land underneath the Horizon, the Edgewood-Tahoe golf course, and other holdings), and as an advocate of the South Shore Vision which not only endorses the Highway 50 project, but considers it vital to the implementation of that Vision. The Vision process, funded by the South Tahoe Alliance of Resorts (STAR), brought together business owners and local governments to define the process to achieve a common goal, the transformation of South Shore into a true recreation oriented destination resort. The importance of the Highway 50 plan to that Vision cannot be underestimated. | Does not raise an environmental issue |
| TTD 01 | Eichar, Peter | Noted that California Tahoe Conservancy owned properties in that area were purchased with specific sources of money that have strings attached to them for specific uses. | Proposed Project and Project Alternatives |
| TTD 02 | Langlois, Jytte | Requested her renters not be contacted and scared into moving. She also asked about financing plans for the right of way acquisitions. | Does not raise an environmental issue |
| TTD 03 | Sweeney, Cathi | Asked for a larger version of the map to determine any impact on Tahoe Meadows. | Proposed Project and Project Alternatives |
| APC 01 | Carlsen, Kurt | Asked to be included in the project and have the project go beyond his business. | Proposed Project and Project Alternatives |
| APC 02 | McKean, Mike | Asked to be included in the project and have the project go beyond his business. | Proposed Project and Project Alternatives |
| APC 03 | McRoberts, Pete | Raised concerns with the plan that shows the Holiday Inn Express driveway being shut down and no entrance or exit into the main hotel. Delivery trucks will not be able to enter/exit through Carrows' entrance to supply his property, which is currently proposed. | Proposed Project and Project Alternatives |
| APC 04 | Norman, Joan | Raised concerns with the cost of this project and asked if it comes out of taxpayer's pockets. | Does not raise an environmental issue |
| APC 05 | Petersen, Tom & Carolyn | Raised concerns about whether their access will be affected. She asked how this will affect the storm drainage work that the City of South Lake did. They don't support round-a-bouts. | Proposed Project and Project Alternatives; Water Quality and Stormwater Runoff |
| APC 06 | Watson, Angie | Raised concerns with the process of acquiring these properties and if eminent domain will be used. | Proposed Project and Project Alternatives; Community Impacts |

Appendix A

Notice of Preparation/Notice of Intent

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

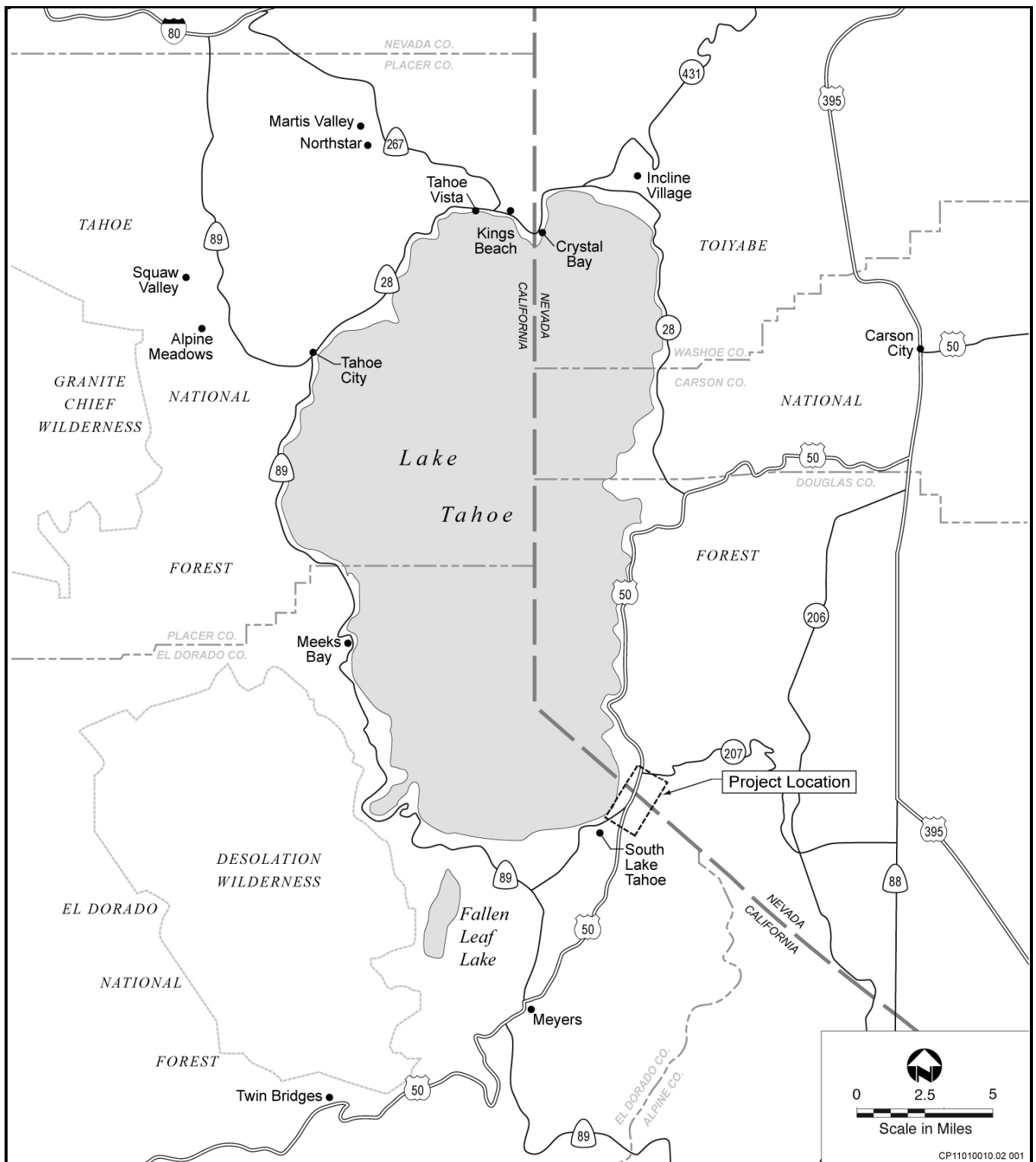
The Tahoe Transportation District (TTD) is proposing construction of an improved circulation network in and around the Stateline casino corridor area, between a location 0.25 mile southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route (SR) 207 (i.e., Kingsbury Grade) 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.

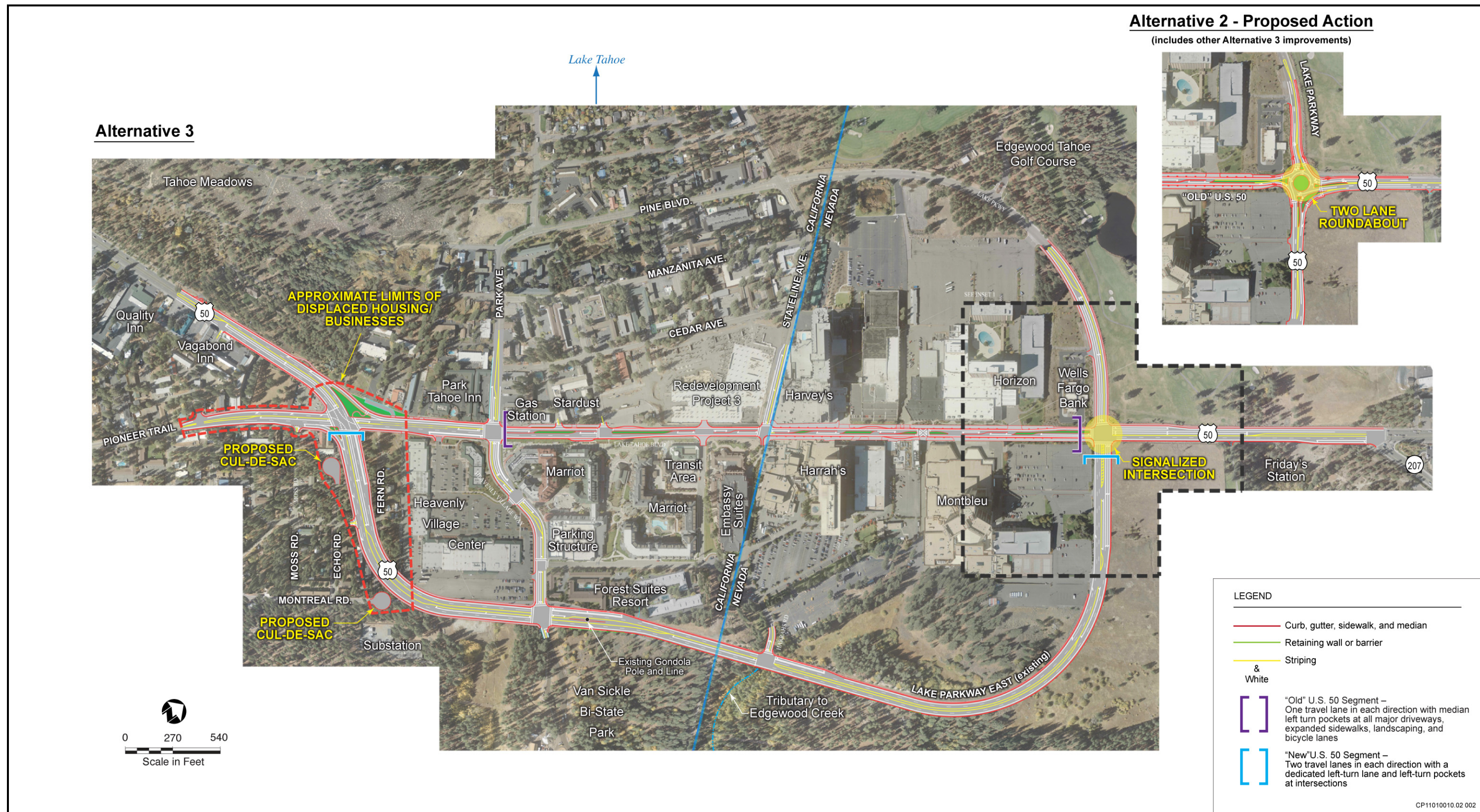


Exhibit 2

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.

Appendix B

Scoping Meeting Materials



US50/South Shore Community Revitalization Project

Public Scoping Meeting

December 7, 2011

Purpose of Today's Meeting

- Present information on the project and environmental review process
- Receive comments on:
 - Environmental issues to be addressed during environmental review
 - Alternatives to consider
 - Suggestions for mitigation
 - Other recommendations related to the project



TTD Program

Tahoe Transportation District (TTD) established under Public Law 96-551

- The agency is responsible for facilitating and implementing safe, environmentally positive, multi-modal transportation plans, programs, and projects.
- Through the implementation of regional transportation projects, various environmental thresholds can be improved and Lake Tahoe communities can be revitalized.



Project Development Team Members

- FHWA
- Caltrans
- NDOT
- TTD
- TMPO
- TRPA
- City of South Lake Tahoe
- Douglas County
- El Dorado County
- Harrah's/Harvey's
- Montbleu
- Edgewood Companies



Project Study Area



Project Boundaries

Generally bounded by:

- Pioneer Trail to the south
- Lake Parkway to the north
- Lake Parkway/Montreal Road to the east
- Lake Parkway/Pine Blvd to the west



Project Need

1. Meet the intent of the Loop Road System concept described in Article V(2) of the Tahoe Regional Planning Compact (Public Law 96-551)
2. Improve pedestrian safety, mobility, and multi-modal transportation options to address increased pedestrian traffic created by existing and proposed resort development in the project area
3. Help achieve TRPA's adopted environmental threshold carrying capacities and TRPA, NDEP, Lahontan RWQCB regulations and requirements, while enhancing the community and tourism experience



Project Need

4. Implement the various regional and local plans and programs for the area:
 - Lake Tahoe Regional Transportation Plan
 - Lake Tahoe Environmental Improvement Program
 - Stateline/Ski Run Community Plan
5. Mitigate severe summer and winter peak period traffic congestion along US 50 in the project area by achieving and maintaining an acceptable LOS for existing and future traffic demand



Goals and Objectives

- Improve public safety, pedestrian/bicycle access, landscaping, transit services, circulation, air quality, drainage/stormwater management, and community design
- Address transportation and circulation needs by reducing congestion and incorporating appropriate design solutions that reflect the community and adjoining land uses



Goals and Objectives

- Balance transportation needs with other community goals, such as economic vitality, and the desires of visitors
- Provide an aesthetically pleasing commercial core/community area for visitors and residents



Project Background and Milestones To Date

- May 2004 – Completed US 50/Stateline Transportation Planning Study
- June 2010 – Completed Caltrans Project Study Report/Project Environmental Analysis Report
- November 2010 – Completed Value Analysis Study Report
- July 2011 – Initiated Sustainable Return On Investment Study
- October 2011 – Completed Alternatives Evaluation Memorandum



Alternatives Considered But Dismissed

- Alternative concepts:
 - Realigned US 50 along Lake Parkway West
 - 2 eastbound lanes + 1 transit-only lane through casino core
 - Tunnel between Lake Parkway and Pioneer Trail
 - Alternative design speeds and intersection configurations
- Screening criteria – capacity (LOS), safety, plan consistency, cost, among others
- Rationale for elimination:
 - Infeasible (failed to meet Caltrans LOS standards)
 - Failure to meet basic project objectives/P&N
 - Failure to avoid or lessen environmental impacts



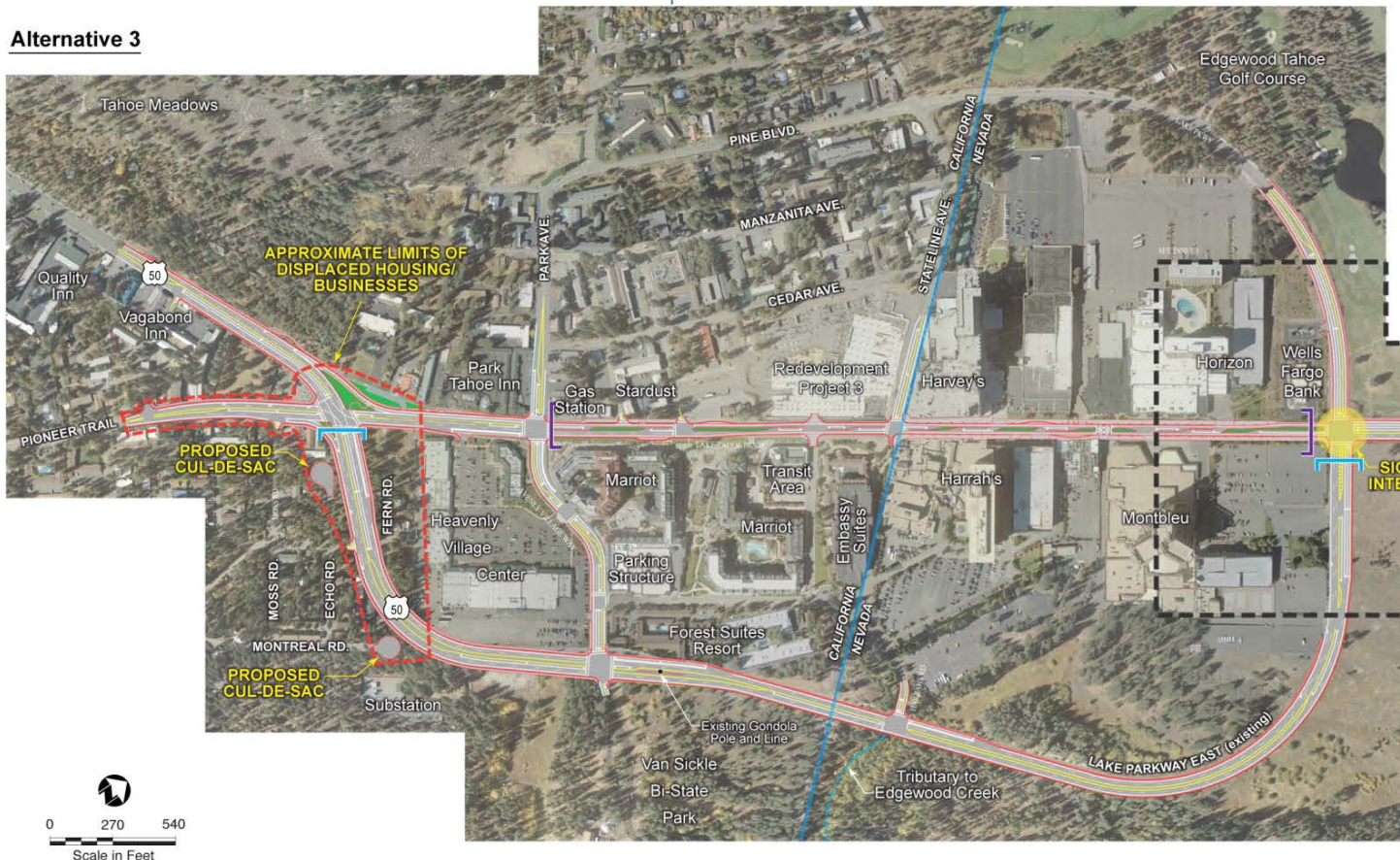
Proposed Action

- US 50 realigned along Lake Parkway on the mountain side of the Stateline casino corridor area and then along a new alignment between Fern and Echo Roads to Pioneer Trail
- Roundabout at the intersection of US 50 and Lake Parkway
- Existing US 50 becomes a local roadway with expanded sidewalks, bicycle lanes, and landscaped median



Project Overview Map

Alternative 3



Alternative 2 - Proposed Action

(includes other Alternative 3 improvements)



LEGEND

- Curb, gutter, sidewalk, and median
- Retaining wall or barrier
- Striping
- & White
- "Old" U.S. 50 Segment – One travel lane in each direction with median left turn pockets at all major driveways, expanded sidewalks, landscaping, and bicycle lanes
- "New" U.S. 50 Segment – Two travel lanes in each direction with a dedicated left-turn lane and left-turn pockets at intersections



Anticipated Benefits

- Improved safety and water quality
- Reduced traffic, emissions, and noise in casino corridor
- Ability for temporary event closure
- Gateway opportunity in casino corridor
- Economic opportunity/Stateline reinvention catalyst



Joint EIR/EIS/EIS

- Tahoe Transportation District
 - CEQA (PRC Section 21000 et seq.)
 - State CEQA Guidelines (CCR Section 15000 et seq.)
- Federal Highway Administration
 - NEPA (42 U.S. Code 4321-4347)
 - CEQ NEPA Regulations (40 CFR 1500-1508)
 - Environmental Impact and Related Procedures (23 CFR 771)
 - NEPA Environmental Guidebook
- Tahoe Regional Planning Agency
 - Tahoe Regional Planning Compact (Compact)
 - Code of Ordinances (Chapter 5)
 - Rules of Procedure (Article VI)



Key Issues

- Affected residences and businesses; potential environmental justice issues
- Potential land use and noise conflicts
- Right-of-way acquisition needs
- Encroachment on parklands (Section 4[f])



Relocation Assistance Plan (RAP)

- FHWA/Caltrans study underway in accordance with federal and state laws
- RAP involves door-to-door residential interviews to collect baseline information – *in process*
- Affected residents may be entitled to advisory assistance, moving costs, and replacement housing payments



Alternatives to Be Evaluated

- Alternative 1: No Project/No Action
- Alternative 2: Proposed Project
 - Realignment of US 50 to mountainside of Lake Parkway w/ roundabout at US 50
 - Revitalization of existing US 50 through casino corridor
- Alternative 3
 - Similar to Alternative 2 with signal at Lake Parkway
- Potential for other action alternative if consistent with Purpose and Need



NOP/NOI and Scoping Process

- NOI published in Federal Register November 1, 2011
- NOP/NOI distributed on November 2, 2011
- 44-day public comment period; comments requested by December 16, 2011
- Two scoping meetings – 11/10/11 and 12/7/11
- Seeking comments on:
 - Environmental impact issues to be addressed during environmental review
 - Alternatives to consider
 - Suggestions for mitigation measures
 - Other concerns related to the project



Issues to Be Addressed in the EIR/EIS/EIS

- Land Use and Plan Consistency
- Socioeconomic Impacts and Environmental Justice
- Hydrology and Water Quality
- Biological Resources
- Geology and Soils and Land Capability and Coverage
- Scenic Resources
- Recreation and Section 4(f)
- Cultural Resources
- Public Services and Utilities
- Transportation, Circulation, and Parking
- Air Quality and Conformity
- Greenhouse Gas Emissions and Climate Change
- Noise and Vibration
- Hazards and Hazardous Materials
- Growth-Inducing Effects
- Cumulative and Indirect Effects
- TRPA Threshold Carrying Capacities



Estimated Timeline and Opportunities for Public Input

| | |
|---|--|
| NOP/NOI Published | November 2, 2011 |
| Public Scoping Period (44 days) | November 2 – December 16, 2011 |
| Public Scoping Meetings x 2 | November 10, 2011 – TTD Board December 7, 2011 – TRPA APC |
| Environmental Analysis | Winter/Spring 2012 |
| Draft EIR/EIS/EIS Released, Public Hearing(s) and Review Period (60 days) | Summer 2012 |
| Final EIR/EIS/EIS Issued (Response to Comments) | Fall 2012/Winter 2013 |
| Project Approval/Certification Meetings | Winter/Spring 2013 |
| Construction Start Date (if approved) | 2015 |

Comment Submittal Options

- Oral Comments:

Please state your name and speak clearly so that we may record your comments

- Written Comments:

- Comment sheets and envelope available to collect today's comments; or
- Send comments to Alfred Knotts at TTD by mail, fax, or email by December 16, 2011.



For Further Information

Contact **Alfred Knotts, TTD Project Manger** at:

Tahoe Transportation District

P.O. Box 499

Zephyr Cove, NV 89448

Phone: (775) 589-5503

Fax: (775) 588-0917

aknotts@tahoetransportation.org





US50/South Shore Community Revitalization Project

Thank you for your participation today!





**Public Scoping Meeting for the US 50/South Shore
Community Revitalization Project**

December 7, 2011

SCOPING COMMENTS

*Please hand in comments during the meeting, mail them (address on back), or send an email by **December 16, 2011**. Those submitting comments electronically should provide them by email in either Microsoft Word format or as a Portable Document Format (PDF) to aknotts@tahoetransportation.org. Please include "US 50/South Shore Community Revitalization Project Comment" in the email subject line.*

Name: _____

Organization (if any): _____

Address (optional): _____

City, State, Zip: _____

E-mail: _____

The Tahoe Transportation District (TTD), Tahoe Regional Planning Agency (TRPA), and Federal Highway Administration (FHWA) invite you to provide additional comments you have on the US 50/South Shore Community Revitalization Project. Any comments that are received will be considered in the design, environmental review, and permitting for the proposed project. To submit additional comments that were not made at the public scoping meeting on December 7, 2011, please fold this page in half, tape closed, affix postage and place in the mail to Alfred Knotts at the address on the reverse. You may also submit comments to Alfred Knotts at aknotts@tahoetransportation.org. Written comments should be sent at the earliest possible date, by December 16, 2011. All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public. Thank you for your comments!

Comments:

-----PLEASE FOLD ALONG THIS LINE AND TAPE CLOSED.-----

Place
Stamp
Here

Tahoe Transportation District
Alfred Knotts, Project Manager
P.O. Box 499
Zephyr Cove, NV 89448



Public Scoping Meeting for the
US 50/South Shore
Community Revitalization Project
 December 7, 2011

SIGN IN SHEET

(Please print clearly and legibly)

NOTE: Signing this list is voluntary.

You are not required to register your name or provide any information as a condition to attend or participate in this proceeding.

| No. | Name (Individual/Organization) | Mailing Address | E-Mail | Reason for Attending (Check all that apply) | |
|-----|-----------------------------------|-----------------|--------|--|---|
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |



Public Scoping Meeting for the
**US 50/South Shore Community
 Revitalization Project**

December 7, 2011

TRPA Board Room • 128 Market Street • Stateline, Nevada

SPEAKER SIGN IN SHEET

| No. | Name (Individual/Organization) | Mailing Address | E-Mail | Reason for Attending (Check all that apply) | |
|-----|-----------------------------------|-----------------|--------|--|---|
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |



Public Scoping Meeting for the
**US 50/South Shore Community
 Revitalization Project**

December 7, 2011

TRPA Board Room • 128 Market Street • Stateline, Nevada

SPEAKER SIGN IN SHEET

| No. | Name (Individual/Organization) | Mailing Address | E-Mail | Reason for Attending (Check all that apply) | |
|-----|-----------------------------------|-----------------|--------|--|---|
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |



Public Scoping Meeting for the
**US 50/South Shore Community
 Revitalization Project**

December 7, 2011

TRPA Board Room • 128 Market Street • Stateline, Nevada

SPEAKER SIGN IN SHEET

| No. | Name (Individual/Organization) | Mailing Address | E-Mail | Reason for Attending (Check all that apply) | |
|-----|-----------------------------------|-----------------|--------|--|---|
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |



Public Scoping Meeting for the
**US 50/South Shore Community
 Revitalization Project**

December 7, 2011

TRPA Board Room • 128 Market Street • Stateline, Nevada

SPEAKER SIGN IN SHEET

| No. | Name (Individual/Organization) | Mailing Address | E-Mail | Reason for Attending (Check all that apply) | |
|-----|-----------------------------------|-----------------|--------|--|---|
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |
| | | | | <input type="checkbox"/> land owner | <input type="checkbox"/> general interest |

Appendix C

Written and Oral Comments

WRITTEN COMMENTS**State**

1. Nevada Division of Water Resources, Steve Shell (March 20, 2007)

Regional/Local

2. South Tahoe Public Utility District, Ivo Bergsohn (December 7, 2011)
3. City of South Lake Tahoe, Hilary Roverud (December 15, 2011)
4. South Tahoe Public Utility District, Richard Solbrig (December 15, 2011)

Individuals/Organizations

5. Nicole Gergans, League to Save Lake Tahoe (December 16, 2011)
6. Fred & Donna Weals (November 4, 2011)
7. Nikola Filby (1 of 3) (November 6, 2011)
8. Glyn Burge (November 8, 2011)
9. Melinda Crawford (November 8, 2011)
10. Jerry Feagley (November 8, 2011)
11. Nikola Filby (2 of 3) (November 8, 2011)
12. Nikola Filby (3 of 3) (November 8, 2011)
13. Dmitry Tochilnik (November 11, 2011)
14. Steve Tancredy (November 15, 2011)
15. Hank Raymond (November 23, 2011)
16. Cathi Sweeney (December 2, 2011)
17. Lee (December 7, 2011)
18. Marcia Deerfield (1 of 5) (December 8, 2011)
19. Chuck Greene (1 of 2) (December 8, 2011)
20. Marcia Deerfield (2 of 5) (December 9, 2011)
21. Marcia Deerfield (3 of 5) (December 9, 2011)
22. Marcia Deerfield (4 of 5) (December 9, 2011)
23. Moe Rahmani (December 9, 2011)
24. Marcia Deerfield (5 of 5) (December 12, 2011)
25. Chuck Greene (2 of 2) (December 13, 2011)
26. Bradford Shumate (December 14, 2011)
27. Tom & Carolyn Petersen (December 15, 2011)
28. Chuck Scharer (December 15, 2011)

ORAL COMMENTS

1. Peter Eichar, (California Tahoe Conservancy) (Oral comments at November 11, 2011 meeting)
2. Jytte Langlois (Oral comments at November 11, 2011 meeting)
3. Cathi Sweeney, (Tahoe Meadows Homeowners Association) (Oral comments at November 11, 2011 meeting)
4. Kurt Carlsen (Oral comments at December 7, 2011 meeting)
5. Mike McKean (Oral comments at December 7, 2011 meeting)
6. Pete McRoberts (Oral comments at December 7, 2011 meeting)
7. Joan Norman (Oral comments at December 7, 2011 meeting)
8. Tom & Carolyn Petersen (Oral comments at December 7, 2011 meeting)
9. Angie Watson (Oral comments at December 7, 2011 meeting)

NEVADA STATE CLEARINGHOUSE

Department of Administration, Budget and Planning Division
209 East Musser Street, Room 200, Carson City, Nevada 89701-4298
(775) 684-0209 Fax (775) 684-0260
DATE: March 20, 2007

Division of Water Resources

Nevada SAI # E2012-073

Project: SCOPING DEIS US 50/South Shore Revitalization Project

☐ No comment on this project ☒ Proposal supported as written

AGENCY COMMENTS:

A review of the area, Hydrographic Basin #090, Lake Tahoe, Truckee River Basin and indicates there are approximately twenty (20) active water rights in the vicinity of the described lands in this proposed project including springs, streams, and underground rights.

Please be advised that wells and/or points of diverting water on these lands, whether new or existing, shall require prior approval from the Nevada Division of Water Resources. All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Chapters 533 and 534 of the Nevada Revised Statutes (NRS), and not otherwise, including those used for geothermal projects.

Any water or monitor wells, or boreholes that may be located on either acquired or transferred lands are the ultimate responsibility of the owner of the property at the time of the transfer and must be plugged and abandoned as required in Chapter 534 of the Nevada Administrative Code. If artesian water is encountered in any well or borehole it shall be controlled as required in NRS § 534.060(3).

Any water used on the described project for construction, dust control, or maintenance should be provided by an established utility or under permit or waiver issued by the State Engineer's Office. If artesian water is located in any well or borehole it shall be controlled as required in NRS 534.060(3).

Dewatering for alleviation of hazards caused by the rise of ground water from secondary recharge is provided by the provisions of NRS 534.025 and NRS 534.050(2).

Sincerely,

Steve Shell, Staff Engineer

SLS/dl

From: [Ivo Bergsohn](#)
To: [Alfred Knotts \(aknotts@tahoetransportation.org\)](mailto:aknotts@tahoetransportation.org)
Cc: [Heidi Baugh](#); [John Thiel](#)
Subject: US 50 So. Shore Community Revitalization Project - GIS Files
Date: Wednesday, December 07, 2011 4:03:34 PM

Hi Alfred-

The South Tahoe Public Utility District (District) is in the process of preparing comments in response to the recently issued NOP/NOI for the US 50/South Shore Community Revitalization Project. As the largest provider of sewer and water utility services on the south shore, the District is concerned with the extent of potential utility conflicts from construction of the proposed US 50 realignment and the District's existing sewer and water distribution system utilities on the California side of the Stateline area. To help us better evaluate the potential extent of these utility conflicts, could you please send me electronic copy of the GIS and/or CAD files showing the proposed route of the US 50 realignment, as depicted in Exhibit 2 of the NOP/NOI.

Please call me at your earliest convenience should you have any questions regarding this request.

Regards,

Ivo Bergsohn, PG, CHG
Hydrogeologist
South Tahoe Public Utility District
1275 Meadow Crest Drive
South Lake Tahoe, CA 96150
530.543.6204
530.541.4319 (fax)

This email message has been delivered safely and archived online by Mimecast.

From: [Hilary Roverud](#)
To: aknotts@tahoetransportation.org
Cc: shussong-johnson@cityofslt.us; torourke@cityofslt.us
Subject: US 50 Revitalization Project NOP Comments
Date: Friday, December 16, 2011 3:11:09 PM
Attachments: [image001.jpg](#)
[12-15-11 NOP Comments-US 50 Revital.pdf](#)

Alfred-

Please accept the attached letter containing comments on the US 50 Revitalization Project Notice of Preparation from the City of South Lake Tahoe. A hard copy is in the mail. Feel free to contact me if you have any questions. Thank you!

Hilary Roverud, AICP

Director of Development Services
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150
phone: (530) 542-6024
fax: (530) 541-7524
email: hroverud@cityofslt.us





City of South Lake Tahoe

"making a positive difference now"

December 15, 2011

Alfred Knotts
Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448

Subject: Notice of Preparation (NOP) and Determination of Scope, US 50 South Shore Community Revitalization Project Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS) in Douglas County and The City of South Lake Tahoe

Dear Mr. Knotts:

Thank you for the opportunity to provide input on the US 50 South Shore Community Revitalization Project environmental analysis and project scope. The City, as a property owner in the project area and as a jurisdiction with legal responsibility for permitting the project, maintains discretionary approval power of the project and is therefore defined as a responsible agency by the California Environmental Quality Act (CEQA). The City of South Lake Tahoe (City) will be directly affected by the project in both potentially beneficial and potentially negative impacts. The City asks that the Tahoe Transportation District (TTD) works closely with City staff and elected officials throughout the planning, environmental, and implementation phases of the project. In addition to the topic and issues discussed in the NOP for the project the City asks that the EIR/EIS/EIS also address the following:

1. In the NOP, under "Project Purpose and Need" item D does not include the City of South Lake Tahoe General Plan as a plan that the project will assist in implementing. The EIR/EIS/EIS should acknowledge the General Plan Goals and Policies and provide an analysis of the project's consistency with the General Plan.
2. Land Use and Plan Consistency – The EIR/EIS/EIS should provide detailed analysis of the project's effects on private and public property compliance with the City Code development standards (parking, setbacks, signage, landscaping, etc.), the City Public Improvement Engineering Standards (driveways, sidewalks, curb, gutter, etc.), and the South Tahoe Redevelopment demonstration Plan as well as standards contained within the Stateline/Ski Run Community Plan. The analysis should include potential impacts to the availability of both on street and off street parking.
3. Socioeconomic Impacts and Environmental Justice-The EIR/EIS/EIS will need to provide a detailed analysis on the impacts of the project on housing, especially for low income residents of the City. Housing relocation and mitigation measures should consider at the least, development of new housing, conversion of existing motels to housing, modifications to existing housing to better meet the housing needs in the surrounding area, etc.
4. Recreation – The EIR/EIS/EIS should address potential impacts on the ability to access recreation areas from the tourist bed base in the Stateline area.

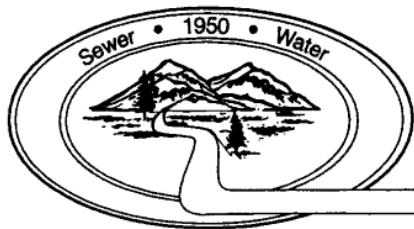
5. Scenic/Visual Resources – The EIR/EIS/EIS should also address visual impacts from residences and businesses in the area.
6. Hydrology, Water Quality and Floodplains – The EIR/EIS should describe the proposed drainage system and associated stormwater treatment for the new Hwy 50 realignment and new roadway through the casino corridor. The EIR/EIS should discuss the potential impacts of constructing the systems, including impact to existing drainage and storm water improvements. Portions of the existing drainage and storm water improvements in the project area were constructed by the City using federal and state grant funds. The analysis should include any mitigation measures, which may be required, as a condition of the grants. The analysis should include detailed modeling of the project's effects on Total Maximum Daily Load (TMDL) pollutants. Modeling should provide data that is broken down by jurisdiction.
7. Earth Resources: Geology and Soils, and Land Capability and Coverage – The project's analysis of the need for coverage transfers to the project area should include identification of where the transfers will come from and potential environmental impacts of the transfer.
8. Hazards and Hazardous Materials- The City Police and Fire Departments should be contacted for information on emergency response plans and potential impacts and mitigation should be discussed.
9. Greenhouse Gas Emissions and Climate Change – Greenhouse Gas emissions calculations should be conducted in a way that would allow for local jurisdictions to track changes relative to activities within each jurisdiction.
10. Noise and Vibration – Potential noise impacts on surrounding businesses as well as recreation and residential areas.
11. Transportation, Circulation and Parking – The EIR/EIS/EIS should analyze potential impacts at all affected intersections and road segments, including surrounding local streets. The analysis should also include all impacts to bicycle and pedestrian traffic and transit service. Short term impacts during construction should include a detailed analysis on construction traffic routing and potential impacts to business access and parking.
12. Public Services and Utilities – This analysis should include potential impacts on snow removal services. Will the project result in additional snow removal services? Are there any project design elements that will require special snow removal equipment, techniques, or operations?
13. Cumulative and Indirect Effects – The EIR/EIS/EIS should evaluate the project impacts on the planned "Triangle Project" at the intersection of Pioneer Trail and Hwy 50.

If you have any questions, need additional information, or would like to discuss these comments or any aspects of the US Hwy 50 South Shore Revitalization Project please feel free to contact me.

Sincerely,



Hilary Roverud
Director of Development Services
(530) 542-6024
hhodges@cityofslt.us



South Tahoe Public Utility District

1275 Meadow Crest Drive • South Lake Tahoe • CA 96150-7401
Phone 530 544-6474 • Fax 530 541-0614 • www.stpud.us

December 15, 2011

Alfred Knotts
Project Manager
Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448

Re: CEQA Draft EIR, Draft EIS and TRPA Draft EIS for the US 50/South Shore Community Revitalization Project (SCH #2011112009) – Public Services and Utilities Scoping Comments

Dear Mr. Knotts;

Thank you for providing the South Tahoe Public Utility District (District) the preliminary layout showing the proposed route of the US 50 realignment, as depicted in Exhibit 2 of the Notice of Preparation/Notice of Intent (NOP/NOI) for the US 50/South Shore Community Revitalization Project. As a public agency established to provide drinking water and sanitary sewer collection, treatment and export services to the greater south shore area, including the City of South Lake Tahoe, the South Tahoe Public Utility District (District) is providing the following existing utilities information to be included for analysis in the joint EIR/EIS/EIS being prepared for this project.

Based on the project information included with the NOP/NOI and the preliminary layout, the District understands that the California side of the proposed project involves realigning US 50 along Lake Parkway, east of the Embassy Suites and continuing south along Montreal Road, east of the Crescent V Shopping Center, and then along a new alignment between Fern and Echo Roads, rejoining US 50 at its intersection with Pioneer Trail within the City of South Lake Tahoe, CA. In order to gain an understanding of the area of potential effect for the environmental document as it affects utilities, the District performed a preliminary analysis to identify the District's water and sewer utilities located within 10-feet of the proposed US 50 realignment route. Initial findings of this evaluation are provided below.

WATER DISTRIBUTION SYSTEM

A map showing the proposed US 50 realignment and the District's existing water system utilities through the project area is provided as Figure 1. Preliminary evaluation of the District's water system identified 114 features, including hydrants, valves and meter boxes, and approximately 11,000 linear feet of pressurized water distribution mains situated along and/or within 10 feet of the proposed project alignment .

Eleven (11) hydrants were identified along the proposed route. The majority of these hydrants are located along existing US 50. The District standard is to maintain a 10-foot setback between a District hydrant and the back edge of the curb bordering a roadway. Should the project involve widening this section and road sections along Park Avenue, Lake Parkway and Montreal Road, District hydrants will likely need to be relocated to lie outside the established clear zone of the highway. Two (2) hydrants serving residences through the Echo/Fern Road area may need to be relocated or abandoned. Storm drain improvements associated with the proposed project will likely require the relocation of the pipe that serves these hydrants from the main distribution pipe. This pipe, about 4-feet deep, is typically relocated below a proposed storm drain element.

Fifty-three (53) system valves were identified lying within the proposed route. A major cluster of system valves are located in the middle of the proposed junction of US 50 and Pioneer Trail. These valves are located on an essential, 14-inch main distribution line that is used to carry water from major District water sources to the water reservoirs (Stateline Tanks) serving the District's main zone. Relocation of these main lines would interrupt the District's capacity to provide fire flows to more than half of the District's entire service area. Project design alternatives should consider the relocation of the US 50 / Pioneer Trail junction or include the relocation of valve assemblies outside of the intersection with US 50.

Twenty five (25) meter sets were identified along the proposed route. Approximately half of these meters serve residences in the Echo/Fern Road area. Meter boxes to demolished buildings will need to be abandoned. Other meter boxes situated within the proposed US 50 realignment will likely need to be relocated.

Approximately 11,000 linear feet of pressurized distribution mains lie within the proposed US 50 realignment route. Main distribution lines underlie Lake Parkway and Montreal Road and the new junction of US 50 and Pioneer Trail with a typical depth of cover of about 4 feet. Relocation of these main lines would interrupt the District's capacity to provide fire flows to more than half of the District's entire service area. If the finish grade of the proposed improvements are similar to, or higher than, the existing grade, the waterlines will generally not require relocation. The storm drain elements of the proposed project will likely require the relocation of certain sections of waterlines typically by lowering the waterline in the immediate vicinity of the storm drain improvement. Project engineering design and grading plans and District waterline profiles should be reviewed for conflict determination.

SEWER COLLECTION SYSTEM

A map showing the proposed US 50 realignment and the District's existing sewer collection system utilities through the project area is provided as Figure 2. Preliminary evaluation of the District's sewer collection system identified 36 manholes and approximately 10,000 linear feet of gravity sewer mains situated along and/or within 10 feet of the proposed US 50 realignment. District sewer lines have a minimum 4-foot cover construction requirement; however, most gravity mains are typically as-built with an average cover of about 6- to 8-feet. Project engineering design and grading plans and District sewer line profiles should be reviewed for conflict determination. Grading plans will also need to be reviewed to determine the number of manholes that may require vertical adjustments to meet finished grade. Sewer services to abandoned buildings will need to be abandoned at the sewer main. Storm drain improvements for the proposed project should be designed around the existing gravity sewer network which is impractical and prohibitively expensive to relocate.

Thank you again for this opportunity to provide the District's water distribution and sewer collection utilities information for inclusion in the joint EIR/EIS/EIS. We look forward to receiving the results of this analysis. The District is also interested in reviewing potential design alternatives being considered to accommodate existing utility facilities and identifying opportunities to minimize any utility conflict costs to our ratepayers.

Sincerely,

Richard Solbrig, P.E.
General Manager

Enclosures (2)

Cc: Larry Vinzant, Federal Highway Administration
Brian Judge, Tahoe Regional Planning Agency
State Clearinghouse (Re: SCH# 201112009)
Randy Curtis
Paul Sciuto
File

FIGURE 1.
STATELINE AREA
WATER SYSTEM UTILITIES
(California Side)
EXPLANATION

US 50 - ALTERNATIVE 2

US 50 Alt 2_10ft

Hydrant

Control Valve

<all other values>

Subtype

- AirControl
- AirGap
- Altitude
- AtmosphericVacuum
- BackflowControl
- CVAirRelease
- CVCombination
- DoubleCheck
- PressureVacuum
- ReducedPressureBackflow
- RPZ
- SimpleCheck
- Vacuum
- VacuumBreaker
- VacuumRelease

Meter Box

<all other values>

SUBTYPE

- Double
- Single
- Access Manhole

Lateral Line

<all other values>

Subtype

- Commercial
- Domestic
- Fire
- HydrantLaterals
- Industrial
- Irrigation

Pressurized Main

<all other values>

Subtype

- DistributionMain
- Interconnect
- TransmissionMain
- BlowOff

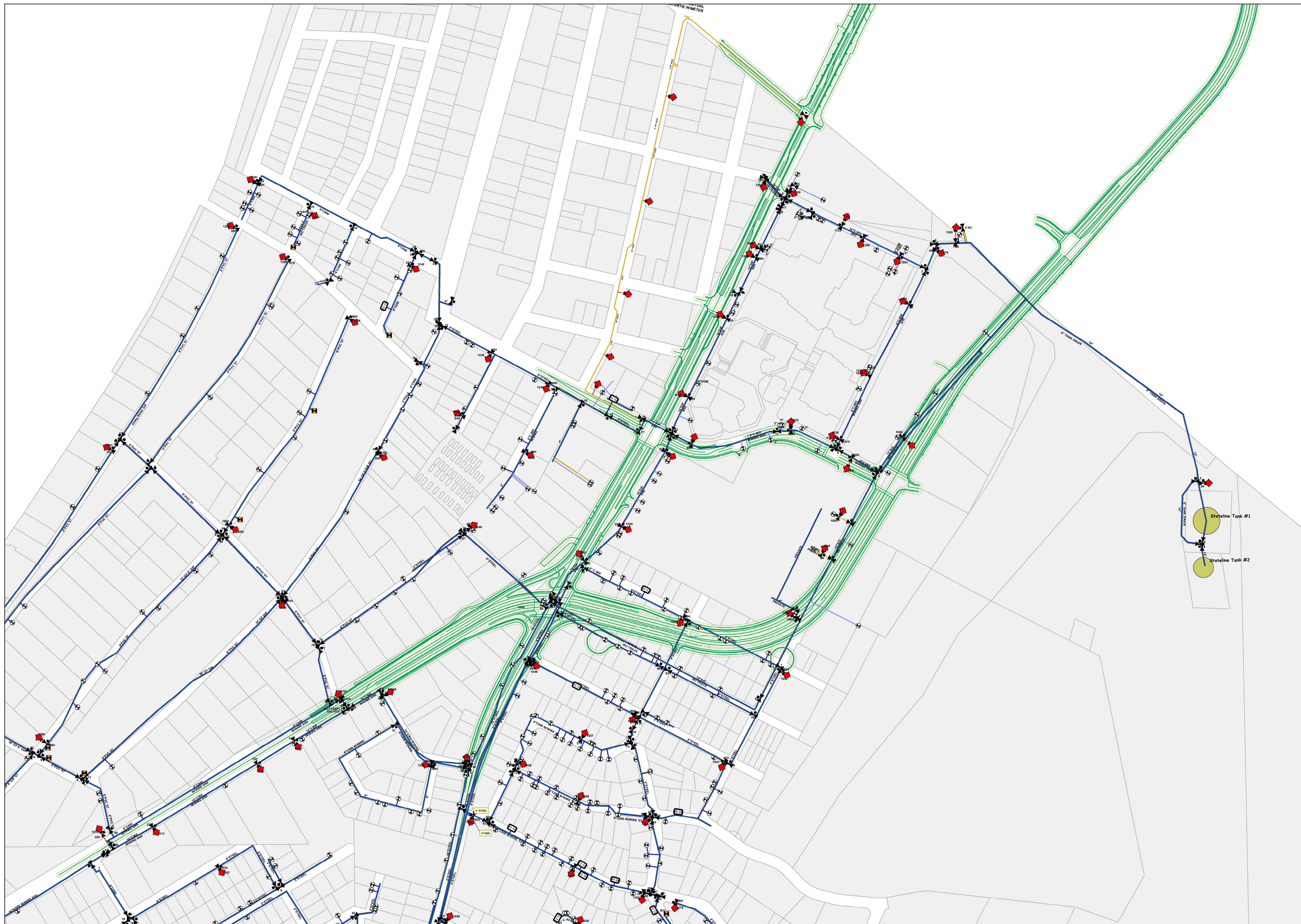
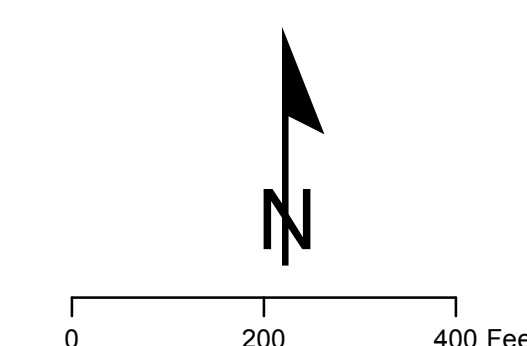


FIGURE 2.
STATELINE AREA
SEWER SYSTEM UTILITIES
(California Side)
EXPLANATION

US 50 - ALTERNATIVE 2

US 50 Alt 2_10ft

Manhole

<all other values>

Subtype

Split

2

Clean Out

<all other values>

Subtype

Flush Inlet

Cleanout

Access Manhole

System Valve

<all other values>

Subtype

Ball

Butterfly

Cone

Gate

Plug

Gravity Main

<all other values>

Subtype

Collector

InvertedSiphon

Pressurized Main

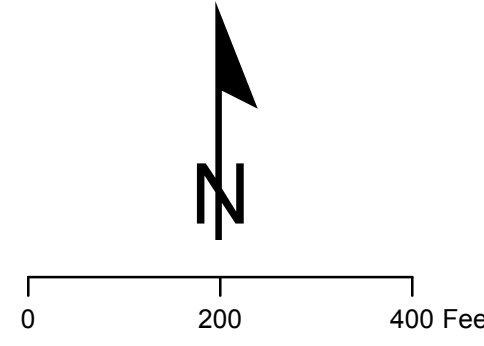
<all other values>

Subtype

Force

Pressure

Vacuum





December 16th, 2011

Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448

Dear Mr. Alfred Knotts,

The League to Save Lake Tahoe appreciates the opportunity to comment on the Notice of Preparation for the US 50 South Shore Community Revitalization Project. The League is a membership based non-profit organization dedicated to protecting and restoring the environmental quality, scenic beauty and low-impact recreational opportunities of the Lake Tahoe Basin.

Safeguards for Congestion

The current TRPA Regional Plan and proposed Regional Plan Update lack an overall plan for the capacity of the Basin. The casino corridor is an area that is designated to receive transfer of development incentives as well as massive increases in height and density allowances. However, there is no plan for the amount of the capacity this small area will be able to hold without further causing additional congestion. A potential consequence is that the loop road is built to relieve congestion, but such a large influx of additional accommodations will be built that the new loop road over the next few decades will also become congested. It is imperative that the loop road is safeguarding from future congestion by creating a redevelopment plan for the casino corridor that will not create a capacity beyond which the loop road design can handle. This is imperative to the protection of the Basin's air quality threshold.

Coverage

The proposed alternative will be adding a large amount of new coverage to an area that is already very over covered. In order to assist in achieving soil and water quality coverage thresholds, the coverage transfer should ideally come from within the casino corridor. Additionally, pervious pavement should be utilized in areas such as sidewalks. Impacts from added coverage to sensitive lands must be mitigated.

Road size and alternatives

The road should be sized to the minimum amount needed for public safety. An alternative should be examined and a traffic model run on a scenario in which the loop road is two lanes instead of four. If a four lane road is needed the lanes and shoulders should be sized as narrow as possible without affecting public safety.

Road maintenance

Sanding of roads during winter road maintenance is a major component in decreasing lake clarity. An effective way to mitigate for the impacts of road sand is to employ best available technology vacuum street sweepers on a regular basis. As a condition of this project and the permit, there must be a commitment to effective and frequent road sweeping on both the loop road and the casino corridor road.

Best Management Practices

Stormwater BMPs must be built and maintained for all sections of roads involved in this project.

Stream Environment Zones

The project will be impacting a stream environment zone. The project must mitigate disturbance to this sensitive area.

Lighting and Noise

The impacts of additional lighting and noise to wildlife, recreation, and scenic quality must be mitigated, especially as the road will abut a state park.

Screening

The new roadway will create scenic impacts from recreational sites including hiking trails. The roadway must be adequately screened in order to protect views.

If you have any questions please contact the League at 530-541-5388

Thank you

Nicole Gergans
Environmental Program Advocate
League to Save Lake Tahoe

From: [Fred/Donna Weals](#)
To: [Alfred Knotts](#)
Subject: US 50
Date: Friday, November 04, 2011 4:42:01 PM

Mr. Knott,

I have received your letter describing the proposed re-routing of US 50 in South Lake Tahoe. The Alternative 2 map accompanying the letter shows the proposed new route going directly through the cabin and 4 lots that I own sited at the corner of Montreal and Fern and bounded on the NE by a commercial area. Naturally, I am concerned. If there is an Alternative 1 map I would like to review it. Your letter did not include an Alternative 1 map. Donna Malone-Weals, 647 Sonja Ave.. Ridgecrest. CA. 93555, phone 760 375 9485.

From: Richard Marliave [mailto:marliave@yahoo.com]
Sent: Sunday, November 06, 2011 11:55 AM
To: Alfred Knotts
Subject: US 50/South Shore Community Revitalization Project

Alfred Knotts
TTD Project Manager
PO Box 499
Zephyr Cove, NV 89448
Phone: 775-589-5503
Fax: 775-588-0917

Dear Mr. Knotts,

I am writing to submit my comments on the US 50/South Shore Community Revitalization Project, involving the conversion of the existing US 50 roadway between its intersection with Pioneer Trail south of Stateline and its intersection with Lake Parkway north of Stateline, and the re-routing of US 50 around the east side of Heavenly Village, the Forest Suites Resort, and the Nevada casinos.

I own 3 rental units at 1032 Echo Road in South Lake Tahoe. Judging from the map I received with the "Notice of Preparation/Notice of Intent," my property appears to be right on the edge of the re-routed US 50. I cannot be certain whether this property is within the "displaced housing" section or just outside of it, but my comments will apply to any house in the same neighborhood that will remain after this re-routing is completed.

Currently our neighborhood is woodsy and quiet, even though it is located very close to the center of the busy Stateline area. This attractive environment, close to the many Stateline amenities, is very desirable and is a significant part of the value of the home sites in our area. The re-routing of US 50 right next to Echo Road has the potential to destroy the quiet, woodsy ambience of our neighborhood. For this reason, I strongly urge that the project include barriers to the sound and sight of the re-routed US 50, as a means of protecting the existing environmental attractiveness of our neighborhood. This could be accomplished with a sound wall and some landscaping to offset the visual blight of the sound wall itself. Alternatively, it might be possible to protect our neighborhood's environment by planting dense vegetation of shrubs and trees growing to a height of about 20 feet, with the inclusion of fencing on the US 50 side of this vegetation.

I do not know if the project currently includes this kind of barrier to protect the residential quality of Echo Road, as well as Moss Road to our south, but it should.
I appreciate your consideration of my comments.

Sincerely,
Nikola N. Filby
13323 Clairepointe Way
Oakland, CA 94619

From: [Glyn Burge](#)
To: aknotts@tahoetransportation.org
Subject: 3920-3924 S. Lake Tahoe Blvd - US 50/South Shore Community Revitalization Project
Date: Tuesday, November 08, 2011 4:04:03 PM

Dear Alfred,

Per our telephone conversation a few minutes ago, we are the owners of 3920-3924 S. Lake Tahoe Blvd. This is a two building strip center with 7-11, Taco Taqueria, and Subway as tenants.

Our primary concerns at this point are vehicle and pedestrian access including possible median changes, visibility (signage), and loss of any parking.

As you develop the scope of your project, I would appreciate being kept informed. We generally like the plan that has been presented, but need more information before offering specific comments.

Sincerely,

Glyn Burge
President
Burge-Pacific Enterprises, Inc.
490 Grand Avenue, Suite 200
Oakland, CA 94610

glyn@burgepacific.com

510-452-1433 O
510-452-4412 F
510-772-9572 M

From: [Melinda Crawford](#)
To: aknotts@tahoetransportation.org
Cc: larry.vinzant@dot.gov; bjudge@trpa.org
Subject: Notice of Preparation / Notice of Intent US 50 /South Shore Community Revitalization Proj
Date: Tuesday, November 08, 2011 10:04:18 PM

November 7, 2011
Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448

Re: US 50 /South Shore Community Revitalization Project

In regards to public comment on your proposal I believe the diverting traffic from the existing US 50 through the Casino Corridor would be devastating to the businesses that exist along 50 for the purpose of bringing in tax revenue to the aforementioned agencies. It would be the equivalent on chopping off your nose to spite your face. Please do not take the existing US 50 down to one lane each way to make bike lanes and pedestrian paths.

Do improve Lake Parkway from Pioneer trail to East 50 at the intersection of Lake Parkway and US 50 and provide adequate free parking so you can reach the money generating ski resort and business that exist along with the Marriott time share/Heavenly Village complexes. Adequate free parking means that people will park and spend quality time without taking up spaces at the casino's parking lots.

Do add bike paths along the Pioneer Trail/Lake Parkway to assure safety of bikers while avoiding US 50 highway traffic.

The back road from Pioneer Trail through Stateline to reconnect back to US 50 needs to be improved for the sole purpose of providing commerce , tax generation and movement to the businesses that exist at the Casino Corridor area. Providing adequate, safe bike paths and parking for pedestrians in the general area of shopping skiing, lodging is the best way to provide for the surrounding community.

Your proposal to divert traffic from the centralized area would be devastating to the economy of the area. If your goal is to improve the area, then making a safe entry to the back of the Marriott time share/Heavenly Village business district with plenty of adequate free parking would assure less visitors attempting to cross US 50 at Heavenly Village Gondola area from the side streets along the north side of US 50. It would improve shopping and the shopping experience, movie participation, restaurant visitation, Casino use, skiing, sightseeing, and stop illegal parking in the Raley's shopping center. It would cost less than redoing what already exists.

The businesses and Convention Center were all planned around the US 50 / Casino Corridor area being able to bring traffic to the area and visibility to the businesses that have invested there. Your proposal would stop the flow of traffic through the area, thus making the Convention Center and

businesses North of US 50 less visible and less revenue generating. Businesses north of US 50 currently are without parking during ski season due to the lack of parking around the Gondola area. Skiers attempt to cross the street to reach the Gondola making for traffic problems. Give them a free place to park with the new improvements.

Don't lower the lanes along the existing US 50 through the Casino Corridor. Part of the charm of crossing the Stateline is with the US 50 leaving California and entering Nevada (or vice versa from the other direction) signs. Taking that away from the Heavenly Village / Casino Corridor would be devastating to the economy of the area.

Do widen and improve the Pioneer Trail and US 50 Connection by adding bike paths, turn lanes, free parking, and pedestrian usage to the Heavenly Village / Marriott Time share area.

Sincerely,
Mindy Crawford
Melinda A Crawford
PO Box 4859
Stateline, NV 89449

CC:
Federal Highway (FHWA)
Tahoe Regional Planning Agency (TRPA)

Email: mindy.crawford@bayprod.com

From: [Jerry Feagley](#)
To: [Alfred Knotts](#)
Subject: Fwd: Delivery Status Notification (Failure)
Date: Tuesday, November 08, 2011 12:40:27 PM

----- Forwarded message -----

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
Date: Tue, Nov 8, 2011 at 12:16 PM
Subject: Delivery Status Notification (Failure)
To: whatshisface@feagleyrealtors.com

Delivery to the following recipient failed permanently:

aknotts@tahoetransportaion.org

Technical details of permanent failure:
DNS Error: Domain name not found

----- Original message -----

MIME-Version: 1.0
Received: by 10.236.200.130 with SMTP id z2mr534616yhn.25.1320783369064; Tue, 08 Nov 2011 12:16:09 -0800 (PST)
Received: by 10.150.202.18 with HTTP; Tue, 8 Nov 2011 12:15:09 -0800 (PST)
X-Originating-IP: [[64.142.15.224](#)]
Date: Tue, 8 Nov 2011 12:15:09 -0800
Message-ID: <[CAN7zAAsD0w=uF_bMzT2JLa0oFDXzSixb1o5QtPJe_d5PUa_Tw@mail.gmail.com](#)>
Subject: 3893 Pioneer Trail
From: Jerry Feagley <whatshisface@feagleyrealtors.com>
To: aknotts@tahoetransportaion.org
Content-Type: multipart/alternative; boundary=20cf305b088e89cf4404b13ed75f

Hello, this is to follow up on our conversation this a/m about above property. As I explained I bought this property in 1979 to hold as my retirement income, one day. I have struggled to keep up with it from a distance and have made 100's of trips over the years to do so. As I explained my goal and dream is keep the property as originally intended. I of course would consider the possibility to make a minor relocation of the property, perhaps to the vacant lot behind the property as it now sets. Here is my email address and I look forward to hearing from and enjoyed talking with you this a/m. Jerry Feagley

--

*JERRY FEAGLEY BROKER / OWNER EXT.108
<http://www.sanfranciscobayfronthomes.com>
Office: [510-237-3908](tel:510-237-3908)*
Direct: [510-236-2276](tel:510-236-2276)
*Fax: [510-237-3907](tel:510-237-3907)
R00312074*

--

JERRY FEAGLEY BROKER / OWNER EXT.108
<http://www.sanfranciscobayfronthomes.com>
Office: 510-237-3908
Direct: 510-236-2276
Fax: 510-237-3907
R00312074

From: [Richard Marliave](#)
To: [Alfred Knotts](#)
Subject: Re: US 50/South Shore Community Revitalization Project
Date: Tuesday, November 08, 2011 11:53:55 AM

Dear Mr. Knotts,

Thank you for your prompt reply to my comments.

Based on the attachment you sent, I do have a further comment and related questions.

My comment is that there appears to be a possible error on page 4, under the "Alternative 2" section. In the first paragraph it is stated that "Two new cul-de-sacs would be constructed at the end of Fern and Montreal Roads." If this is correct, then the map on page 7 is incorrect, because the map shows the cul-de-sacs at the ends of Echo and Montreal Roads. In fact, the map gives the appearance that all the properties on Fern Road will have to be removed for this project, in that no access is shown to Fern Road due to its current cul-de-sac on its Lake Tahoe side and the re-routed US 50 cutting off the opposite side.

Assuming that the map is correct and the cul-de-sac will be on Echo Road rather than Fern Road, then the question arises as to whether the re-routed US 50 will require the removal of any houses on the Heavenly Village side of Echo Road (the map makes it look as if some would be). If so, then I would ask what would, if anything, remain on Echo Road opposite my property at 1032 Echo Road, as this would impact my property's exposure to the sight and sound of US 50.

Thank you, once again, for your kind consideration of my comments and questions.

Sincerely,
Nikki Filby

From: Alfred Knotts <aknotts@tahoetransportation.org>
To: 'Richard Marliave' <marliave@yahoo.com>
Sent: Tuesday, November 8, 2011 10:57 AM
Subject: RE: US 50/South Shore Community Revitalization Project

Hello Mr. Filby,

Thank you for contact me regarding the US 50/South Shore Revitalization Project and the potential impacts it may have on your property. El Dorado County Assessors offices shows that the address you have listed at 1032 Echo Road is associated with APN 029-351-06 and is not physically impacted by the proposed project as is relates to Alternatives 2 and 3 in their current configuration. As a resident of South Lake Tahoe and the Project Manager, I am aware of the habits of locals to utilize the streets of Fern, Echo, Moss, Primrose, and Shepards to get to Montreal to avoid congestion in the Stateline and one of the goals of the Project is to eliminate this occurrence. In regards to increased noise, we are collecting existing/ambient noise levels which will be evaluated against the proposed project to determine appropriate, effective, and context sensitive mitigation measures to reduce these impacts to a less than significant level. This may include some of the solutions you suggest such as berms and walls however I would like to stress we are just beginning the environmental analysis so all impacts have not yet been determined or evaluated. I have attached the full Notice of Preparation/Notice of Intent for your review and consideration.

I hope this answers your question and the attached document provides additional information to provide a better understanding of the Project. As a property owner adjacent to the project, you will be provided many opportunities for comments and input and we look forward to working with you and other area residents and business owners throughout the development of this Project. These specific comments have been received and will be considered in the development of the Project.

If at any time you have additional questions, comments, and/or require additional information, please do not hesitate to contact me at your convenience.

Thank you and have a wonderful day.

Alfred Knotts
Principal Planner/Project Manager
Tahoe Transportation District
(775) 589-5503
P.O. Box 499
Zephyr Cove , NV 89448



Please consider the environment before printing this email

From: Richard Marliave [mailto:marliave@yahoo.com]
Sent: Sunday, November 06, 2011 11:55 AM
To: aknotts@tahoetransportation.org
Subject: US 50/South Shore Community Revitalization Project

Alfred Knotts
TTD Project Manager
PO Box 499
Zephyr Cove , NV 89448
Phone: 775-589-5503
Fax: 775-588-0917

Dear Mr. Knotts,

I am writing to submit my comments on the US 50/South Shore Community Revitalization Project, involving the conversion of the existing US 50 roadway between its intersection with Pioneer Trail south of Stateline and its intersection with Lake Parkway north of Stateline, and the re-routing of US 50 around the east side of Heavenly Village, the Forest Suites Resort, and the Nevada casinos.

I own 3 rental units at 1032 Echo Road in South Lake Tahoe . Judging from the map I received with the "Notice of Preparation/Notice of Intent," my property appears to be right on the edge of the re-routed US 50. I cannot be certain whether this property is within the "displaced housing" section or just outside of it, but my comments will apply to any house in the same neighborhood that will remain after this re-routing is completed.

Currently our neighborhood is woodsy and quiet, even though it is located very close to the center of the busy Stateline area. This attractive environment, close to the many Stateline amenities, is very desirable and is a significant part of the value of the home sites in our area.

The re-routing of US 50 right next to Echo Road has the potential to destroy the quiet, woodsy ambience of our neighborhood. For this reason, I strongly urge that the project

include barriers to the sound and sight of the re-routed US 50, as a means of protecting the existing environmental attractiveness of our neighborhood. This could be accomplished with a sound wall and some landscaping to offset the visual blight of the sound wall itself.

Alternatively, it might be possible to protect our neighborhood's environment by planting dense vegetation of shrubs and trees growing to a height of about 20 feet, with the inclusion of fencing on the US 50 side of this vegetation.

I do not know if the project currently includes this kind of barrier to protect the residential quality of Echo Road , as well as Moss Road to our south, but it should.

I appreciate your consideration of my comments.

Sincerely,

Nikola N. Filby

13323 Clairepointe Way

Oakland, CA 94619

From: [Richard Marliave](#)
To: [Alfred Knotts](#)
Subject: Re: US 50/South Shore Community Revitalization Project
Date: Tuesday, November 08, 2011 1:54:22 PM

Thank you Mr. Knotts. You have answered all my questions for now. I look forward to hearing more as the project unfolds.

Best,
Nikki Filby

From: Alfred Knotts <aknotts@tahoetransportation.org>
To: 'Richard Marliave' <marliave@yahoo.com>
Sent: Tuesday, November 8, 2011 1:50 PM
Subject: RE: US 50/South Shore Community Revitalization Project

Hello Ms. Filby,

Lets try this again, as to your first question you are correct in that Echo also would have a proposed cul-de-sac as would Montreal in both Alternative 2 and 3. In regards to your second question, the side of Echo opposite your property would possibly require acquisition as well which may result in the installation of necessary features to mitigate identified impacts. This will be more fully identified and articulated as we continue into the environmental phases which we are just now embarking on.

Please let me know if you have additional questions and/or comments and again, these additional comments you have made will be included in the public record.

Thanks and have a good day.

Alfred Knotts
Principal Planner/Project Manager
Tahoe Transportation District
(775) 589-5503
P.O. Box 499
Zephyr Cove , NV 89448



Please consider the environment before printing this email

From: Richard Marliave [mailto:marliave@yahoo.com]
Sent: Tuesday, November 08, 2011 11:54 AM
To: Alfred Knotts
Subject: Re: US 50/South Shore Community Revitalization Project

Dear Mr. Knotts,

Thank you for your prompt reply to my comments.

Based on the attachment you sent, I do have a further comment and related questions.

My comment is that there appears to be a possible error on page 4, under the "Alternative 2" section. In the first paragraph it is stated that "Two new cul-de-sacs would be constructed at the end of Fern and Montreal Roads." If this is correct, then the map on page 7 is incorrect, because the map shows the cul-de-sacs at the ends of Echo and Montreal Roads. In fact, the map gives the appearance that all the properties on Fern Road will have to be removed for this project, in that no access is shown to Fern Road due to its current cul-de-sac on its Lake Tahoe side and the re-routed US 50 cutting off the opposite side.

Assuming that the map is correct and the cul-de-sac will be on Echo Road rather than Fern Road, then the question arises as to whether the re-routed US 50 will require the removal of any houses on the Heavenly Village side of Echo Road (the map makes it look as if some would be). If so, then I would ask what would, if anything, remain on Echo Road opposite my property at 1032 Echo Road, as this would impact my property's exposure to the sight and sound of US 50.

Thank you, once again, for your kind consideration of my comments and questions.

Sincerely,
Nikki Filby

From: Alfred Knotts <aknotts@tahoetransportation.org>
To: 'Richard Marliave' <marliave@yahoo.com>
Sent: Tuesday, November 8, 2011 10:57 AM
Subject: RE: US 50/South Shore Community Revitalization Project

Hello Mr. Filby,

Thank you for contact me regarding the US 50/South Shore Revitalization Project and the potential impacts it may have on your property. El Dorado County Assessors offices shows that the address you have listed at 1032 Echo Road is associated with APN 029-351-06 and is not physically impacted by the proposed project as is relates to Alternatives 2 and 3 in their current configuration. As a resident of South Lake Tahoe and the Project Manager, I am aware of the habits of locals to utilize the streets of Fern, Echo, Moss, Primrose, and Shepards to get to Montreal to avoid congestion in the Stateline and one of the goals of the Project is to eliminate this occurrence. In regards to increased noise, we are collecting existing/ambient noise levels which will be evaluated against the proposed project to determine appropriate, effective, and context sensitive mitigation measures to reduce these impacts to a less than significant level. This may include some of the solutions you suggest such as berms and walls however I would like to stress we are just beginning the environmental analysis so all impacts have not yet been determined or evaluated. I have attached the full Notice of Preparation/Notice of Intent for your review and consideration.

I hope this answers your question and the attached document provides additional information to provide a better understanding of the Project. As a property owner adjacent to the project, you will be provided many opportunities for comments and input and we look forward to working with you and other area residents and business owners throughout the development of this Project. These specific comments have been received and will be considered in the development of the Project.

If at any time you have additional questions, comments, and/or require additional information, please do

not hesitate to contact me at your convenience.

Thank you and have a wonderful day.

Alfred Knotts
Principal Planner/Project Manager
Tahoe Transportation District
(775) 589-5503
P.O. Box 499
Zephyr Cove , NV 89448



Please consider the environment before printing this email

From: Richard Marliave [mailto:marliave@yahoo.com]
Sent: Sunday, November 06, 2011 11:55 AM
To: aknotts@tahoetransportation.org
Subject: US 50/South Shore Community Revitalization Project

Alfred Knotts
TTD Project Manager
PO Box 499
Zephyr Cove , NV 89448
Phone: 775-589-5503
Fax: 775-588-0917

Dear Mr. Knotts,

I am writing to submit my comments on the US 50/South Shore Community Revitalization Project, involving the conversion of the existing US 50 roadway between its intersection with Pioneer Trail south of Stateline and its intersection with Lake Parkway north of Stateline, and the re-routing of US 50 around the east side of Heavenly Village, the Forest Suites Resort, and the Nevada casinos.

I own 3 rental units at 1032 Echo Road in South Lake Tahoe . Judging from the map I received with the "Notice of Preparation/Notice of Intent," my property appears to be right on the edge of the re-routed US 50. I cannot be certain whether this property is within the "displaced housing" section or just outside of it, but my comments will apply to any house in the same neighborhood that will remain after this re-routing is completed.

Currently our neighborhood is woodsy and quiet, even though it is located very close to the center of the busy Stateline area. This attractive environment, close to the many Stateline amenities, is very desirable and is a significant part of the value of the home sites in our area.

The re-routing of US 50 right next to Echo Road has the potential to destroy the quiet, woodsy ambience of our neighborhood. For this reason, I strongly urge that the project include barriers to the sound and sight of the re-routed US 50, as a means of protecting the existing environmental attractiveness of our neighborhood. This could be accomplished with a sound wall and some landscaping to offset the visual blight of the sound wall itself.

Alternatively, it might be possible to protect our neighborhood's environment by planting dense vegetation of shrubs and trees growing to a height of about 20 feet, with the inclusion of fencing on the US 50 side of this vegetation.

I do not know if the project currently includes this kind of barrier to protect the residential

quality of Echo Road , as well as Moss Road to our south, but it should.
I appreciate your consideration of my comments.

Sincerely,

Nikola N. Filby

13323 Clairepointe Way

Oakland, CA 94619

From: [Dmitriy Tochilnik](#)
To: aknotts@tahoetransportation.org
Subject: question
Date: Friday, November 11, 2011 11:33:00 AM

Hello,

We received notice of Preparation and we are very concerned about future of our house on 3757 Primrose Road #B.

http://www.tahoetransportation.org/images/assets/press/hwy50/us50_nop-noi_11.2.11_final.pdf

We purchased in 2008 and we did full remodeling since that time. We invest lots of money in our home and we don't want to lose it :(

Please give us a call at [415-624-9703](tel:415-624-9703).

Best Regards,

-D

From: [Alfred Knotts](#)
To: tancredy@comcast.net
Subject: Re: Hwy 50/South Shore Community Revitalization Project
Date: Friday, November 18, 2011 12:15:40 PM

Hello Mr. Tancredy,

Thank you for your personal insight regarding issues within the Project area and I would be very interested in reviewing the video you have put together. We have received comments from other residents on Chonokis and as a local resident I am well aware of the tendency of residents and tourist to use these streets as a by-pass around the congestion that exists in and around the Stateline area during peak times. I am running out to a meeting and will be off next week to tend to a personal matter in addition to the holiday but I will be back in touch with you the week of the 28th as a follow up. Sorry for the short reply and not being available to discuss this matter in more detail right now but I look forward to talking with you in the coming weeks. Take care and have a good upcoming weekend and holiday.

On Tue, Nov 15, 2011 at 8:32 PM, <tancredy@comcast.net> wrote:

>
> Hello Alfred,
>
>
>
> I am a property owner at 1035 Chonokis Rd. in South Lake Tahoe,
> Over the last 35 years or better we have had many traffic issues on Chonokis
> Rd. Between cars racing up and down the street going 40 plus miles an hour
> on that street buses and big commercial trucks using the street as a
> thoroughfare. If it isn't cars racing through the neighborhood all hours of
> the night with music blaring or loud exhausts, there have been times traffic
> backs up so bad you can't even get in and out of your own driveway. Since
> the 1990s me personally have dealt with the city with letters, I even walked
> the neighborhood and made a petition letter to shut down Chonokis Rd. to
> through traffic. In July or August I even spoke at a city council meeting
> about the problems on Chonokis Rd. On September 15, 2006 I met with Terry
> Daniels who was the chief of police at the time and also John Greenhut. Im
> not sure if they are still in Tahoe, They might remember me and the meeting
> we had that day. I still have copies of all the letters I sent to the city
> of South Lake Tahoe and I do have a video tape I took one afternoon showing
> the problems. Please feel free to call me at anytime I would like to talk to
> you and urge to push forward with any plan that will get the traffic off the
> residential streets. My cell number is (925) 330-3122 Or please e mail me.
>
>
>
> Thank You for your
> time.....Steve Tancredy

--
Alfred Knotts
Transportation Projects Manager
P.O. Box 499
Zephyr Cove, NV 89448

From: [Brian Judge](#)
To: [Alfred Knotts](#); [Scott Lichtig](#)
Subject: FW: comment on the US 50/South Shore Community Revitalization Project
Date: Tuesday, December 06, 2011 5:17:19 PM
Attachments: [image001.png](#)

Brian R. Judge
Principal Environmental Specialist
775-589-5262



From: Hank Raymond 2 [mailto:racerox1234@sbcglobal.net]
Sent: Wednesday, November 23, 2011 10:36 PM
To: Brian Judge
Subject: comment on the US 50/South Shore Community Revitalization Project

This email is my attempt to comment on the US 50/South Shore Community Revitalization Project that is located along Highway 50 between Pioneer Trail and Kingsbury Grade. I like this project but I would like to see more roundabouts installed. Alternative 2 has a roundabout at the east end of the project and that is great! It's good to see that the finally moving into the 21st century. But a roundabout should also be installed at the intersection of Park Ave and Montreal Rd and at the intersection of Pioneer Trail and Highway 50. It's really unfortunate that our road designers think of traffic signals first and roundabouts second. It should be the other way around. Traffic signals should only be installed at intersections if there's some reason a roundabout won't work there.

Hank Raymond
Tel 530-577-0114

From: [Cathi Sweeney](#)
To: aknotts@tahoetransportation.org
Subject: US 50/South Shore scoping comment
Date: Friday, December 02, 2011 12:31:41 PM
Attachments: [US 50 scoping comment CSweeney.pdf](#)

Hi Alfred,
Thanks again for making a slightly larger copy of the NOI map for me after the November 10th meeting.

Our board of directors president will submit comments on behalf of the Tahoe Meadows' board.
Attached are my personal comments.

Thanks,
Cathi Sweeney

Cathi Sweeney
809 McKinley Ave.
Oakland, CA 94610
3830 Meadow Road
South Lake Tahoe, CA 96150
cathi.sweeney@gmail.com
December 2, 2011

Alfred Knotts
Tahoe Transportation District Project Manager
PO Box 499
Zephyr Cove, NV 89448

Dear Mr. Knotts,

I am a property owner in Tahoe Meadows. I believe the scope of the environmental review proposed for the US 50/South Shore Community Revitalization Project should include the impact to the Linear Park in South Lake Tahoe.

I am unable to determine the extent of any proposed impact on the Linear Park from the map associated with the Notice of Intent (also posted to the Tahoe Transportation District web site). It is difficult to assess the changes proposed by this project because the map is unclear and the written description omits any reference to the Linear Park.

The Linear Park is an important amenity that provides a safe pedestrian and bicycle route physically separated from vehicles on a very busy section of Highway 50 in South Lake Tahoe. If the proposed right of way extends into the existing Linear Park area, the separated ped/bike lane will be adversely affected and safety will be compromised.

I am also concerned about the loss of screening and landscaping in the Linear Park. We have waited for over a decade for the City of South Lake Tahoe to provide the irrigation and landscaping promised when the Linear Park was created. This work is proposed to be completed next year. If the Highway 50 project will reduce the width of the Linear Park, the landscaping which will provide much needed screening along the frontage of Tahoe Meadows will be adversely impacted too.

Thank you,


Cathi Sweeney

From: lee.ssca@gmail.com on behalf of [lee](#)
To: aknotts@tahoetransportation.org; larry.vinzant@dot.gov; bjudge@trpa.org
Subject: Hwy 50 South Shore Revitalization
Date: Wednesday, December 07, 2011 12:52:55 PM

Yes, we need to fix the traffic. Yes, we need a roundabout. As I sit at the traffic light with no traffic moving for minutes I am amazed at how backwards we are without roundabouts.

Yes we need to protect the neighborhoods from the noise now and in the future. The traffic noise in the lower Kingsbury neighborhood since the clearing of the trees is loud and incessant. 10 years ago the neighborhood was extremely quiet, only the coyotes were heard. Residential neighborhoods should be sacred no matter what the property value. TRPA protects the lake front properties from noise. NVDOT protects Carson residential from highway noise. Solid walls are needed to stop the noise.

From: [Deerfield, Marcia](#)
To: relocation@us50revitalization.org
Subject: What the heck is going on????????????????????
Date: Thursday, December 08, 2011 7:57:50 PM

I only today received something in the mail. It does not tell me anything important—like are you going to bulldoze my newly custom built house, currently a vacation rental and in 2.5 years, my retirement and bed and breakfast house. My address is 1029 Fern. Your tahoetransportation.org shows plan 2 and 3 but not 1 . I can live with 2 or 3 since it maintains my ability to walk to everything I need in my retirement. How do I get in on the review etc.

I will Greatly appreciate your prompt reply. Yes, I called Mr. Sierra last Friday and he has not seen fit to contact me or have one of his staff do so.

Thank you,

Marcia Deerfield (nee Rohm)

From: CHUKGREENE@aol.com
To: aknotts@tahoetransportation.org; nhaven@trpa.org
Subject: Loop Road - APC meeting
Date: Thursday, December 08, 2011 8:46:57 PM

I was thinking about the APC meeting yesterday re the Loop Road NOP.

In particular with regard to the issue of needing to purchase some 75 homes/units.

In the EIS/EIR analysis, it would be useful to have estimates [based on the estimated start of construction in 2015] of the availability in 2013 and 2014 of housing of the same type and quality of those being removed.

Along with the availability estimates, it would also be of value to those whose homes are affected, to have estimates of the prices of the same type and quality of housing that would be available in 2013 and 2014.

That would help determine the kind and amount of funding that would have to be made available for the purchase of those homes in order for the project to be successful.

Of course, nobody can say for certain what prices and availability will be two to three years in the future, but having some expert analysis and calculation would be helpful.

Chuck Greene
APC member

From: [Deerfield, Marcia](#)
To: ["Alfred Knotts"](#)
Subject: RE: FW: What the heck is going on????????????????????
Date: Friday, December 09, 2011 2:37:24 PM

Hello,

My cell phone # is 510-672-4744 work cell 415-518-4363. What is your function? In the future use of my personal email will be most timely. quilted@yahoo.com

From: Alfred Knotts [mailto:aknotts@tahoetransportation.org]
Sent: Friday, December 09, 2011 9:11 AM
To: Deerfield, Marcia
Subject: Re: FW: What the heck is going on????????????????????

Hello Ms. Deerfield,

I am in receipt of your email and questions and will be in touch this afternoon to talk to you personally as I am in a meeting on the North Shore right now. Tony Sierra, our ROW agent, did forward your phone number on but if you could provide again be sure I have it that would be appreciated. Thanks in advance for your patience, Ms. Deerfield.

From: Deerfield, Marcia [mailto:Marcia.Deerfield@sfmta.com]
Sent: Thursday, December 08, 2011 7:46 PM
To: relocation@us50revitalization.org
Subject: What the heck is going on????????????????????

I only today received something in the mail. It does not tell me anything important—like are you going to bulldoze my newly custom built house, currently a vacation rental and in 2.5 years, my retirement and bed and breakfast house. My address is 1029 Fern. Your tahoetransportation.org shows plan 2 and 3 but not 1. I can live with 2 or 3 since it maintains my ability to walk to everything I need in my retirement. How do I get in on the review etc.

I will Greatly appreciate your prompt reply. Yes, I called Mr. Sierra last Friday and he has not seen fit to contact me or have one of his staff do so.

Thank you,

Marcia Deerfield (nee Rohm)

No virus found in this message.
Checked by AVG - www.avg.com
Version: 10.0.1415 / Virus Database: 2102/4067 - Release Date: 12/08/11

Alfred Knotts
Transportation Projects Manager
P.O. Box 499
Zephyr Cove, NV 89448

From: [Deerfield, Marcia](#)
To: ["Alfred Knotts"](#)
Subject: RE: FW: What the heck is going on????????????????????
Date: Friday, December 09, 2011 3:23:53 PM

I am awaiting your contact. The environmental review ends on the 16th and the meeting is the 20th. We wouldn't want to have to say that things are being hidden from me since I only received notice other than rumor yesterday, and I have A LOT at stake here.

Thank you,
Marcia Deerfield

From: Alfred Knotts [mailto:aknotts@tahoetransportation.org]
Sent: Friday, December 09, 2011 9:11 AM
To: Deerfield, Marcia
Subject: Re: FW: What the heck is going on????????????????????

Hello Ms. Deerfield,

I am in receipt of your email and questions and will be in touch this afternoon to talk to you personally as I am in a meeting on the North Shore right now. Tony Sierra, our ROW agent, did forward your phone number on but if you could provide again be sure I have it that would be appreciated. Thanks in advance for your patience, Ms. Deerfield.

From: Deerfield, Marcia [mailto:Marcia.Deerfield@sfmta.com]
Sent: Thursday, December 08, 2011 7:46 PM
To: relocation@us50revitalization.org
Subject: What the heck is going on????????????????????

I only today received something in the mail. It does not tell me anything important—like are you going to bulldoze my newly custom built house, currently a vacation rental and in 2.5 years, my retirement and bed and breakfast house. My address is 1029 Fern. Your tahoetransportation.org shows plan 2 and 3 but not 1. I can live with 2 or 3 since it maintains my ability to walk to everything I need in my retirement. How do I get in on the review etc.

I will Greatly appreciate your prompt reply. Yes, I called Mr. Sierra last Friday and he has not seen fit to contact me or have one of his staff do so.

Thank you,

Marcia Deerfield (nee Rohm)

No virus found in this message.
Checked by AVG - www.avg.com
Version: 10.0.1415 / Virus Database: 2102/4067 - Release Date: 12/08/11

--

Alfred Knotts
Transportation Projects Manager
P.O. Box 499
Zephyr Cove, NV 89448

From: [Deerfield, Marcia](#)
To: ["Alfred Knotts"](#)
Subject: RE: FW: What the heck is going on????????????????????
Date: Friday, December 09, 2011 6:16:18 PM

I did not get anything. The address is quiltedb@yahoo.com. Don't forget the b.

Thank you,

Marci

From: Alfred Knotts [mailto:aknotts@tahoetransportation.org]
Sent: Friday, December 09, 2011 9:11 AM
To: Deerfield, Marcia
Subject: Re: FW: What the heck is going on????????????????????

Hello Ms. Deerfield,

I am in receipt of your email and questions and will be in touch this afternoon to talk to you personally as I am in a meeting on the North Shore right now. Tony Sierra, our ROW agent, did forward your phone number on but if you could provide again be sure I have it that would be appreciated. Thanks in advance for your patience, Ms. Deerfield.

From: Deerfield, Marcia [mailto:Marcia.Deerfield@sfmta.com]
Sent: Thursday, December 08, 2011 7:46 PM
To: relocation@us50revitalization.org
Subject: What the heck is going on????????????????????

I only today received something in the mail. It does not tell me anything important—like are you going to bulldoze my newly custom built house, currently a vacation rental and in 2.5 years, my retirement and bed and breakfast house. My address is 1029 Fern. Your tahoetransportation.org shows plan 2 and 3 but not 1 . I can live with 2 or 3 since it maintains my ability to walk to everything I need in my retirement. How do I get in on the review etc.

I will Greatly appreciate your prompt reply. Yes, I called Mr. Sierra last Friday and he has not seen fit to contact me or have one of his staff do so.

Thank you,

Marcia Deerfield (nee Rohm)

No virus found in this message.
Checked by AVG - www.avg.com
Version: 10.0.1415 / Virus Database: 2102/4067 - Release Date: 12/08/11

--

Alfred Knotts

Transportation Projects Manager
P.O. Box 499
Zephyr Cove, NV 89448

From: [Moe Rahmani](#)
To: [Alfred Knotts](#)
Subject: Re: Hwy 50 revitalation project
Date: Friday, December 09, 2011 10:01:42 AM

Welcome back, I attend your meeting on wednesday but I forgot to sign in. Thank you for the update. Are you going to hold any meetings on updates on the project? Happy holidays
Moe

Sent from my iPhone

On Dec 8, 2011, at 12:38 PM, "Alfred Knotts" <aknotts@tahoetransportation.org> wrote:

Alright. Well, I am back and I apologize for taking so long to get back to you. Based on the APN you provided, we DO NOT show any impacts to this property as the Project is currently designed. Please let me know if you have any other questions and/or comments, Moe. Have a great day

From: Moe Rahmani [mailto:rrahmani@hotmail.com]
Sent: Friday, December 02, 2011 8:41 AM
To: aknotts@tahoetransportation.org
Subject: RE: Hwy 50 revitalation project

hello Alfred

my condolences to your and the family. have a safe trip home.

moe

> Date: Fri, 2 Dec 2011 04:41:58 -0800
> Subject: Re: FW: Hwy 50 revitalation project
> From: aknotts@tahoetransportation.org
> To: rrahmani@hotmail.com
>
> Hello Moe, while back in Philadelphia for the holidays we had a death
> in the family so my apologies for not getting back to you sooner. I
> am still back east and will be traveling back to Tahoe today and will
> be back in the office Monday. I will be sure to follow up with you
> early in the AM when I have access to my files. Again, my apologies
> for the delay. Talk to you then.
>
> On Thu, Dec 1, 2011 at 11:43 AM, Moe Rahmani <rrahmani@hotmail.com> wrote:
> > Hello Alfred,
> >
> > any update?
> >
> > Moe
> >
> >
> > _____
> > From: rrahmani@hotmail.com
> > To: aknotts@tahoetransportation.org
> > Subject: Hwy 50 revitalation project

> > Date: Mon, 21 Nov 2011 07:59:41 -0800
> >
> >
> > Good Morning Alfred
> >
> > Per our conversation on Friday, here is the APN 29:283:16 please let me
> > know if it's going affect the property.
> >
> > Best
> > Moe Rahmani
> >
>
>
>
> --
> Alfred Knotts
> Transportation Projects Manager
> P.O. Box 499
> Zephyr Cove, NV 89448

From: [Deerfield, Marcia](#)
To: ["Alfred Knotts"](#)
Subject: RE: What the heck is going on????????????????????
Date: Monday, December 12, 2011 4:37:40 PM

Thank you. I appreciate your answering my questions and concerns. This answers one I had the other day. What was Version 4? I am sure I will have more.

Oh, I have had "a day." The dog just snuck out and hasn't come back yet. Don't know whether it is better to be up in the mountains where I worry about the big mountain lion running loose, or in "civilization" with people running loose. ☺

From: Alfred Knotts [mailto:aknotts@tahoetransportation.org]
Sent: Monday, December 12, 2011 9:29 AM
To: Deerfield, Marcia
Subject: RE: What the heck is going on????????????????????

Hello Ms. Deerfield, although I sent you the requested items I want to respond to your other questions. Mr. Tony Sierra is our ROW agent and is not tasked with responding to general project question and this is the reason he forwarded on your communication to me as this is my job as the Project Manager. As for Alternative 1, Alternative 1 is the No Build/No Action alternative in which US 50 would remain as is. As a property owner in and around the Project area, you are involved in the process and we are just now beginning the environmental review process which is anticipated to take 12-16 months. During that time additional meetings will be scheduled for review and input on the project which you will be notified.

I hope this answers your questions but please let me know if there is anything else I can answer for you. Have a day.

From: Deerfield, Marcia [mailto:Marcia.Deerfield@sfmta.com]
Sent: Thursday, December 08, 2011 7:46 PM
To: relocation@us50revitalization.org
Subject: What the heck is going on????????????????????

I only today received something in the mail. It does not tell me anything important—like are you going to bulldoze my newly custom built house, currently a vacation rental and in 2.5 years, my retirement and bed and breakfast house. My address is 1029 Fern. Your tahoetransportation.org shows plan 2 and 3 but not 1. I can live with 2 or 3 since it maintains my ability to walk to everything I need in my retirement. How do I get in on the review etc.

I will Greatly appreciate your prompt reply. Yes, I called Mr. Sierra last Friday and he has not seen fit to contact me or have one of his staff do so.

Thank you,

Marcia Deerfield (nee Rohm)

From: CHUKGREENE@aol.com
To: aknotts@tahoetransportation.org
Subject: Re: Loop Road - APC meeting
Date: Tuesday, December 13, 2011 11:58:08 PM

Thanks...will look forward to the EIS/EIR

Chuck

In a message dated 12/12/2011 10:22:55 A.M. Pacific Standard Time, aknotts@tahoetransportation.org writes:

Hello Mr. Greene,

Thanks for your comments on the project specifically as it relates to the housing/ROW issue. Estimates have been developed in the Caltrans approved Project Study Report however these will be re-evaluated and updated as part of the environmental review process and the Relocation Assistance Plan we are developing. Once we have an approved environmental document then formal appraisals will be initiated and the availability of housing will again be re-evaluated.

Please let me know if you have any additional questions and/or comments on the Project. Thanks again and have a wonderful day and upcoming holiday.

From: CHUKGREENE@aol.com [mailto:CHUKGREENE@aol.com]
Sent: Thursday, December 08, 2011 8:47 PM
To: aknotts@tahoetransportation.org; nhaven@trpa.org
Subject: Loop Road - APC meeting

I was thinking about the APC meeting yesterday re the Loop Road NOP.

In particular with regard to the issue of needing to purchase some 75 homes/units.

In the EIS/EIR analysis, it would be useful to have estimates [based on the estimated start of construction in 2015] of the availability in 2013 and 2014 of housing of the same type and quality of those being removed.

Along with the availability estimates, it would also be of value to those whose homes are affected, to have estimates of the prices of the same type and quality of housing that would be available in 2013 and 2014.

That would help determine the kind and amount of funding that would have to be made available for the purchase of those homes in order for the project to be successful.

Of course, nobody can say for certain what prices and availability will be two to three years in the future, but having some expert analysis and calculation would be helpful.

Chuck Greene

APC member

From: [Shumate](#)
To: aknotts@tahoetransportation.org
Subject: US 50/ South Shore Revitalization project
Date: Wednesday, December 14, 2011 7:08:40 PM

My name is Bradford Shumateand I have a home at 1 Lodge Road, South Lake Tahoe. It is located in Tahoe Meadows.....it is the log home in the corner, fronting Hwy 50, next to the Holiday Inn Express.

First let me say that I am in favor of any positive change occurring in SLT. Anything that brings jobs to our area and makes SLT an attractive destination for visitors, I am for.

I do have a number of questions/concerns as to how this project will impact my home.

- After looking at the letter/map I was sent & viewing the project on your web site, I cannot see where a driveway (access) has been placed to accommodate Lodge Rd. which currently accesses Hwy 50. Lodge Road runs along the boundary between my property and the Holiday Inn Express.
- Will you relocate the bus stop that is currently near Lodge Road?
- There is an open storm drain along the fence between my lot and Linear Park which currently dumps storm water onto my property. I believe it should be tied into the underground storm drain which collects the roadway water and runs down under Lodge Road.
- Will the Linear Park landscaping be completed within this project?
- The double gates between Lodge Rd. and Hwy 50 were damaged by the contractor, in approximately 2003, when he dug a jacking pit while installing the underground storm drain under Lodge Road. Will the plan include repair of the gate?
- Is there any intent or need to acquire a portion of my property for the current plan?
- I am concerned that with the new route alignment, car headlights will be shining directly into my home, from traffic traveling west from Stateline.

Due to my work in the Bay Area; I am unable to attend any of the meetings. I appreciate your response to my concerns.

Thank You !
Brad

**Tahoe Transportation
DISTRICT****Public Scoping Meeting for the US 50/South Shore
Community Revitalization Project****December 7, 2011****SCOPING COMMENTS**

*Please hand in comments during the meeting, mail them (address on back), or send an email by **December 16, 2011**. Those submitting comments electronically should provide them by email in either Microsoft Word format or as a Portable Document Format (PDF) to aknotts@tahoetransportation.org. Please include "US 50/South Shore Community Revitalization Project Comment" in the email subject line.*

Name: TOM & CAROLYNN PETERSEN**Organization (if any):** _____**Address (optional):** Home: 1457 ALAMO PINTADO ROAD Cabin: 1090 CHONOKIS**City, State, Zip:** SOLVANG, CA 93463 SOUTH LAKE TAHOE**E-mail:** _____

The Tahoe Transportation District (TTD), Tahoe Regional Planning Agency (TRPA), and Federal Highway Administration (FHWA) invite you to provide additional comments you have on the US 50/South Shore Community Revitalization Project. Any comments that are received will be considered in the design, environmental review, and permitting for the proposed project. To submit additional comments that were not made at the public scoping meeting on December 7, 2011, please fold this page in half, tape closed, affix postage and place in the mail to Alfred Knotts at the address on the reverse. You may also submit comments to Alfred Knotts at aknotts@tahoetransportation.org. Written comments should be sent at the earliest possible date, by December 16, 2011. All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public. Thank you for your comments!

Comments:

Having survived the previous planned Highway 50 By-Pass in the 1970's (just barely!), this is déjà vu!!!

It is unclear what our access to our property on Chonokis would be under the proposed loop for Highway 50. What is the Casino's attitude toward this project?? What effect would this proposal have on the City of South Lake Tahoe's completed drainage projects in the area?? According to input at the December 7th meeting, your timeline is 2015 startup. What are the funding sources for this project? With the economy and California's tax/budget situation coupled with Nevada's threat to pull out of TRPA, it leaves some questions as to viability.

I do not understand why Cal-Trans is so enamored of Roundabouts. In our experience they create many more problems than they solve. We have concerns about the trucking coming from Reno or Sacramento making deliveries in the casino area. The radius of the Roundabout would be critical for large semi-trucks.

December 15, 2011

Alfred Knotts, Project Manager
Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448

Re: U.S. 50 South Shore Community Revitalization Project

Dear Alfred:

Edgewood Companies supports the Highway 50 revitalization project. We are confident that the bypass and the corresponding narrowing of "Main Street" will benefit both the environmental and economic health of the South Shore.

Our support is given both as a major, affected property owner...we own the Montbleu and the land underneath the Horizon, and the Edgewood-Tahoe golf course, among other holdings...and as an advocate of the South Shore Vision which not only endorses the Highway 50 project but considers it vital to the implementation of that Vision.

The Vision process, funded by the South Tahoe Alliance of Resorts (STAR), brought together business owners and local governments to define the process to achieve a common goal, the transformation of the South Shore into a true recreation oriented destination resort. The importance of the Highway 50 plan to that goal cannot be underestimated.

Thank you for the opportunity to comment. Please let us know what else we can do to support this vital effort.

Sincerely,



Chuck Scharer
President and CEO

Public Scoping Meeting #1 (Oral Comments)

Location: Tahoe Transportation District
Tahoe Regional Planning Agency - Board Room
128 Market Street
Stateline, NV 89449

Date/Time: Thursday, November 10, 2011 at 1:00 p.m.

The Scoping Meeting portion of the TTD meeting began with a project/process overview provided by Alfred Knotts, Tahoe Transportation District. This was followed by a presentation by Nanette Hansel, Project Manager of Ascent Environmental, who will be managing the preparation of the EIR/EIS/EIS. Tony Sierra, of Bender Rosenthal, explained the relocation process.

| Commenter | Organization/Affiliation | Comment/Question |
|--|--------------------------------------|--|
| Alfred Knotts | TTD | Presentation of the Project Alternatives |
| Nanette Hansel | Ascent Environmental | Overview presentation of the EIR/EIS/EIS |
| Tony Sierra | Bender Rosenthal | Explained the relocation process |
| Board Questions/Comments | | |
| Steve Teshara | TTD | How many individual residences would be contacted by Mr. Sierra? [Alfred Knotts replied, approximately 75 units. Tony Sierra also noted they would be completing contacting the residents within a couple weeks.] |
| Public Hearing Opened (The following comments are included in the Scoping Report Summary) | | |
| Jytte Langlois | Owner of 1040 Moss Road | Requested her renters not be contacted and scared into moving. She also asked about financing plans for the right of way acquisitions. |
| Peter Eichar | California Tahoe Conservancy | Noted that California Tahoe Conservancy owned properties in that area were purchased with specific sources of money that have strings attached to them for specific uses. |
| Cathi Sweeney | Tahoe Meadows Homeowners Association | Asked for a larger version of the map to determine any impact on Tahoe Meadows. |
| Board Discussion | | |
| None | | |

Public Scoping Meeting #2 (Oral Comments)

Location: TRPA Advisory Planning Commission (APC)
Tahoe Regional Planning Agency - Board Room
128 Market Street
Stateline, NV 89449

Date/Time: Wednesday, December 7, 2012 at 9:30 a.m.

The Scoping Meeting portion of the APC meeting began with a project/process overview provided by Alfred Knotts, Tahoe Transportation District. This was followed by a presentation by Nanette Hansel, Project Manager of Ascent Environmental, who will be managing the preparation of the EIR/EIS/EIS.

| Commenter | Organization/Affiliation | Comment/Question |
|---------------------------------|--------------------------|--|
| Alfred Knotts | TTD | Presentation of the Project Alternatives |
| Nanette Hansel | Ascent Environmental | Overview presentation of the EIR/EIS/EIS |
| Board Questions/Comments | | |
| Alan Tolhurst | APC | Mr. Tolhurst had concerns that the entire casino core is being made inaccessible to pedestrians who would like to go for a hike. |
| John Upton | APC | Mr. Upton agreed with the concerns that Mr. Tolhurst raised. He is also concerned with the narrowness of the alternatives. He suggested that additional round-a-bouts should be looked at. How do businesses function during temporary closures with people trying to access this corridor area? If there is an answer, to that should we be looking at either a more extensive closure and have the businesses accessed from the rear. |
| Brandy McMahon | APC | Ms. McMahon asked that staff check the information on Page 12, Hydrology Water Quality & Flood Plains. It says that it is outside the 200 year annual flood zone and she believes that this should be a 500 year annual flood zone. |
| Chuck Greene | APC | Mr. Greene asked how much of Van Sickle State park will be affected. He also asked how many residences will be affected. [Mr. Knotts said the park will be required to put in a retaining wall around the area. It would not impact the operation of that facility. There are approximately 75 units which consist of hotel, commercial uses, residential units and multi-family dwellings. As part of the interview process with affected residents, we will obtain how many people live within the area fulltime. There are seven commercial units within the affected area.] |
| Chuck Greene | APC | Mr. Greene asked if any compensation for the affected residents have been determined. He also asked if consideration was given to only having access to the back of the casino corridor. [Mr. Knotts said there is a prescribed process once the environmental document is certified and accepted. Then a relocation assistance plan will be implemented which is set forth in the uniform act developed by the United States Department of Transportation. We do realize that this is a major concern within the community. The rear of the casino corridor was analyzed as part of the project study report in 2004. It was eliminated because it did not meeting the purpose and need of the project in keeping some economic activity that involves automobile local access and safety for ingress and egress in and out of the Basin in case of emergencies.] |
| Chuck Greene | APC | Mr. Greene said if there is an issue getting out of the Basin with an emergency, and it is not a problem during partial closure, why would it be a problem during full closure? [Mr. Knotts said just the capacity of that road and having more throughputs with the facility. A partial closure would only be signs posted and not actually closing the road itself, except for an event or seasonal closure.] |
| Mike LeFevre | APC | Mr. LeFevre asked with respect to the right-a-way through private land, is this a candidate for some eminent domain take? [Mr. Knotts said that is a possibility, but it is not something that they are proposing.] |

| Commenter | Organization/Affiliation | Comment/Question |
|--|--------------------------------------|--|
| Eva Krause | APC | Ms. Krause said at the Tahoe Transportation District meeting, there was discussion regarding the Pioneer intersection. The board asked that farther than the current narrow boundaries is looked at. This will affect the other property owners next door to the project. [Mr. Knotts said we expanded the project mailing far beyond the required area to accommodate this.] |
| Eva Krause | APC | Ms. Krause asked why we aren't considering a round-a-bout on both ends of each intersection. [Mr. Knotts said this was part of the 2004 study and it would have required a 3-lane round-a-bout, which doesn't meet design criteria for Caltrans. This will be part of a more robust discussion on the alternatives considered but rejected.] [Mr. Hasty, TTD said they are putting up large displays in the back of the room so the public can see the affected area more closely.] |
| Public Hearing Opened (The following comments are included in the Scoping Report Summary) | | |
| Tom & Carolyn Petersen | | Raised concerns about whether their access will be affected. She asked how this will affect the storm drainage work that the City of South Lake did. They don't support round-a-bouts. |
| Angie Watson | | Raised concerns with the process of acquiring these properties and if eminent domain will be used. |
| Mike McKean | Business owner | Asked to be included in the project and have the project go beyond his business. |
| Kurt Carlsen | Business owner | Asked to be included in the project and have the project go beyond his business. |
| Pete McRoberts | Representing the Holiday Inn Express | Raised concerns with the plan that shows the Holiday Inn Express driveway being shut down and no entrance or exit into the main hotel. Delivery trucks will not be able to enter/exit through Carrows' entrance to supply his property, which is currently proposed. |
| Joan Norman | | Raised concerns with the cost of this project and asked if it comes out of taxpayer's pockets. |
| Commission Discussion | | |
| | | [Mr. Knotts addressed the eminent domain questions.] |
| John Upton | APC | Mr. Upton asked what would be the fund source on this project and how would the phasing of the project take place. [Mr. Knotts said there is information related to both of these topics within the project study report on their website. The funding would be a variety of local, state and federal sources. The construction would make sure it didn't adversely affect the safety and the economic vitality of the area. Conceptually, US 50 would remain in its currently capacity and the alternative would be constructed. Then the transition would take place shifting traffic to the new area of US 50. The additional improvements would be made to the local roadway, once it is relinquished to local entities.] |
| Charlie Donohue | APC | Mr. Donohue asked Mr. Knotts, Mr. Haven and Mr. Hasty to address some of the concerns that were raised in public comment today. |
| Chuck Greene | APC | Mr. Greene asked for a cost estimate range for this project. [Mr. Knotts said this report is also on our website. At the time when they looked at right-of-way costs associated with the alternatives, the range for the entire project was between \$50-\$60 million dollars.] |

Appendix D

November 10, 2011

**Tahoe Transportation District/
Commission Board Meeting Minutes**

**TAHOE TRANSPORTATION DISTRICT / COMMISSION
BOARD MEETING MINUTES
November 10, 2011**

TTD/C Board Members in Attendance:

Andrew Strain, Member at Large, Chair
Eva Krause, Washoe County
Steve Teshara, SS-TMA
Jan Colyer, TNT-TMA
Brendan Ferry, El Dorado County
Angela Swanson, City of South Lake Tahoe
Travis Lee, Douglas County
Marlo Tinney, Caltrans

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Karen Fink, Tahoe Regional Planning Agency
Judy Weber, Tahoe Regional Planning Agency
Judi White, Tahoe Transportation District and Tahoe Regional Planning Agency
Adam Spear, Esq., Legal Counsel

I. TAHOE TRANSPORTATION DISTRICT AND TAHOE TRANSPORTATION COMMISSION CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum

The meeting of the Tahoe Transportation District and Tahoe Transportation Commission was called to order by Chairman Strain at 1:31 p.m., at the Tahoe Regional Planning Agency. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

B. Approval of TTD/TTC Agenda of November 10, 2011

It was requested Item IX.A. be taken before Item VI.A. and to continue Item XI.C. Motion/second by Mr. Teshara/Ms. Swanson to approve the revised TTD/TTC agenda for today's meeting. The motion passed unanimously.

C. Approval of TTD/TTC Meeting Minutes for October 14, 2011

Motion/Second by Mr. Teshara/Ms. Swanson to approve the TTD and TTC minutes. The motion passed, with Ms. Krause abstaining.

II. PUBLIC INTEREST COMMENTS

No public interest comments were made.

III. BUDGET FINANCE COMMITTEE REPORT

Mr. Teshara reported the committee recommended approval of Items X.A. and X.B.

IV. TRANSIT OPERATIONS COMMITTEE REPORT

Ms. Swanson reported the committee recommended approval of Item X.C.

V. RESOLUTION OF RECOGNITION

A. Approval of a Resolution of Recognition to Dennis Crabb for his Service to the Tahoe Transportation District and Commission

Mr. Teshara read the resolution and presented a plaque. Mr. Crabb thanked the Board.

Action Requested: Approval

Chair Strain made a motion to approve the resolution. Ms. Krause seconded the motion. The motion passed unanimously.

VI. PUBLIC HEARING

A. Public Hearing on Draft Sustainable Communities Strategy Element of the Regional Transportation Plan Update

Ms. Fink reviewed this item.

PUBLIC COMMENT:

Peter Eichar, California Tahoe Conservancy, asked for clarification of the GHG reduction targets.

Mr. Teshara asked for an extension until Monday to send in comments.

Action Requested: Conduct Public Hearing

VII. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

A. Recommend Approval of the Draft 2012 Regional Transportation Improvement Program to the Tahoe Regional Planning Agency Governing Board

Ms. Weber reviewed this item. Mr. Teshara noted that the Truckee North Tahoe-Transportation Management Association had also sent in a letter of support for King's Beach.

Action Requested: Recommend Approval to TRPA

Mr. Teshara made the motion to recommend approval of the Draft 2012 RTIP to the Tahoe Regional Planning Agency Governing Board. Ms. Colyer seconded the motion. The motion passed unanimously.

VIII. ADJOURN AS TTC AND RECONVENE AS TTD

IX. PUBLIC SCOPING

- A. Notice of Preparation/Notice of Intent and Public Scoping for a California Environmental Quality Act Environmental Impact Report, Tahoe Regional Planning Agency Environmental Impact Statement, and National Environmental Policy Act Environmental Impact Statement for the US 50 South Shore Community Revitalization Project**

Mr. Knotts reviewed this item. Ms. Nanette Hansel of Ascent Environmental gave a presentation. Mr. Tony Sierra of Bender Rosenthal, explained the relocation process. Mr. Teshara asked how many individual residences would be contacted by Mr. Sierra. Mr. Knotts replied approximately 75 units. Mr. Sierra also noted they would be completing contacting the residents within a couple weeks.

PUBLIC COMMENT:

Jytte Langlois, owner of 1040 Moss Road, requested her renters not be contacted and scared into moving. She also asked about financing plans for the right of way acquisitions.

Peter Eichar, California Tahoe Conservation, noted that CTC owned properties in that area, were purchased with specific sources of money that have strings attached to them for specific uses.

Cathi Sweeney, Tahoe Meadows Homeowners Association, asked for a larger version of the map to determine any impact on Tahoe Meadows.

Action Requested: Conduct Public Scoping

X. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of the District's Financial Statement of Operations for July 1, 2011 through September 30, 2011**
B. Approval of Task Order for Lumos Engineering for Tahoe Regional Planning Agency Land Capability Verifications for Various Capital Improvement Program Projects
C. Approval of Long-Term Operations Contract of North Lake Tahoe Airport Express Bus Service with Airport MiniBus
D. Review and Acceptance of BlueGO's Monthly September 2011 Operations Report

Item X.C. was pulled. Mr. Teshara motioned to approve Items A, B, and D, Mr. Ferry seconded the motion. The motion passed unanimously.

Mr. Hasty informed the Board that an issue has just arisen on the part of Airport MiniBus and requested Item C be continued until the issue is resolved.

Mr. Spear asked to reopen Item C and requested the Board approve operations contract. Mr. Teshara made the motion to approve the operations contract, with direction to staff to extend the existing agreement through December 15, if needed. Mr. Lee seconded the motion. The motion passed unanimously.

XI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

A. Presentation on Lake Tahoe North Shore to South Shore Transit Connection Alternatives Analysis and Recommendation on Alternatives to be Evaluated in the Tier 2 Screening Process

Mr. Knotts reviewed this item. Chair Strain asked about adding another alternative that would be a combination of ferry service and east shore bus service.

Action Requested: Discussion and Direction

Mr. Teshara made the motion to approve the Alternatives 1, 2, and 6 and add a fourth alternative of ferry and East shore bus service to be evaluated in the Tier 2 Screening Process. Ms. Swanson seconded the motion. The motion passed unanimously.

B. Approval of Award of Nevada Transit Shelter Project – Phase 1 Construction Contract to Thomas Haen Construction, Inc., Authorization of the Chairman and District Manager to Sign the Construction Contract, and Authorize the District Manager to Execute Contract Change Orders Not to Exceed Ten Percent (10%) of the Total Contract

Mr. Knotts reviewed this item. He also gave an update on the California shelters - the concrete has been poured and they are awaiting the arrival of the shelters.

Action Requested: Approval

Ms. Swanson made the motion to approve the award of Nevada Transit Shelter Project – Phase 1 to Thomas Haen Construction, Inc. Ms. Krause seconded the motion. The motion passed unanimously.

C. Presentation by Data Transfer Solutions of the Transportation Improvement Program Tool Developed for the Lake Tahoe Regional Transportation Program

This item was continued.

Action Requested: Informational Only

Chair Strain left at 3:47 p.m. and Ms. Swanson chaired the remainder of the meeting.

XII. DISTRICT MANAGER REPORT

Mr. Hasty reported the Nevada Oversight Committee meeting would be held November 14. Transportation would not be on the agenda. The next transportation committee meeting for the Olympic Planning Organization is on November 17. Staff will be meeting with Central Lands Federal Highways on November 30 regarding the District's program.

XIII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Ms. Tinney introduced Angela Shepard, Caltrans' new regional planning liaison for Tahoe. She also mentioned she received notice that Federal Highways Administration issued a call for candidate projects on the 12 discretionary programs for half year funding.

Mr. Ferry noted the Sawmill 2A bike path project is out for bid.

Ms. Krause announced she will be the District's alternate for Washoe County and today was Mr. Morehouse's last day at the County.

Ms. Swanson informed the Board that Mr. Tom Fortune had mentioned during the transit operations meeting 32 to 35 drivers had been interviewed and hired for the seasonal ski shuttle season. She requested staff to update the Board on the farebox conversion status.

Mr. Lee noted that Douglas County had made some changes to DART system to enhance the routes and connectivity to Route 19X (formerly the Triangle route).

XIV. LEGAL BRIEFING - CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION. MV Transportation, Inc. v. STATA, et al. Case No. 10-CV-0240. 9th Judicial District Court.

The Board received an update and briefing from Counsel on the status of the MV lawsuit and took no further action.

XV. ADJOURNMENT

Respectfully Submitted:

Judi White
Executive Assistant
Tahoe Transportation District

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi White, Clerk to the Board, (775) 589-5502.)

Appendix E

December 7, 2011

**TRPA Advisory Planning Commission
Meeting Minutes**

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

December 7, 2011

REGULAR MEETING MINUTES

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Advisory Planning Commission Chair Mr. Tolhurst called the meeting to order at 9:35 a.m.

Members Present: Mr. Buelna, Mr. Donohue, Mr. Gaskin, Mr. Greene, Ms. Huggins, Mr. Jepsen, Ms. Krause, Mr. Lefevre, Mr. Maurer, Ms. McMahon, Mr. Plemel, Mr. Riley, Mr. Tolhurst, Mr. Upton

Members Absent: Ms. Feeley, Ms. Garcia, Mr. Loftis, Mr. McIntyre, Ms. Merchant, Mr. Smith

II. APPROVAL OF AGENDA

Mr. Donohue moved approval.
Motion carried unanimously.

III. PUBLIC INTEREST COMMENTS

No public comment.

IV. DISPOSITION OF MINUTES

Mr. Upton moved approval.
Motion carried unanimously.

V. ADMINISTRATIVE MATTERS

A. Election of Chair and Vice-Chair

Mr. Tolhurst nominated current Vice-Chair Charlie Donohue as Chair.
Motion carried unanimously.

Mr. Tolhurst nominated Peter Maurer as Vice-Chair.

Motion carried unanimously.

VI. PUBLIC HEARING

A. Notice of Preparation and Determination of Scope, US 50/South Shore

Community Revitalization Project Environmental Impact Statement

Staff member Nick Haven introduced the proposed scope of US 50/South Shore Community Revitalization Project Environmental Impact Statement.

Tahoe Transportation District Staff Member, Alfred Knotts presented an overview of the proposed project.

Annette Hansel, Ascent Environmental presented the proposed joint EIR/EIS/EIS specifics.

COMMISSION COMMENTS & QUESTIONS:

Mr. Tolhurst had concerns that the entire casino core is being made inaccessible to pedestrians who would like to go for a hike.

Mr. Upton agrees with the concerns that Mr. Tolhurst raised. He is also concerned with the narrowness of the alternatives. He suggested that additional round-a-bouts should be looked at. How do businesses function during temporary closures with people trying to access this corridor area? If there is an answer, to that should we be looking at either a more extensive closure and have the businesses accessed from the rear.

Ms. McMahon asked that staff check the information on Page 12, Hydrology Water Quality & Flood Plains. It says that it is outside the 200 year annual flood zone and she believes that this should be a 500 year annual flood zone.

Mr. Greene asked how much of Van Sickle State park will be affected. He also asked how many residences will be affected.

Mr. Knotts said the park will be required to put in a retaining wall around the area. It would not impact the operation of that facility. There are approximately 75 units which consist of hotel, commercial uses, residential units and multi-family dwellings. As part of the interview process with affected residents, we will obtain how many people live within the area fulltime. There are seven commercial units within the affected area.

Mr. Greene asked if any compensation for the affected residents have been determined. He also asked if consideration was given to only having access to the back of the casino corridor.

Mr. Knotts said there is a prescribed process once the environmental document is certified and accepted. Then a relocation assistance plan will be implemented which is set forth in the uniform act developed by the United States Department of Transportation. We do realize that this is a major concern within the community. The rear of the casino corridor was analyzed as part of the project study report in 2004. It was eliminated because it did not meeting the purpose and need of the project in keeping some economic activity that involves automobile local access and safety for ingress and egress in and out of the Basin in case of emergencies.

Mr. Greene said if there is an issue getting out of the Basin with an emergency, and it is not a problem during partial closure, why would it be a problem during full closure?

Mr. Knotts said just the capacity of that road and having more throughputs with the facility. A partial closure would only be signs posted and not actually closing the road itself, except for an event or seasonal closure.

Mr. Lefevre asked with respect to the right-a-way through private land, is this a candidate for some eminent domain take?

Mr. Knotts said that is a possibility, but it is not something that they are proposing.

Ms. Krause said at the Tahoe Transportation District meeting, there was discussion regarding the Pioneer intersection. The board asked that farther than the current narrow boundaries is looked at. This will affect the other property owners next door to the project.

Mr. Knotts said we expanded the project mailing far beyond the required area to accommodate this.

Ms. Krause asked why we aren't considering a round-a-bout on both ends of each intersection.

Mr. Knotts said this was part of the 2004 study and it would have required a 3-lane round-a-bout, which doesn't meet design criteria for Caltrans. This will be part of a more robust discussion on the alternatives considered but rejected.

Mr. Hasty, TTD said they are putting up large displays in the back of the room so the public can see the affected area more closely.

PUBLIC COMMENT:

Tom & Carolyn Petersen have concerns about whether their access will be affected. She asked how this will affect the storm drainage work that the City of South Lake did. They don't support round-a-bouts.

Angie Watson has concerns with the process of acquiring these properties and if eminent domain will be used.

Mike McKean business owner asked to be included in the project and have the project go beyond his business.

Kurt Carlsen business owner asked to be included in the project and have the project go beyond his business.

Pete McRoberts representing the Holiday Inn Express said he has concerns with the plan that shows their driveway being shut down and no entrance or exit into the main hotel. Delivery trucks will not be able to enter/exit through Carrows' entrance to supply his property, which is currently proposed.

Joan Norman has concerns with the cost of this project and asked if it comes out of taxpayer's pockets.

Mr. Knotts addressed the eminent domain questions.

Mr. Upton asked what would be the fund source on this project and how would the phasing of the project take place.

Mr. Knotts said there is information related to both of these topics within the project study report on their website. The funding would be a variety of local, state and federal sources. The construction would make sure it didn't adversely affect the safety and the economic vitality of the area. Conceptually, US 50 would remain in its currently capacity and the alternative would be constructed. Then the transition would take place shifting traffic to the new area of US 50. The additional improvements would be made to the local roadway, once it is relinquished to local entities.

Mr. Donohue asked Mr. Knotts, Mr. Haven and Mr. Hasty to address some of the concerns that were raised in public comment today.

Mr. Greene asked for a cost estimate range for this project.

Mr. Knotts said this report is also on our website. At the time when they looked at right-of-way costs associated with the alternatives, the range for the entire project was between \$50-\$60 million dollars.

This was a no action item.

VII. REPORTS

A. Executive Director

Mr. Hester said Happy Holidays.

B. General Counsel

Mr. Lichtig said Seasons Greetings.

C. APC Members

Mr. Jepson thanked Mr. Tolhurst for a great job as Chair.

Ms. McMahon said their draft master plan is on the Douglas County website and the first public hearing is December 13 in front of the planning commission.

Mr. Greene thanked Mr. Tolhurst for a terrific job as Chair.

Mr. Upton thanked Mr. Tolhurst for a fantastic job as Chair.

Mr. Gaskin thanked Mr. Tolhurst and congratulated Mr. Donohue for his appointment. There has been some publicity regarding the TMDL. The Lahontan Board approved the permits for the California side and there was reaction to that. On the Nevada side, we are having one of our implementer meetings next Monday to discuss the TMDL implementation.

Mr. Donohue thanked Mr. Tolhurst for all of his years of service as Chair.

VIII. PUBLIC COMMENT

Mr. Teshara thanked Mr. Tolhurst for his service as Chair of the APC and his dedication to Lake Tahoe.

IX. ADJOURNMENT

Chair Mr. Donohue adjourned the meeting at 10:40 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Judy Nikkel", is centered on a light gray rectangular background.

Judy Nikkel
Clerk to the Advisory Planning Commission

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review at the TRPA Office, 128 Market Street, Stateline, Nevada.