

**PUBLIC NOTICE**

**Announcing Release of the Final EIR/EIS/EIS and Section 4(f) *De Minimis* Determination for the US 50/South Shore Community Revitalization Project in the City of South Lake Tahoe, California and Stateline, Nevada.**

The Tahoe Transportation District (TTD), Tahoe Regional Planning Agency (TRPA), and Federal Highway Administration (FHWA) announce the availability of the Final EIR/EIS/EIS and *de minimis* determination, pursuant to Section 4(f) of the Department of Transportation Act, for the proposed highway realignment project on US Highway 50 (US 50) in the City of South Lake Tahoe, California and Stateline, Nevada.

**Copies of the Final EIR/EIS/EIS can be examined during normal business hours at the following locations:**

TTD offices and website:

128 Market Street, Suite 3F

Stateline, NV 89449

<http://tahoetransportation.org/us50>

South Lake Tahoe Public Library

1000 Rufus Allen Boulevard

South Lake Tahoe, CA 96150

TRPA offices and website:

128 Market Street

Stateline, NV 89449

<http://www.trpa.org/document/projects-plans/>

Zephyr Cove Library

338 Warrior Way

Zephyr Cove, NV 89448

**Public Hearings:** The US 50/South Shore Community Revitalization Project will be considered by the TTD Board of Directors, TRPA Advisory Planning Commission, and TRPA Governing Board in upcoming months. The TRPA Advisory Planning Commission will consider and make a recommendation to the TRPA Governing Board regarding certification of the EIS and approval of the project. The TRPA Governing Board will consider the APC's recommendation and render a final decision regarding environmental document certification and project approval. The TTD Board of Directors will consider EIR certification and project approval. Please check the upcoming meeting agendas at the following links for updated information on timing of these meetings: [www.trpa.org/calendar](http://www.trpa.org/calendar) and [www.tahoetransportation.org/doing-business/meetings](http://www.tahoetransportation.org/doing-business/meetings).

FHWA will not issue a final decision on the project for a minimum of 30 days after the date that the U.S. Environmental Protection Agency publishes notice of the availability of the Final EIR/EIS/EIS in the Federal Register, and until that time in which the TTD Board of Directors and TRPA Governing Board have rendered a decision on the project.

**For further information, contact:**

Danielle Hughes

Capital Program Manager

TTD

P.O. Box 499

Zephyr Cove, NV 89449

[dhughes@tahoetransportation.org](mailto:dhughes@tahoetransportation.org)

775-589-5512

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

**Project Summary:** The proposed US 50/South Shore Community Revitalization Project centers on the realignment of US 50 in the Stateline tourist core area (post mile 79.00 to post mile 80.44) and converting existing US 50, between a location southwest of Pioneer Trail in the City of South Lake Tahoe, California and

Lake Parkway in Stateline, Nevada into a two-lane, two-way local street with a series of traffic calming measures, landscaping, and other aesthetic amenities.

The primary purpose of the project is to address existing transportation system deficiencies and projected transportation capacity and safety requirements, along the US 50 corridor between Pioneer Trail and SR 207, to alleviate cut-through traffic on local neighborhood residential streets in the City of South Lake Tahoe, and to support community revitalization goals in the California and Nevada state line area while minimizing environmental impacts.