

MEMORANDUM

Date: April 8, 2013

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approval of the Five Recommended Alternatives to be Considered in US 50/South Shore Community Revitalization Project Environmental Analysis

Action Requested:

It is requested the Board approve the five recommended alternatives to be considered in the US 50/South Shore Community Revitalization Project environmental analysis, including the Triangle Alternative as the revised proposed action.

Background:

The TTD is proposing construction of an improved circulation network in and around the Stateline casino corridor area, between a location 0.25 miles southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route 207 (SR 207) (i.e., Kingsbury Grade) in Douglas County, Nevada. The US 50 South Shore Community Revitalization Project proposes to 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 local main street, including a safer pedestrian and bicycle-friendly roadway and streetscape enhancements within the existing US 50 corridor and the South Shore of Lake Tahoe. The affected segment of existing US 50 is approximately 1.1 miles long. The Project is currently in the preliminary engineering/environmental analysis phase. As required by the environmental regulations of Tahoe Regional Planning Agency (TRPA), California Environmental Quality Act (CEQA), and National Environmental Policy Act (NEPA), formal environmental public scoping meetings were held on November 11, 2011 and December 7, 2011 at the TTD Board of Directors meeting and the TRPA Advisory Planning Commission meeting, respectively. In addition to the formal scoping meetings, Staff has provided project presentations to numerous community groups and met with private individuals prior to and since the initiation of scoping. This project is a key implementation strategy identified in several local, regional, and federal planning documents, including the Lake Tahoe Environmental Improvement Program, Stateline/Ski Run Community Plan, City of South Lake Tahoe General Plan, and the Lake Tahoe Regional Transportation Plan.

Over the last 15 months, numerous tasks have been completed by Staff and the consultant team in regards to the Project Delivery Process (PDP), including

- Initiation of the environmental scoping process and posting of Notice of Intent/Preparation on the Federal Register
- Mailing of over 1500 scoping notices to affected residents including door to door distribution
- Commissioning and completion of Relocation Assistance Study

- Completion of a “Project Briefing Package”
- Completion of four public workshops
- Numerous presentations to various community groups
- Commissioning and completion of a “Draft Economic Analysis”
- Establishment of a Business Review Committee (BRC) and procurement of a BRC meeting facilitator
- Development of potential additional alternatives
- BRC and Project Delivery Team (PDT) meetings; and
- Ongoing consultation with PDT members, affected property owners, and the general public

Prior to the completion of these tasks, the Board also approved the establishment of a Citizens Review Committee (CRC) back in May 2012 to address the many design concerns and needs expressed by the public. Below is a more detailed updated on some of the tasks mentioned above.

Relocation Assistance Study

Sensitive to the right of way acquisition necessary to proceed with the Project and once the Project entered the formal environmental analysis phase, the TTD Board approved accelerating the preparation of a relocation plan for potential affected properties, owners, and residents, consistent with particular statutory relocation obligations. The relocation plan provides required demographic and planning information and sets forth the policies and procedures necessary to conform to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq.) (the Act). The Draft Plan was developed by Bender Rosenthal, Inc., a professional consulting firm specializing in commercial valuation and right of way services.

The preparation of this plan involved the formal notification of property owners and tenants. It also involved field interviews of both. In addition, the TTD’s outreach team went door to door to distribute project information to residents.

The Plan is organized in five sections:

1. The regional and specific location of the Project (Section I);
2. An assessment of the relocation needs of those persons subject to displacement as a result of the Project (Section II);
3. An assessment of replacement housing opportunities within the City of South Lake Tahoe area (Section III);
4. A description of the policies and procedures that the TTD will follow to meet displaced resident needs and ensure compliance with federal law (Section IV); and
5. Necessary administrative provisions (Section V).

This plan will be updated as necessary to reflect all potential right-of-way impacts associated with each alternative.

Outreach and Project Briefing Package:

Approximately twenty-five alternatives for the realignment of US 50 have been considered over the past twenty-five years. To better inform the public, agencies, and elected/appointed officials, Staff and the project team prepared a Project Briefing Package (Attachment A) that provides a project description, outlines the project delivery process, and articulates the history of alternatives developed during this and previous planning efforts. The Project Briefing Package has been available to the public since October 2012 to coincide with the public workshops hosted on October 30, 2012, November 7, 2012, and December 13, 2012 and has since been distributed to numerous

interested parties and individuals. This document has served many purposes with the primary benefit of making the general public aware of the previous planning efforts undertaken by TRPA and the City of South Lake Tahoe (CSLT); the project's role in fulfilling visions outlined in the Stateline/Ski Run Community Plan and CSLT General Plan; the project's goal of achieving and maintaining environmental threshold carrying capacities for air quality, water quality, and scenic resources, amongst others; and finally, the project's ability to transform the stateline area into a fully functioning bicycle and pedestrian friendly "village." This transformation will be the catalyst for short-term and long term capital investment and the economic driver to shift the entire south shore from a gaming-based economy to a more diversified economy that places an emphasis on recreation and Lake Tahoe's unique natural resources and setting.

City of South Lake Tahoe Special Meeting:

TTD staff and the consultant team conducted a public workshop at a Special Meeting of the CSLT City Council on March 12, 2013 and presented the project history, a project status update, a review of all previous and existing alternatives, and presented potential additional alternatives for environmental analysis. This meeting was scheduled in response to the letter submitted by the CSLT on July 5, 2012, as well as a follow-up letter dated September 25, 2012, and was the last in a series of public meetings prior to this April TTD Board meeting, when project alternatives will be brought forward for decision. The workshop was very well attended by the general public, as well as representatives from a variety of local, state, and federal agencies. The outcome of the meeting resulted in a recommendation by the City Council that included the following:

- Remove existing Alternatives 2 and 3 from consideration
- Revise the proposed action to reflect the inclusion of the "Triangle Alternative" as the proposed action
- Include the "One-Way Triangle Alternative"
- Include another limited right of way alternative to be determined by TTD, and
- Maintain inclusion of the "No Project Alternative" as required by CEQA, NEPA, and TRPA

It was discussed that the alternative to be determined by TTD includes an emphasis on transit and minimization of right-of-way impacts to the maximum extent practicable. This recommendation was approved by the City Council by a vote of 4 to 1.

The Staff recommendation takes into consideration factors that include, but are not limited to the City Council recommendation, legal defensibility of the environmental analysis, cost, schedule, BRC input, as well as public input received to date. With the conclusion of the CSLT City Council meeting, TTD staff has effectively honored all actions requested by the City Council identified in the July 5, 2012 letter, which was provided to the Board as part of the September 2012 Board meeting packet. However, it should be stressed that TTD staff will continue to coordinate and work directly with City staff, as well as all other stakeholders, throughout the Project Development Process to ensure the project proceeds in the most efficient and effective manner possible.

Business Review Committee:

In February 2013, the TTD Board appointed a number of business representatives to the US 50 South Shore Community Revitalization Project BRC to represent the following categories: small local retail, large national retail, small local tourist accommodation owner, large corporate tourist accommodation owner, small recreation provider, larger recreation provider, local collective business representative, regional collective business representative, large commercial property owner, small commercial property owner, large corporate retail, local restaurant/dining, and commercial real estate broker. One major role of the BRC is to provide a peer review of the Draft Economic Analysis, which was released on March 4, 2013 to the BRC and general public. Prior to

the release of the draft report, Economic & Planning Systems, Inc. (EPS), the preparer of the report, provided an overview of the report and the associated initial findings at the first BRC meeting held on February 27, 2013. In addition to presenting the initial findings at that meeting, Staff and EPS also provided a brief presentation on the project and economic report as part of the South Shore Economic Forum held on March 5, 2013. Additional BRC meetings were held on March 14, March 27, and April 3, 2013, with the final meeting scheduled for April 10, 2013.

The final meeting will serve to complete the tasks identified by the Board as part of the motion made and approved at the February 8, 2013 meeting. Immediately following the April 14 meeting, a final BRC Summary Report will be prepared by Staff and the BRC facilitator, AIM Consulting, and distributed to the Board at the April 12, 2013 meeting. This was initially due from the BRC by April 4, 2013, however a meeting had to be pushed out due to scheduling conflicts.

The BRC meetings have been well received, as well as consistently attended by the members appointed by the Board. The dialogue has proven to be very valuable and constructive, with member's comments, input, and suggestions focusing on project solutions, with the intent of developing the most beneficial project for the environment and the community.

Discussion:

Staff and the consultant team have sought and obtained a considerable amount of input and feedback from both public and private stakeholders over the last several months, including the workshops that were attended by over 300 members of the public and the televised workshop at the City Council Special Meeting held on March 19, 2013. The public workshops confirmed there is public interest in undertaking the environmental analysis for the project and the alternatives associated with a mountain-side alignment were viewed as the most favorable.

In addition to the input obtained through the public workshops, an economic analysis was commissioned and completed, which further validated the long-term economic benefits that could be realized by the Project, should the project come to fruition. The analysis also stressed that in order to realize the maximum economic potential and long-term economic benefit an alignment on the mountain-side is superior to a lakeside alignment.

Staff and the consultant team have also continued to work diligently to inform the public about the project, respond to public inquiries, conduct public presentations to community organizations, as well as meet individually with business owners, land owners, and elected officials regarding the project. Public feedback to date has ranged from overall project support to support for allowing the environmental process to be complete to some members of the community voicing their outright opposition to the project.

Through these combined efforts, as well as taking into consideration factors, such as legal defensibility of the environmental analysis, cost, and schedule, staff is recommending the inclusion of the following alternatives in the environmental analysis and seeks the Board's approval:

Existing Alternative 1 - No Project/No Build Alternative

Alternative Description:

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.

Rationale for Inclusion:

As required by CEQA, NEPA, and TRPA Rules of Procedure, a no build/no project alternative is required to be included in an environmental analysis. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

Existing Project Study Report Alternative 2 (with options)

Alternatives Description:

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. 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 Echo 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.

Within the casino corridor between Pioneer Trail and Lake Parkway, 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, and gateway features.

Options that would be considered under this alternative include construction of a roundabout at Lake Parkway/US 50 intersection or a traditional intersection; construction of a pedestrian bridge from the Heavenly Village to Van Sickle Bi-state Park; conversion of Lake Parkway West from two lanes to potentially three or four lanes; and conversion of Stateline Avenue from two lanes to potentially three or four lanes. An exhibit of this alternative is included as Attachment B.

Rationale for Inclusion:

This alternative was developed as part of the "US Highway 50/Stateline Transportation Study" developed by TRPA in 2004. This alternative was further analyzed in the required Caltrans Project Study Report (PSR) completed by the TTD, approved by Caltrans District 3 in June 2010, and identified as the "proposed action" in the 2011 Notice of Intent/Notice of Preparation. Field data has been collected to develop the various technical and natural resource reports required by CEQA, NEPA, and TRPA as it relates to this alternative. The data collected does not indicate any fatal flaws in this alternative and is consistent with the adopted "Need and Purpose" developed for the project which sets the stage for alternatives to be considered. Inclusion of this alternative will provide a basis for a comparative analysis between the alternatives and assist in providing local, state, regional, and federal decision makers with a "reasonable range" of alternatives when considering and determining the preferred alternative for project approval. This alternative did receive favorable comments from members of the public that attended the suite of public workshops held in fall 2012. As such, staff recommends carrying this alternative forward for further

AK/jw

AGENDA ITEM: VIII.A.

consideration in the environmental analysis. It should be noted that the CSLT and potentially affected property owners and tenants have gone on the record to express their concerns over this alternative, due to potential business and housing impacts, which has been formally documented in the September 25, 2012 letter referenced above.

Proposed “Triangle” Alternative (revised proposed action)

Alternative Description:

The “Triangle” Alternative is similar to Alternative 2 as it follows the “mountain-side” alignment, however there are major differences in terms of their alignments and lane configurations. Specifically, the Triangle Alternative’s US 50/Pioneer Trail intersection is located several hundred feet to the west and then along a new alignment between Moss and Primrose Roads. This alignment allows the project to utilize vacant City-owned property, as well as provide for easier access to existing businesses along existing US 50, such as the Holiday Inn Express, Carrow’s, and Applebee’s and reducing impacts to the existing businesses near the present corner of Pioneer Trail and US 50. Similar to Alternative 2, the new US 50 would require right-of-way acquisition from private property owners along Lake Parkway and Montreal Road and state-owned land from Van Sickle Bi-State Park, and the connection between Montreal Road and the Pioneer Trail/US 50 intersection would displace residences and businesses southwest of the Heavenly Village Center. The exact number of residences and businesses has not yet been determined, as this alternative has not yet been formally evaluated.

Similar to Alternative 2, US 50, between the new intersection with Pioneer Trail and Lake Parkway, would become a local street and 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, and gateway features.

Options that would be considered under this alternative include construction of roundabout at Lake Parkway/US 50 intersection or a traditional intersection; construction of a pedestrian bridge from the Heavenly Village to Van Sickle Bi-state Park; conversion of Lake Parkway West from two lanes to potentially three or four lanes; and conversion of Stateline Avenue from two lanes to potentially three or four lanes. An exhibit of this alternative is included as Attachment C.

Rationale for Inclusion:

This alternative evolved from public input and comments obtained as part of the scoping process initiated in November 2011, as well as input provided by City Council. Additionally, this alternative was presented at the public workshops and the public indicated support for this alternative in concept. Staff recommends inclusion of this alternative within the environmental analysis as it provides for an additional alternative to be evaluated; appears to meet the Need and Purpose; has the potential to reduce right of way impacts and associated costs, and the direct and indirect impacts to potentially affected business, including business access. Staff also recommends that this alternative be identified as the “proposed action” should the Board vote to approve inclusion of this alternative in the environmental analysis to identify that this alternative potentially has the most benefit and to facilitate awareness amongst potentially affected businesses and residents. Modifying the proposed action would be documented in a revised scoping notice that would be redistributed following the outcome of this meeting.

Proposed “Triangle One-Way” Alternative

Alternative Description:

The “Triangle One-Way” Alternative generally follows the same alignment as the Triangle Alternative with the major difference being that the core area, while being narrowed to two lanes in the eastbound direction only, would be designated US 50 East. The southern (mountain side) alignment would consist of two lanes in the westbound direction and would be designated US 50 West. No relinquishment of state right-of-way to local control would occur with this alternative. An exhibit of this alternative is included as Attachment D.

Rationale for Inclusion:

This alternative is being proposed for inclusion in the environmental analysis to provide an alternative that is consistent with the project goals and objects, but also potentially reduces the displacement of residences and business, minimizes right-of-way acquisition and associated cost, as well as construction cost.

Proposed “Skywalk” Alternative

Alternative Description:

The “Skywalk” Alternative proposes to construct an elevated concrete decked pedestrian mall above existing US 50 from approximately the California/Nevada state line to approximately the eastern entrance of Horizon Casino and Mont Bleu Resort and Casino. Aesthetic treatments would be applied to the concrete deck structure and landscaping, street furniture, and other amenities would be provided for on the “Skywalk.” At grade access to the “Skywalk” would be provided by stairs, escalators, and/or elevators at locations along the alignment to provide both ambulatory and Americans with Disability Act access. With this alternative, US 50 would remain in its current configuration requiring little to no right of way acquisition. An exhibit of this alternative is included as Attachment E.

Rationale for Inclusion:

This alternative was developed in response to recommendations received as part of the public workshops/open houses, as well as a request by the CSLT City Council to consider an alternative that requires little to no right-of-way acquisition. Initial screening indicates that this proposed alternative generally meets the Need and Purpose and achieves various project goals and objectives, while also providing an alternative that fully avoids displacement of business and residences. Staff recommends inclusion of this alternative to complete the “range of alternatives” to be considered in the environmental analysis.

Next Steps

Following concurrence from the Board on the range of alternatives to be evaluated, Staff and the consultant team will proceed under the existing task order authorization to collect the necessary field data and continue the necessary preliminary engineering necessary to prepare the DRAFT Environmental Impact Statement/ Environmental Impact Statement/Environmental Impact Report (EIS/EIS/EIR) as required by CEQA, NEPA and TRPA. The DRAFT EIS/EIS/EIR is expected to take twelve to fourteen months to prepare. At that time, the DRAFT document will be released to the general public, as well as public agencies for the minimum 60-day public comment period. Prior to completion and concurrent with the development of the DRAFT EIS/EIS/EIR, ongoing public outreach and awareness about the project will continue on par with the level of effort to date and adjusted as necessary to ensure continued public involvement.

Upon conclusion of the Draft EIS/EIS/EIR public comment period, all comments will be incorporated and/or responded to, consistent with applicable state, regional, and federal laws and procedures and the FINAL EIS/EIS/EIR will be completed for review and consideration of project

AK/jw

AGENDA ITEM: VIII.A.

approval, including approval of a preferred alternative. Staff is confident that the project has been well vetted in the community over the last year and the information and feedback obtained since the initiation of scoping has allowed staff to make reasonable and rationale recommendations regarding the range of alternatives to be considered. It should be noted that a robust discussion related to all the alternatives that have been considered but rejected throughout the history of the Project will be included in the DRAFT EIS/EIS/EIR.

Lastly, Staff is in the process of finalizing the formal solicitation of the CRC. As the Board was informed last month, establishment of the CRC has not yet occurred since the final alternatives for the environmental analysis have not been selected nor associated design work initiated. With the last of the BRC meetings on April 10, 2013 and following direction given by the Board on this item, Staff will proceed with the solicitation and nomination process to be considered by the Board as part of the May Board meeting. Solicitation and nominations will be consistent with the representatives identified in the May 11, 2012 and March 22, 2013 staff summaries.

A detailed presentation will be provided to the Board as part of this agenda item.

Fiscal Analysis:

All expenditures associated with this effort have been approved in previous task orders. There is no additional fiscal impact associated with this item.

Work Program Analysis:

This project is included the Work Program. All work associated with this effort is captured under respective elements of the existing Work Programs and corresponding allotted staff time and will be budgeted in the 2013-2014 Work Program.

Additional Information:

If you have any questions or comments regarding this item, please contact Alfred Knotts at aknotts@tahoetransportation.org or (775) 589-5503.

Attachments:

- A. Project Briefing Package
- B. Alternative 2 Exhibit
- C. Triangle Alternative Exhibit
- D. Triangle One-way Alternative Exhibit
- E. Skyway Alternative Exhibit



US 50/South Shore Community Revitalization Project

Project Description, Tentative Plans and Alternatives



Prepared October 2012



Introducing the Partners and this Paper

The US 50 South Shore Community Revitalization Project is located along US Highway 50 from approximately 0.25 miles west of Pioneer Trail within South Lake Tahoe, California to Nevada State Route 207 within Douglas County, Nevada.

The portion of the project located within California is subject to oversight and approval by the California Department of Transportation (Caltrans) and the City of South Lake Tahoe. Likewise, the portion located in Nevada is subject to review and approval by the Nevada Department of Transportation (NDOT) and Douglas County. Since the project is part of the federal highway system, it is also subject to review and approval by the Federal Highway Administration (FHWA).

This document is intended to provide historical and current information to all interested parties, including the public, regarding the following items:

- Project Description - briefly what and why page 3
- Project Development Team (PDT) - who's guiding the process? page 4
- Timeline - a little history page 5
- Purpose and Need - the project's foundation page 9
- Project Development Process Overview - four comprehensive phases page 11
- Project Development Process Chart - the full circle page 12
- Right of Way Process Overview - compensation, acquisition and relocation page 13
- Project Alternatives - exploring the possibilities page 15
- Alternative Evaluation Matrix page 16
- Alternative Maps



Briefly what and why

The US 50/South Shore Community Revitalization Project is intended to complete the Loop Road and address existing transportation deficiencies and future transportation needs along the US 50 corridor between Pioneer Trail in South Lake Tahoe, California and Nevada State Route 207 (Kingsbury Grade) in Douglas County, Nevada.

There is a community demand for transportation improvements within the entire US 50 corridor to create a better, safer balance between pedestrian, bicyclist, transit, and private vehicle access while giving consideration to the unique environmental setting of the Lake Tahoe Basin. Facilitating revitalization of the area through public and private investment, as well as promoting economic vitality, are additional project goals.

The transportation system components to be addressed include: roadways, transit and business access, along with bicycle and pedestrian facilities and amenities. Plans will seek opportunities to:

- enhance pedestrian activities and safety
- decrease dependence on the use of private automobiles
- calm traffic in the corridor and develop a “complete street” for all users
- improve visual and environmental conditions within the corridor

The project must be consistent with Tahoe Regional Planning Agency (TRPA) thresholds regarding land use, air and water quality, noise, and scenic resources. It is important that the project also satisfy federal, state, and local transportation standards for design and operations.

As part of a plan for the development of an integrated system of transportation within the Tahoe Region, the project also complies with Article V(2) of the Tahoe Regional Planning Compact (Public Law 96-551, 1980). This law specifically calls for consideration of the completion of the Loop Road in the states of California and Nevada. The objective is to reduce dependency on automobiles and, to the extent feasible, air pollution from them around Lake Tahoe.



Who's guiding the process?

From feasibility studies to construction implementation, a Project Development Team (PDT) guides the process, following established regional, state and federal project management parameters. In essence, the PDT is technical steering committee, with a larger project team performing routine development activities.

The PDT conceptualizes and refines (as needed) the project, based on the adopted "Purpose and Need Statement," as required by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The team employs multiple disciplines (such as engineering, environmental protection, aesthetics, operations and maintenance, and overall value analysis) to conduct studies and accumulate data for developing and evaluating alternatives. They make recommendations and detail the project work plan, schedule and budget for consideration by responsible parties such as local agencies and the public.

Members of the PDT participate in key presentations such as technical advisory meetings, public hearings and community workshops. For larger, more complex projects, PDTs are extended and formalized (as required by law) to include a wide range of disciplines and individuals from outside agencies. Representatives from established community groups may also be included as needed.

The PDT for the US 50/South Shore Community Revitalization Project represents a variety of federal, state and local agencies, as well as other stakeholders and interested parties. Below is a list of those currently represented:

- Tahoe Transportation District (TTD)
- FHWA
- TRPA
- Caltrans
- NDOT
- City of South Lake Tahoe
- Douglas County
- El Dorado County
- Lahontan Regional Water Quality Control Board
- Nevada Division of Environmental Protection
- Army Corp of Engineers
- California State Parks
- Nevada State Parks
- California Tahoe Conservancy
- South Tahoe PUD
- Business Owners
- Property Owners

Meeting throughout the development of this project, the PDT has been integral in providing direction, developing goals and objectives and creating the project's "Purpose and Need Statement." They have devised, reviewed and refined alternative solutions, based on technical and environmental data.

New members may be added to the PDT as needed. Other sources of input, such as community advisory committees, can also be organized.



A little history

Precursors to the US 50/South Shore Community Revitalization Project, to address existing and planned development as well as the area's designation as an air quality non-attainment area, were considered as early as the late 1970s. Following is an overview of the project's history.

Late 1970s Casino Expansion Approved

As part of the approval of the expansion of three major casinos, mitigation required the construction of a Loop Road to address traffic congestion in the US 50 corridor. Nevada's portion was built but California's was never completed.

1980 Revised Tahoe Regional Planning Compact (the Compact) Signed

When the Compact was revised in 1980, Article V(2) (Public Law 96-551) required "consideration of the completion of the Loop Road in the States of California and Nevada."

1985 Community Development Study Group Established

Created by the South Tahoe Redevelopment Agency, the study group included members of City government, TRPA, local businesses, the California Office of the Attorney General, the League to Save Lake Tahoe and neighborhood groups. Its findings were presented in a conceptual plan, adopted by the Redevelopment Agency in April 1986.

This conceptual plan established general parameters for the Loop Road system, including:

- closure of Pioneer Trail at US 50
- construction of two four-lane connectors between US 50 and the north and south Loop Roads (Pine Boulevard and Montreal Road in California and Lake Parkway in Nevada)
- upgrading Pine Boulevard to five lanes
- extending Montreal Road
- re-designating the bypassed portion of US 50 as one-way eastbound
- minor modifications to other streets, such as cul-de-sacs, within the immediate vicinity

To expand upon and implement the conceptual plan, the Redevelopment Agency contracted with ROMA Design Group of San Francisco.

1986-1987 ROMA Redevelopment Plan and Draft Environmental Impact Documents Written

The ROMA version included a circulation element, proposing expanded use of the Loop Road system on both sides of US 50, in the Stateline area, to reduce traffic along Lake Tahoe Boulevard. Refinements, through public input, were also made to the original conceptual plan, with alternatives developed that differed in numbers of lanes on the north and south Loop Roads and existing US 50.

In 1987 the Redevelopment Agency authorized preparation of an Environmental Impact Report/Statement (EIR/EIS) for the ROMA Redevelopment Plan alternatives. They were further vetted during the associated public outreach process and revised accordingly. However, the project was never constructed.

1990 Loop Road Project Preliminary Roadway Design Report Prepared

Based on the alternatives developed in the 1987 ROMA plan, South Lake Tahoe and Douglas County prepared a report including, for each alternative, preliminary roadway design, geometric analysis, preliminary cost estimate, traffic analysis, drainage improvements, landscape improvements and other engineering-related information.

1991 Loop Road Project Environmental Impact Documents Completed

To further analyze and document the impacts of the Preliminary Roadway Design Report alternatives, South Lake Tahoe sponsored and completed an EIR/EIS, covering: the One-Way, Five-Lane, Three-Lane and North Park Alternatives. All four included both north and south Loop Roads. A Technical Advisory Committee (TAC), several public outreach meetings and formal public hearings contributed to this effort. However, the final EIR/EIS was never certified.

1993 Stateline Community Plan (Nevada) Adopted

The Nevada side of the project area adopted a plan that anticipated completing the Loop Road and reducing the number of travel lanes on existing Highway 50. The following pertained to both:

- Loop Road: In conjunction with South Lake Tahoe, the mountainside Loop Road will be increased from two travel lanes to four and linked more directly to Highway 50.
- Highway 50: If a trial period proves successful; Highway 50 will be reduced from four travel lanes to two, with the resulting space used for pedestrian amenities and transit facilities.
- Traffic Flow: The plan for the Loop Road and Highway 50 will include improvements for access drives and internal circulation within the casino core.
- Pedestrian Facilities: A system of new paths, sidewalks and lighting for bikes and pedestrians will encourage walking, making decreased reliance on the automobile and associated environmental benefits possible.

1994 Stateline/Ski Run Community Plan (California) Adopted in May

On the California side of the project area, the City of South Lake Tahoe adopted a similar plan. Supporting the Loop Road system, this plan specifically stated, "Traffic congestion along the US 50 corridor in the Stateline area has not only created major circulation problems, but has resulted in a reduction in air quality. The Community Plan Team and the Redevelopment Agency propose to rectify these and related issues through the retirement and/or rehabilitation of existing tourist accommodations and retail commercial facilities, as well as the diversion of a significant share of vehicular traffic around the Stateline area by means of the proposed Loop Road system."

Additionally, this Community Plan proposed reconfiguring and extending the existing north and south Loop Roads to create a route around the congested Stateline Area and designating the mountainside loop as US 50. The "Proposed Transportation Improvements" section specified:

- The project will increase the mountainside loop to five vehicle lanes, create three lanes on the lakeside loop and reduce the existing US 50 (inside the Loop Roads) to three vehicle lanes. Incorporated into the improvements will be: bicycle facilities, pedestrian facilities, reductions in driveway accesses, landscaping and noise abatement devices.
- The through-traffic lanes between the Loop Roads and Stateline will be reduced to three lanes in conjunction with the similar reduction on US 50 east of Stateline. Lanes for turn movements and bike travel shall be a part of the project. Unused areas of the right-of-way shall be converted for transit and pedestrian uses.
- After completion of the Loop Roads and when traffic counts warrant, a new local road will be constructed to link Pioneer Trail at upper Ski Run to the Loop Road. This roadway shall have no access to any adjoining properties between the two intersections. Incorporated into the roadway design should be bicycle/pedestrian facilities. A Class I bike trail is the preferred alternative.
- Ski Run Blvd. shall have three lanes (to eliminate passing and provide for safe left turns into the adjoining neighborhood) and on street parking. In addition to the curb and gutter, there will be facilities for bicyclists and pedestrians.
- Intersection Improvements will include:
 - right and left turn lanes from US 50 to the Loop Road and the elimination of the Pioneer Trail connection to US 50. The intersection design shall assume that US 50 will be reduced to three lanes east of the intersection. This reduction shall not be permanent until after the Loop Road evaluation period.
 - improving right- and left-turn movements while maintaining four pedestrian crosswalks

2002-2004 US Highway 50/Stateline Area Transportation Study Conducted

Initiated in October 2002, this transportation planning effort was completed in May 2004 in cooperation with a robust Steering Committee established by TRPA. The Steering Committee included representation from the FHWA, Caltrans and NDOT, as well as participation by local governments, representatives of landowners and businesses in the project area, environmental advocacy groups and other interested parties. This study served to meet the Caltrans requirements for a Project Initiation Document (PID).

The study involved significant public outreach. Residents and business owners received surveys and postcards. Public notices were issued and a project website was developed. Two community open houses were also held, the first on October 15, 2003 and the second on March 4, 2004.

TRPA coordinated with the Steering Committee to prepare a report on the study, summarizing the planning process; identifying project goals and developing a purpose and need. The report also evaluated alternatives and associated design, engineering, and environmental considerations. Of four alternatives, the Steering Committee designated Alternative D (similar to the current 2 and 3 Build Alternatives, except for an additional roundabout proposed for the US 50/Lake Tahoe Boulevard/Pioneer Trail intersection.) as the preferred alternative. They recommended progressing into project development and the next phase of preparing a Caltrans-required Project Study Report.

2005 Caltrans Project Study Report Funded

TRPA received funding from the Southern Nevada Public Lands Management Act to develop the Caltrans-required Project Study Report, based on the alternatives developed as part of the 2004 transportation plan study.

2008 Project Re-initiated by TRPA, Coordinating with Caltrans, NDOT and FHWA

TTD, FHWA, NDOT, and Caltrans determined that the Caltrans project development process would be followed, throughout the course of the project, to ensure the most stringent requirements and processes for evaluations and delivery. A Project Development Team (PDT) was formed and the alternatives initially considered were those included in the 2004 US Highway 50/Stateline Area Transportation Study.

2009 Project Transitioned to Tahoe Transportation District (TTD)

The TTD assumed responsibility for the project because, per Article IX of the Compact, it is designated to implement transportation projects, while the TRPA is a regulatory and land use planning agency.

2010 Project Study Report (PSR) Approved in May

This scoping document, sponsored by TTD, evaluated the need for the project and considered potential engineering and environmental issues, as well as design alternatives. Evolving from the May 2004 study, three build alternatives were included. (One was excluded by the PDT as it did not meet the "Purpose and Need.") During development of the PSR, the project was presented at a community open house, along with other TTD projects, as well as to the South Lake Tahoe City Council on several occasions.

2010 Project Approval & Environmental Documentation (PA&ED) Initiated in June

Upon Caltrans' approval of the PSR, TTD sponsored the PA&ED phase of the project to begin developing detailed engineering and environmental studies. The PDT reconvened and refined the project's "Purpose and Need" for consistency with Caltrans', FHWA's and NDOT's requirements and to include both community and environmental goals.

During the PA & ED process, significant public outreach was conducted: focus group meetings, community open houses, outreach to business owners and potentially displaced residents, including minority populations, and project presentations at City Council and TTD Board Meetings.

2010 Value Analysis (VA) Study Completed in November

Conducted from June 21-25 and published in November, this TTD-sponsored study:

- reviewed the validity of the design alternatives,
- evaluated additional potential design solutions to improve constructability and reduce cost,
- identified opportunities to enhance environmental features,
- evaluated right-of-way concerns and
- addressed maintenance issues, including snow removal and storage.

The VA Team included representatives from Caltrans, NDOT, TTD and Wood Rodgers (design consultant). Douglas County also participated. The City of South Lake Tahoe was asked to join the team, but wasn't able to at the time.

2012 Current Activities

Engineering and environmental technical studies are ongoing. Further analysis of alternatives is being completed as the result of public and stakeholder input. This could result in the need to supplement all studies.



The project's foundation

What is the "Purpose and Need"? A project's "Need" is an identified, existing and future transportation deficiency or problem. The objectives that will be met to address the transportation deficiency constitute its "Purpose" and are the basis for developing and evaluating a solution or range of solutions.

A clear, concise, and well justified "Purpose and Need Statement" is the foundation of every transportation project. It is critical for identifying, developing and evaluating a reasonable range of project alternatives, resulting in the selection of a preferred alternative. It also leads to a more precisely defined project cost, scope and schedule, expediting project delivery.

Just as importantly, a well-crafted "Purpose and Need" explains to the public, stakeholders, and decision-makers that the expenditure of funds is necessary and worthwhile, and that the project's priority, relative to other transportation projects, is warranted. It ensures that the right project is built, accomplishing its primary goals and objectives.

An effective "Purpose and Need Statement" also satisfies federal and state regulations: an environmental impact statement (EIS) shall "briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action" (40 Code of Federal Regulations §1 502.1 3); an environmental impact report (EIR) shall "contain a statement of objectives sought by the proposed project" and it "should include the underlying purpose of the project" [1 4 California Code of Regulations §1 51 24(b)].

The "Purpose and Need" for the US 50/South Shore Community Revitalization Project, included in the Project Study Report, was refined to more closely align with Caltrans', FHWA's and NDOT's requirements and to ensure the statement is responsive to environmental statutes (NEPA, CEQA) and TRPA thresholds.

Establishing consistency with all planning documents for the project area is another important component of preparing a comprehensive "Purpose and Need." For example, Caltrans' Transportation Corridor Concept Report (TCCR) for US 50 serves as one of the planning documents for the California side of the US 50/South Shore Community Revitalization Project. The "Purpose and Need" must reference the project area as it is defined in the TCCR: as a "four-lane conventional urban arterial with a center turn lane" and as the "main street of South Lake Tahoe." Additionally, the TCCR identifies the Loop Road Project on the list of planned projects.

Following is the current "Purpose and Need Statement" for the US 50/South Shore Community Revitalization Project:

Purpose:

The purpose of this project is to make improvements to the corridor consistent with the Loop Road System concept, reduce congestion; improve vehicle, pedestrian, and bicycle safety; advance multimodal transportation opportunities; improve the environmental quality of the area; enhance visitor and community experience; and promote the economic vitality of the area.

Need:

A. Article V(2) of the Tahoe Regional Planning Compact (Public Law 96-551), 1980 (the 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, multi-modal transportation options. Improvements to pedestrian facilities, bicycle lanes and mass 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 bike 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 impact the visitor and community experience within the area.

C. Environmental improvements are needed in the area to help achieve the Tahoe Regional Planning Agency's (TRPA's) environmental thresholds, including water quality and air quality. Improvements to storm water runoff collection and treatment facilities are needed to meet TRPA and Lahontan Regional Water Quality Control Board regulations and requirements. Reduction of vehicle congestion and reducing the number 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 resource element of the project area to facilitate compliance with TRPA's Scenic Threshold and to enhance the community and tourism experience.

D. The project is needed to mitigate severe summer and winter peak period traffic congestion along US 50 in the project area. During peak hours, traffic often operates at Level of Service "F" (breakdown) when tourism is at its peak during the summer and winter months.



Four comprehensive phases

As previously mentioned, since the project is a bi-state cooperative effort, it is subject to review and approval by multiple entities (Caltrans, NDOT, FHWA, Douglas County, South Lake Tahoe and TRPA). However, when the project was re-initiated by TRPA in 2008, the agencies decided to follow, for the most part, one project development process, Caltrans'. This determination was made because it:

- is considered the most thorough, ensuring comprehensive analyses during all project phases.
- generally aligns with FHWA requirements, with which the project must comply in both California and Nevada. (FHWA staff, in both state offices, accepts the Caltrans process.)
- is more comprehensive than NDOT's project delivery process, which would not provide the in-depth analysis required for the California side. (NDOT staff concurred that the Caltrans project delivery process should be followed.)
- meets the stipulations of multiple potential funding sources for eventual project construction.

Although Caltrans' project development process will be followed, the actual design and construction standards of the agency that has jurisdiction, and will ultimately own and operate a specific segment, will also be applied to that segment. In addition, any special requirements of a jurisdictional agency will be adhered to throughout project development.

Caltrans' project development process is divided into four main phases (page 12): Project Initiation Document (PID), Project Approval and Environmental Documentation (PA&ED), Plans, Specifications and Estimates (PS&E) and, finally, Construction.



The full circle

Phase 1 – PID

- Prepare Project Initiation Document (PID) and study report with
 - traffic study and preliminary environmental analysis
 - initial Purpose and Need statement
 - alternative approaches evaluated per design standards
 - preliminary ROW Requirements
- Initiate inter-agency coordination

Phase 2 – PA & ED

- Redefine Purpose and Need, alternatives
- Perform
 - topographic survey
 - engineering and environmental studies
- Provide
 - project report and environmental documentation
 - ROW and relocation evaluation/assessment
- Continue community outreach



Phase 4 – Construction

- Build project
- Comply with mitigation and monitoring requirements
- Closeout project

Phase 3 – PS & E

- Select preferred alternative
- Complete
 - detailed design
 - permitting and agreements
- Acquire right of way (ROW)
 - relocate displacees
- Develop plans, specifications and estimate (PS & E) package
- Advertise and award project



Compensation, Acquisition and Relocation

All of the project alternatives currently under consideration require Right of Way (ROW) property acquisition and relocation. Likely to be one of the most challenging aspects of the project, ROW activities are of great concern to the community and the City of South Lake Tahoe and are subject to very strict state and federal laws and regulations.

The TTD is receiving Federal Highway Administration (FHWA) funding to develop the US 50/South Shore Community Revitalization Project. Whenever federal funds are used for a project, affected property owners and displaced residents and businesses are entitled to be justly compensated for losses they experience. The laws and regulations are also intended as a safeguard to ensure that federal funds are not unnecessarily or inappropriately expended.

Right of way acquisition and relocation must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987 (the Uniform Act). This law can be found in Chapter 10 of the Caltrans Right of Way Manual, the FHWA Project Development Guide (Appendices A and B) and at Section 49 of the Code of Federal Regulations (CFR), Part 24. Noncompliance with the Uniform Act can result in ineligibility for reimbursement of project costs, including both ROW and construction.

The project must also comply with all requirements of Title VI of the 1964 Civil Rights Act for federal-aid projects. This guarantees that all services and/or benefits derived from any ROW activity will be administered without regard to race, color, gender, or national origin.

According to Federal Highway Administration (FHWA) policy, state DOTs are ultimately responsible for ROW activities on federal-aid projects. Essentially, this places the responsibility on Caltrans and NDOT for the TTD's actions within their respective jurisdictions. These actions will follow Caltrans' procedures. A review of both DOTs' ROW processes determined that Caltrans' are generally more comprehensive, ensuring that federal funding eligibility is retained.

To evaluate residential requirements, a Relocation Assistance Study (RAS) was prepared. The study began with interviews of affected residents, analyses of their demographics, an estimate of the number of dwelling units impacted and a survey of available replacement properties.

The completed RAS includes a summary of relocation needs and requirements, an outline of a project-specific relocation process, an overview of rules and regulations pertaining to residential relocation and a cost estimate. The RAS also addresses potential business impacts.

Following are some of the key points relating to ROW property acquisition and residential and business relocation. For more detailed information, please refer to the RAS and/or the Uniform Act. (Note: pursuant to the Uniform Act, acquisition and relocation cannot begin until a preferred alternative has been selected and agreed upon in the form of a certified environmental document.)

Property Acquisition

- Consistent with the Uniform Act, TTD will determine the amount of just compensation to be offered the property owner in a two-step process:
 - After researching the real estate market, a licensed appraiser will present an assessment of fair market value.
 - The assessment will be evaluated by a second appraiser who will recommend an amount to be approved by a TTD official as the agency's estimate of just compensation.

Residential Relocation

- Relocation assistance will be offered to displacees.
- Relocation payment cannot be made unless the displaced person moves to a dwelling deemed decent, safe and sanitary.
- Comparable replacement dwellings, in compliance with appropriate local housing codes, will be identified for displacees.
- Although relocation assistance will be provided, displacees will ultimately choose where they want to live.

Business Relocation

- Relocation assistance will also be offered to displaced businesses.
- Assistance may include: help with filing claims; identification of a potential new location; payment of eligible moving expenses and/or property improvements; reimbursement for eligible expenses incurred for replacement property search, re-establishing the business and/or loss of business goodwill. For a complete list and limitations, please refer to the RAS and/or the Uniform Act.



Exploring the possibilities

At least 15 alternative approaches for the US 50 South Shore Community Revitalization Project are or have been under consideration, complying with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

NEPA stipulates that all reasonable alternatives must be rigorously explored and objectively evaluated. Each alternative identified for further consideration must be substantially investigated so that reviewers may evaluate comparative merits.

In addition, the statute requires a brief discussion/explanation of the reasons for considering, but rejecting, alternatives not carried forward for further analysis. Consideration must also be given to a "No Action" possibility. The "No Action" alternative is defined as the most likely future in the absence of the project.

Like NEPA, CEQA specifies evaluation of a "No Project" alternative. The other alternatives considered by the Project Development Team (PDT), according to CEQA guidelines, should include those that could:

- 1) accomplish most of the basic objectives of the project (Purpose), and
- 2) eliminate or substantially mitigate one or more of the significant issues (Need) targeted by the project.

The CEQA process only requires a detailed Environmental Impact Report (EIR) for alternatives that meet these guidelines. In other words, those meeting the goals of the "Purpose and Need Statement."

To document the review process, the PDT developed an Alternative Analysis Matrix (pages 16-20). It covers not only those alternatives currently under consideration, but also those that have been recently proposed but not yet formally considered, as well as those that were analyzed and rejected during previous project development efforts. (See Project timeline, pages 4-9.)

The matrix is organized according to these criteria:

- **Design Considerations** - traffic operations and safety, geometrics, transit and multi-modal opportunities, pedestrian and bicycle accessibility, ease of use and safety, operations and maintenance, acceptability of approving agencies
- **Environmental Considerations** - residential and commercial relocation, water quality, cultural and historic resources, biological, noise, air quality, floodplain, hazardous waste, stream environmental zone (SEZ), wetlands, land use capability (including Section 4(f) of the US Department of Transportation Act of 1966 limitations)
- **Constructability** - feasibility and challenges
- **Reason Alternative Dropped from Consideration** - brief explanation

Capital costs are included for information purposes only.

Maps, showing each of the 15 alternatives, follow the Evaluation Matrix.

US 50/South Shore Community Revitalization Project - Alternative Analysis Matrix										
Map No.	Alt	Old Alt Name	Description	Yr Dev	Docs	Design Considerations	Environmental Impacts	Cap. Cost (Est)	Construct-ability	Reasons Alternative Dropped
	1		No Build	2011	PA&ED	<ul style="list-style-type: none"> • LOS - F • No safety improvements • No improvements for multi-modal access 	<ul style="list-style-type: none"> • Increased AQ Emissions • No WQ improvements to meet TMDL • Traffic could impact multi-modal/pedestrian opportunity/safety 	None	<ul style="list-style-type: none"> • None 	
1	2	Modi-fied D	US 50 between Park Avenue and Lake Parkway would be converted to one lane each direction with bike and ped improvements. Montreal Road/Lake Parkway would become US 50, and be widened to provide two travel lanes in each direction, with turn pockets at major intersections and driveways. The roadway would extend west of Park Avenue, passing to the south and west of the Village Center shopping complex, to a new intersection near the existing US 50/Pioneer Trail intersection. A two-lane roundabout would replace the current US 50/Lake Parkway signalized intersection.	2011	PA&ED	<ul style="list-style-type: none"> • LOS - D • Enhances bike and pedestrian opportunity and safety • Agency approvable geometrics 	<ul style="list-style-type: none"> • Improves AQ • Avoids Historic District • Improves access to Van Sickle State Park with pedestrian bridge • Minimal noise impacts • 25 residential parcels impacted (84 DU) • 6 Commercial properties impacted • Modified access required for 2 commercial properties, and potential for access modification for approximately 10 residences • Impacts existing WQ basins but provides opportunities to address TMDL requirements 	\$70 Million	<ul style="list-style-type: none"> • Typical construction techniques • Minor traffic handling challenges 	
2	3	Modi-fied C	US 50 between Park Avenue and Lake Parkway would be converted to one lane in each direction. Montreal Road/Lake Parkway would become US 50, and be widened to provide two travel lanes in each direction, with turn pockets at major intersections and driveways. The roadway would extend west of Park Avenue, passing to the south and west of the Village Center shopping complex, to a new intersection near the existing US 50/Pioneer Trail intersection.	2011	PA&ED	<ul style="list-style-type: none"> • LOS - D • Enhances bike and pedestrian opportunity and safety • Agency approvable geometrics 	<ul style="list-style-type: none"> • Improves AQ • Avoids Historic District • Improves access to Van Sickle State Park with pedestrian bridge • Minimal noise impacts • 25 parcels impacted (84 DU) • 6 Commercial properties impacted • Modified access required for 2 commercial properties, and potential for access modification for approximately 10 residences • Impacts existing WQ basins but provides opportunities to address TMDL requirements 	\$80 Million	<ul style="list-style-type: none"> • Typical construction techniques • Minor traffic handling challenges 	

Alternatives Requiring Action										
Map No.	Alt	Old Alt Name	Description	Yr Dev	Docs	Design Considerations	Environmental Impacts	Cap. Cost (Est)	Construct-ability	Reasons Alternative Dropped
3	Triangle Alter-native		This Alternative would essentially be the same as Build Alternatives 2 & 3 except the Pioneer Trail/US 50 Intersection would be moved to the southwest.	2012	Public Out-reach	<ul style="list-style-type: none"> • LOS - D • Enhances bicycle pedestrian opportunity and safety • Agency approvable geometrics 	<ul style="list-style-type: none"> • Improves AQ • Opportunity to meet TMDL requirements • Potential impacts to Linear Park • Improves access to Van Sickle Park if pedestrian bridge added <ul style="list-style-type: none"> • Approx. 90 DU impacted • Approx. 8 Commercial properties impacted <ul style="list-style-type: none"> • Would significantly modify access to several businesses and residences • Potential for improved access at "triangle" 	\$70 to \$80 million	<ul style="list-style-type: none"> • Typical Construction techniques • Minor traffic handling issues 	
4	State-line/Ski Run Community Plan Alternative		This alternative is similar to the North Park alternative. The major difference is that in this alternative US 50 is a through movement at the US 50/Lake Tahoe Boulevard intersection in California and in Nevada at the US 50/Lake Tahoe Boulevard Intersection the free rights do not exist.	1994	State-line/Ski Run Community Plan	<ul style="list-style-type: none"> • LOS - D • Requires more infrastructure than current Alternatives • Improves bicycle and pedestrian opportunities and safety 	<ul style="list-style-type: none"> • Improves AQ • Impacts existing basins but provides opportunity to meet TMDL requirements <ul style="list-style-type: none"> • Impact Linear Park • Should have comparable impacts to residential and business parcels as the North Park Alternative; which is Per 1991 Draft EIR, impacts 144 DU and 27,000 SF commercial (approx. 17 businesses) 	\$125 to \$135 million	<ul style="list-style-type: none"> • Typical Construction techniques • Moderate traffic handling issues 	

Alternatives Considered But Rejected

Map No.	Alt	Old Alt Name	Description	Yr Dev	Docs	Design Considerations	Environmental Impacts	Cap. Cost (Est)	Construct-ability	Reasons Alternative Dropped
5		Alternative A	US 50 between Park Avenue and Lake Parkway would be converted to two eastbound traffic lanes. Lake Parkway West, Pine Boulevard, and Park Avenue to the lake side of US 50 would be improved to provide two through lanes westbound, plus a single eastbound lane for local access and a center two-way left-turn lane. Existing US 50 would be re-designated as US 50 East, while the Lake Parkway West/Pine Boulevard/Park Avenue alignment would become US 50 West. A frontage road would be constructed parallel to Pine Boulevard to consolidate driveways.	2010	PSR	<ul style="list-style-type: none"> • LOS - E • Caltrans dislikes EB/WB 50 highway split • Way finding difficulties and DOT concerns related to EB/WB highway split • Enhances transit and multi modal opportunity • Enhances pedestrian and bicycle opportunity 	<ul style="list-style-type: none"> • Full impact to approximately 40 businesses due to roadway, frontage roads, and consolidated driveways • Significant access impacts to remaining commercial and residential • Impacts to approximately 75-100 DU • WQ improvements will require additional right of way • Impacts Linear Park 	\$90 Million	<ul style="list-style-type: none"> • Typical Construction Techniques • Traffic Handling could pose challenges to maintain business/residential access 	<ul style="list-style-type: none"> • Rejected by PDT on March 17, 2011 - Constructability and cost impacts outweigh benefits
6		Alternative A	US 50 between Park Avenue and Lake Parkway would be converted to two eastbound traffic lanes. Lake Parkway West, Pine Boulevard, and Park Avenue to the lake side of US 50 would be improved to provide two through lanes westbound, plus a single eastbound lane for local access and a center two-way left-turn lane. Existing US 50 would be re-designated as US 50 East, while the Lake Parkway West/Pine Boulevard/Park Avenue alignment would become US 50 West.	2004	US Highway 50/ Stateline Area Transportation Study	<ul style="list-style-type: none"> • LOS - F (Does not meet standards without frontage roads and driveway consolidation) • Caltrans dislikes EB/WB 50 highway split • Way finding difficulties and DOT concerns related to EB/WB highway split • Enhances transit and multi modal opportunity • Enhances pedestrian and bicycle opportunity 	<ul style="list-style-type: none"> • Significant access impacts to remaining commercial and residential • Impacts to approximately 75-100 DU • WQ improvements will require additional right of way • Impacts Linear Park 	\$90 Million	<ul style="list-style-type: none"> • Typical Construction Techniques • Traffic Handling could pose challenges to maintain business/residential access 	<ul style="list-style-type: none"> • Constructability and cost impacts outweigh benefits

Alternatives Considered But Rejected (continued)										
Map No.	Alt	Old Alt Name	Description	Yr Dev	Docs	Design Considerations	Environmental Impacts	Cap. Cost (Est)	Construct-ability	Reasons Alternative Dropped
7		Alternative B	US 50 between Park Avenue and Lake Parkway would be converted to two eastbound general traffic lanes plus one transit-only lane. Lake Parkway West, Cedar Avenue, and Park Avenue to the lake side of existing US 50 would be improved to provide two through lanes westbound, plus a single eastbound lane for local access and a center two-way left-turn lane. Existing US 50 would be re-designated as US 50 East, while 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/State Line 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 will be provided at US 50 West/State Line Avenue.	2004/2010	US Highway 50/ Stataline Area Transportation Study / PSR	<ul style="list-style-type: none"> • LOS - F (Does not meet standards without frontage roads and driveway consolidation) • 5-legged intersection not acceptable to PDT • Way finding difficulties and DOT concerns related to EB/WB highway split • Way finding difficulties related to EB/WB highway split • Enhances transit and multi modal opportunity • Enhances pedestrian and bicycle opportunity 	<ul style="list-style-type: none"> • Full impact to approximately 20 businesses due to roadway and consolidated driveways • Significant access impacts to remaining commercial and residential • Impacts to approximately 60-80 DU • Would impact existing WQ basins • WQ improvements will require additional right of way • Impacts Linear Park 	\$90 - to \$100 Million	<ul style="list-style-type: none"> • Typical Construction Techniques • Traffic Handling could pose challenges to maintain business/residential access 	<ul style="list-style-type: none"> • Rejected during PID for geometrics, and constructability and cost impacts outweighing benefits
8		Alternative D	US 50 between Park Avenue and Lake Parkway would be converted to 2 eastbound lanes and one transit lane, with bike and pedestrian improvements. Montreal Road/Lake Parkway would become US 50, and be widened to provide two travel lanes in each direction, with turn pockets at major intersections and driveways. The roadway would extend west of Park Avenue, passing to the south and west of the Village Center shopping complex, to a new two-lane roundabout intersection near the existing US 50/Pioneer Trail intersection. A two-lane roundabout would replace the current US 50/Lake Parkway signalized intersection.	2004	US Highway 50/ Stataline Area Transportation Study	<ul style="list-style-type: none"> • See Alternative 2 • New traffic study shows that two-lane roundabout at Pioneer Trail would have to be a three-lane roundabout. Caltrans will not approve a three-lane roundabout 	<ul style="list-style-type: none"> • See Alternative 2 	\$70 Million	<ul style="list-style-type: none"> • See Alternative 2 	<ul style="list-style-type: none"> • Alternative modified to one lane in each direction with additional streetscape type improvements to improve the pedestrian and bicycle experience.

Alternatives Considered But Rejected (continued)										
Map No.	Alt	Old Alt Name	Description	Yr Dev	Docs	Design Considerations	Environmental Impacts	Cap. Cost (Est)	Construct-ability	Reasons Alternative Dropped
9		Alternative C	US 50 between Park Avenue and Lake Parkway would be converted to 2 eastbound travel lanes and one transit only lane. Montreal Road/Lake Parkway would become US 50, and be widened to provide two travel lanes in each direction, with turn pockets at major intersections and driveways. The roadway would extend west of Park Avenue, passing to the south and west of the Village Center shopping complex, to a new intersection near the existing US 50/Pioneer Trail intersection.	2005	US Highway 50/ Stateline Area Transportation Study	<ul style="list-style-type: none"> See Alternative 3 	<ul style="list-style-type: none"> See Alternative 3 	\$80 Million	<ul style="list-style-type: none"> See Alternative 3 	<ul style="list-style-type: none"> Alternative modified to one lane in each direction with additional streetscape type improvements to improve the pedestrian and bicycle experience.
10	CL-08 Tunnel		Construct a tunnel under the current US 50 alignment through the downtown area. Local traffic and traffic from Pioneer Trail would use the existing US 50 above the tunnel and through traffic would utilize the tunnel. Westbound traffic would enter the tunnel west of Lake Parkway and surface on US 50 west of Pioneer Trail. The approximate length of the tunnel is 3500 feet with 2500 foot transitions on each end of the tunnel. The tunnel width would include two 12-foot lanes each way with a 4 foot wide center divider and sidewalk for emergency access. The Pioneer Trail/US 50 intersection would be eliminated with this alternative. This alternative also includes a frontage road along US 50 west of the Pioneer Trail to allow business access after construction.	2010	Value Analysis Study	<ul style="list-style-type: none"> LOS - D Pedestrian/vehicle separation would improve safety Would improve multi modal opportunity Concerns with agency approvable geometrics and operations and maintenance Utility conflicts 	<ul style="list-style-type: none"> Impacts to approximately 15 commercial properties Impacts to approximately 30-40 DU Access to properties would be significantly modified WQ concerns due to de-watering and potential impacts to groundwater 	\$750 to \$800 million	<ul style="list-style-type: none"> Extremely challenging construction, will require specialized contractor Multi-year construction will require complex traffic handling/detours Excessive export material 	<ul style="list-style-type: none"> Constructability and cost impacts outweigh benefits

Alternatives Considered But Rejected (continued)

Map No.	Alt	Old Alt Name	Description	Yr Dev	Docs	Design Considerations	Environmental Impacts	Cap. Cost (Est)	Construct-ability	Reasons Alternative Dropped
11	CL-24 Short Tunnel		This alternative would construct a tunnel under the housing area that would be impacts by the highway under Alternatives 2 & 3. The tunnel would start west of Pioneer Trail going eastbound and then surface the tunnel at the curve on the mountain side. In order to construct the tunnel the housing would have to be removed during construction and then reconstructed after completion of the tunnel. The businesses west of the Pioneer Trail intersection would maintain access via Frontier Road along the tunnel entrance. The tunnel construction would require relocation of the gondola pole. The existing topography makes this alternative infeasible to construct.	2010	Value Analysis Study	<ul style="list-style-type: none"> • LOS - D • Pedestrian/vehicle separation would improve safety • Would improve multi modal opportunity • Concerns with agency approvable geometrics and operations and maintenance • Significant ongoing O&M costs 	<ul style="list-style-type: none"> • Impact to same number of businesses and residential as Alts 2 and 3, except after construction, much of the area above the tunnel could be redeveloped • Properties at ends of the tunnel would have significantly modified access • WQ concerns with dewatering and potential impacts to groundwater 	\$300 to \$350 million	<ul style="list-style-type: none"> • Extremely challenging construction, will require specialized contractor • Multi-year construction will require complex traffic handling/detours • Excessive export material 	<ul style="list-style-type: none"> • Constructability and cost impacts outweigh benefits
	EP-02 - One Lane in Each Direction		Provide one through lane in each direction. The Build Alternatives were modified to incorporate this alternative.	2010	Value Analysis Study	<ul style="list-style-type: none"> • See Alts 1 and 2 	<ul style="list-style-type: none"> • See Alts 1 and 2 	N/A	<ul style="list-style-type: none"> • See Alts 1 and 2 	<ul style="list-style-type: none"> • Adopted into current proposed Alternatives
12	One-Way Alter-native		The one-way alternative was proposed to reduce the amount of traffic passing through the core area by making US 50 a one-way travel corridor. The North Loop (Pine Boulevard) would have three one-way, westbound lanes and would be designated as US 50 westbound. Lake Tahoe Blvd. between the proposed Loop Road Intersections would be designated as US 50 eastbound and would be widened to 3-lanes. The present 5-lane roadway would be restriped to 3-lanes between West and East Loop Road intersection and flared out slightly at the Park Avenue and Staline Avenue intersections to allow for turn lanes.	1991	EIR	<ul style="list-style-type: none"> • LOS - D • Requires more infrastructure than current Alternatives • Improves bicycle and pedestrian opportunity and safety • Caltrans dislikes EB/WB 50 highway split 	<ul style="list-style-type: none"> • Improves AQ • Opportunity to meet TMDL requirements • Impact Historic District • Impact Linear Park • Per 1991 Draft EIR, impacts 192 DU, 393 rental units, and 27,000 SF commercial (approx. 16 businesses) 	\$100 to \$125 million	<ul style="list-style-type: none"> • Typical Construction techniques • Moderate traffic handling issues 	<ul style="list-style-type: none"> • All features not currently required • More impacts than current Alternatives

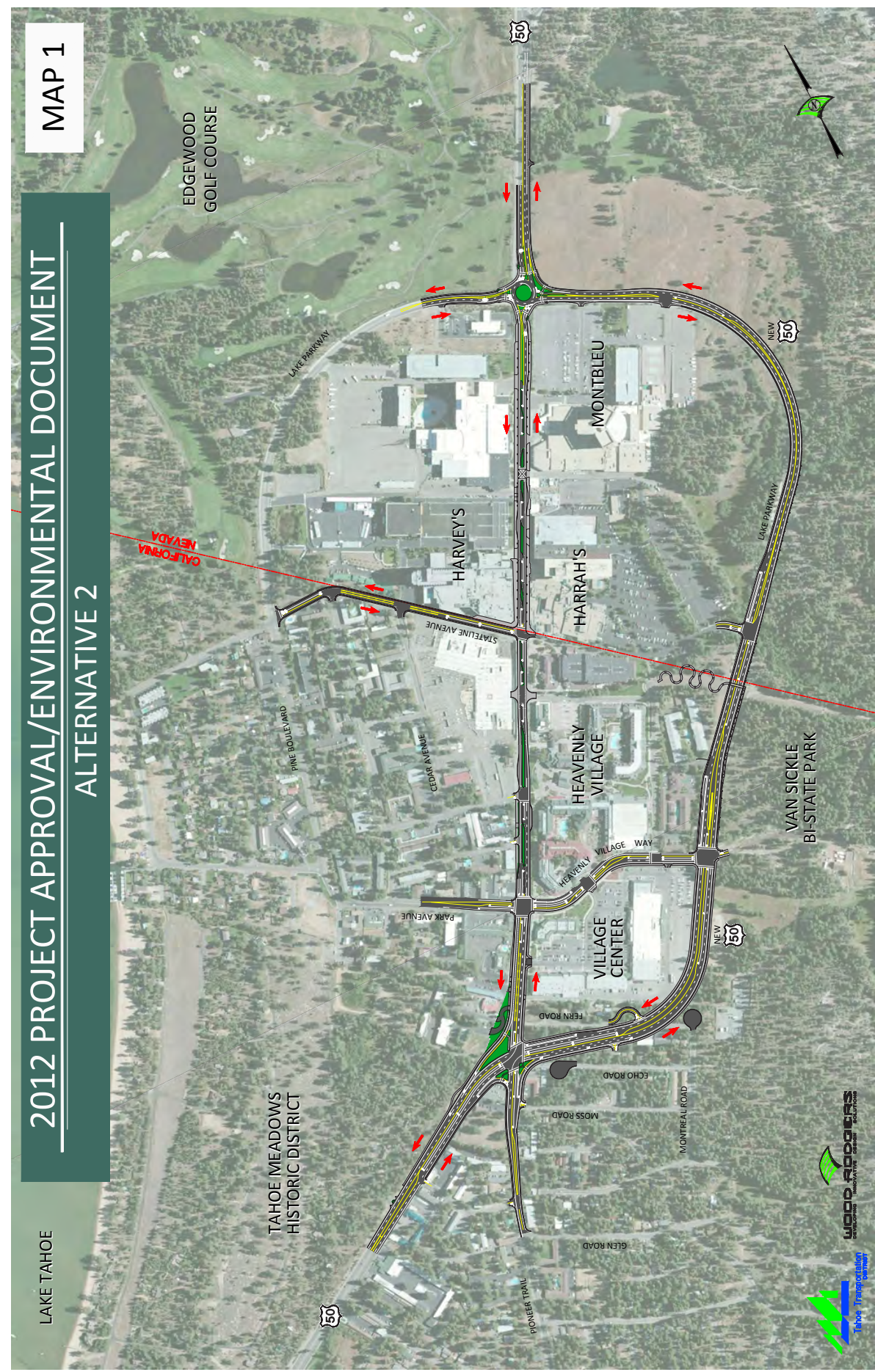
Alternatives Considered But Rejected (continued)

Map No.	Alt	Old Alt Name	Description	Yr Dev	Docs	Design Considerations	Environmental Impacts	Cap. Cost (Est)	Construct-ability	Reasons Alternative Dropped
13	Five Lane Alter-native		The five lane alternative consisted of the core route between the West and East Loop Road intersection to remain as is with two travel lanes in each direction and a center turn lane. The North Loop Road (Pine Boulevard) would be three lanes wide and would allow two-directional traffic with one lane in each direction and a center turn lane. The South loop Road would be five lanes wide, two-directional, with two turn lanes in each direction and a center left-turn lane. The South Loop Road would be designated as US 50 from the proposed Loop Road west intersection to the Loop Road east intersection.	1991	EIR	<ul style="list-style-type: none"> • LOS - C • Requires more infrastructure than current Alternatives • Approvable Caltrans/NDOT geometrics 	<ul style="list-style-type: none"> • Improves AQ • Opportunity to meet TMDL requirements; impacts existing basins • Impact Historic District • Impact Linear Park • Per 1991 Draft EIR, impacts 159 DU, 393 rental units, and 27,000 SF commercial (approx. 16 businesses) 	\$125 to \$135 million	<ul style="list-style-type: none"> • Typical Construction techniques • Moderate traffic handling issues 	<ul style="list-style-type: none"> • All features not currently required • More impacts than current Alternatives
14	Three Lane Alternative		The three-lane alternative would be the same as the five-lane alternative except that the core route between the West and the east Loop Road intersections would be reduced from five to three lanes, one travel lane in each direction and a center turn lane. this would be accomplished by restriping the existing roadway. The South Loop Road from the proposed Loop Road west intersection to the proposed Loop Road east intersection would be designated as US 50.	1991	EIR	<ul style="list-style-type: none"> • LOS - D • Requires more infrastructure than current Alternatives • Improves bicycle and pedestrian opportunities and safety • Approvable Caltrans/NDOT geometrics 	<ul style="list-style-type: none"> • Improves AQ • Impacts existing basins but provides opportunity to meet TMDL requirements • Impact Historic District • Impact Linear Park • Per 1991 Draft EIR, impacts 159 DU, 393 rental units, and 27,000 SF commercial (approx. 16 businesses) 	\$125 to \$135 million	<ul style="list-style-type: none"> • Typical Construction techniques • Moderate traffic handling issues 	<ul style="list-style-type: none"> • All features not currently required • More impacts than current Alternatives

Alternatives Considered But Rejected (continued)										
Map No.	Alt	Old Alt Name	Description	Yr Dev	Docs	Design Considerations	Environmental Impacts	Cap. Cost (Est)	Construct-ability	Reasons Alternative Dropped
15	North Park Avenue Alter-native		This alternative is similar to the three lane alternative. The major difference being that with the North Park alternative, Pine Boulevard would not extend through Tahoe Meadows to the west intersection. Rather, the North Loop Road would follow Pine Boulevard and then North Park avenue to the intersection of Park Avenue and Lake Tahoe Boulevard. This would create a system where the north and south elements of the loop were offset at the west end. The section of Lake Tahoe Boulevard between the section between the Park Avenue and east intersections would be restriped to three lanes. Implementing the North Park Alternative would require reconfiguration of the proposed Loop Road west intersection and the Park Avenue and Lake Tahoe Boulevard intersection. In all other ways the North Park alternative would be the same as the three-lane alternative. The South Loop Road from the proposed Loop Road west intersection to the proposed Loop Road east intersection would be designated as US 50.	1991	EIR	<ul style="list-style-type: none"> • LOS - D • Requires more infrastructure than current Alternatives • Improves bicycle and pedestrian opportunities and safety 	<ul style="list-style-type: none"> • Improves AQ • Impacts existing basins but provides opportunity to meet TMDL requirements • Impact Linear Park • Per 1991 Draft EIR, impacts 144 DU and 27,000 SF commercial (approx. 17 businesses) 	\$125 to \$135 million	<ul style="list-style-type: none"> • Typical Construction techniques • Moderate traffic handling issues 	<ul style="list-style-type: none"> • All features not currently required • More impacts than current Alternatives

2012 PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT
ALTERNATIVE 2

MAP 1



LAKE TAHOE

TAHOE MEADOWS
HISTORIC DISTRICT

EDGEWOOD
GOLF COURSE

MONTBLEU

HARVEY'S

HARRAH'S

HEAVENLY
VILLAGE

VILLAGE
CENTER

VAN SICKLE
BI-STATE PARK



2012 PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT
ALTERNATIVE 3

MAP 2



LAKE TAHOE

TAHOE MEADOWS
HISTORIC DISTRICT

50

PARK AVENUE

CEDAR AVENUE

PINE BOULEVARD

STATELINE AVENUE

HARVEY'S

HARRAH'S

MONTBLEU

HEAVENLY VILLAGE

VILLAGE CENTER

FERN ROAD

ECHO ROAD

MOSS ROAD

MONTREAL ROAD

GLEN ROAD

PIONEER TRAIL

LAKE PARKWAY

VAN SICKLE
BI-STATE PARK

NEW 50

50

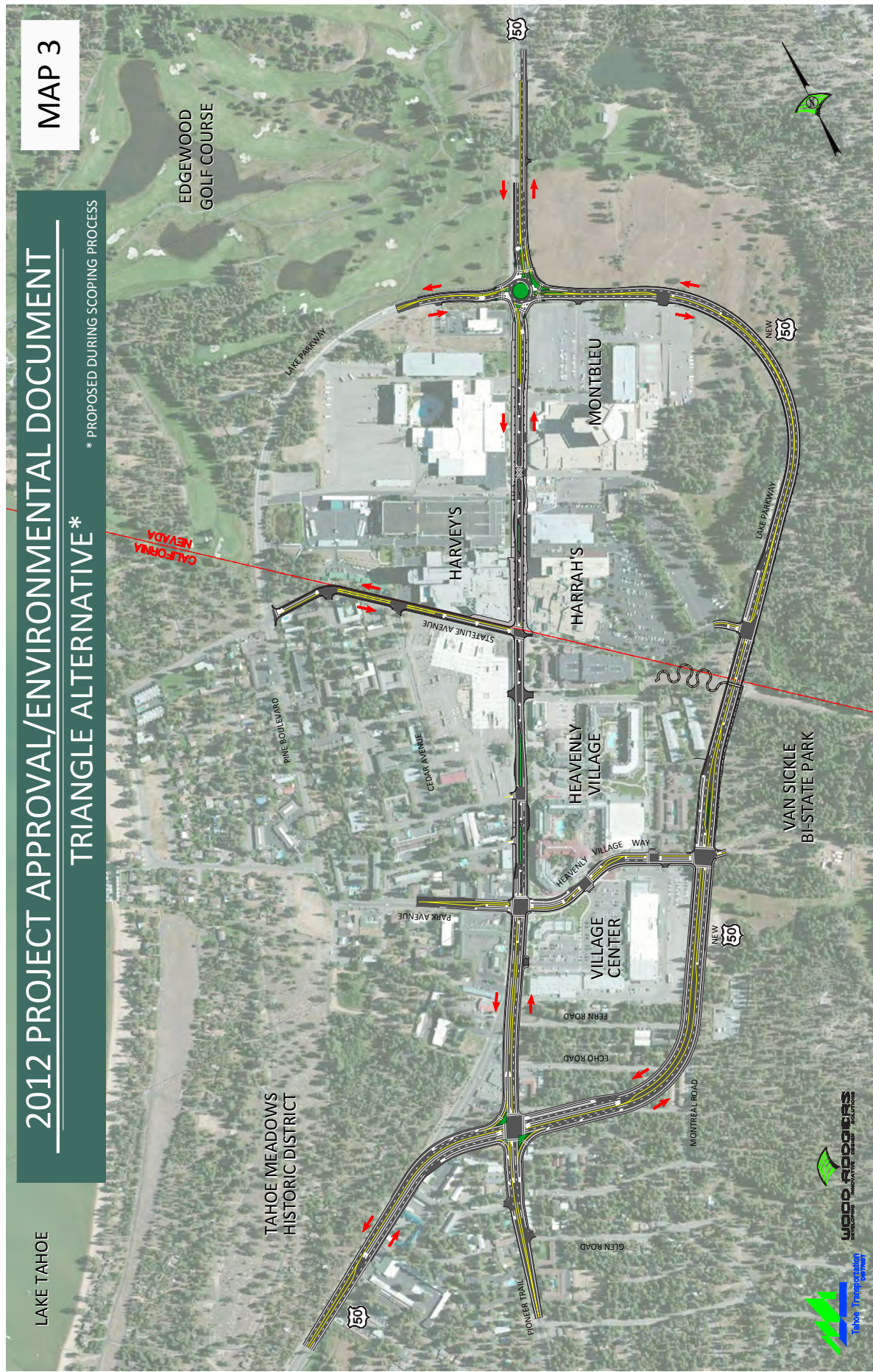
EDGEWOOD
GOLF COURSE



MAP 3

2012 PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT
TRIANGLE ALTERNATIVE*

* PROPOSED DURING SCOPING PROCESS



MAP 4

1994 STATELINE/SKI RUN COMMUNITY PLAN ALTERNATIVE



LAKE TAHOE

TAHOE MEADOWS HISTORIC DISTRICT

50

STATELINE AVENUE

CEDAR AVENUE

PINE BOULEVARD

LAKE PARKWAY

FERN ROAD

ECHO ROAD

MOSS ROAD

MONTREAL ROAD

GLEN ROAD

PIONEER TRAIL

HEAVENLY VILLAGE WAY

HEAVENLY VILLAGE

HARRAH'S

HARVEY'S

MONTBLEU

NEW 50

NEW 50

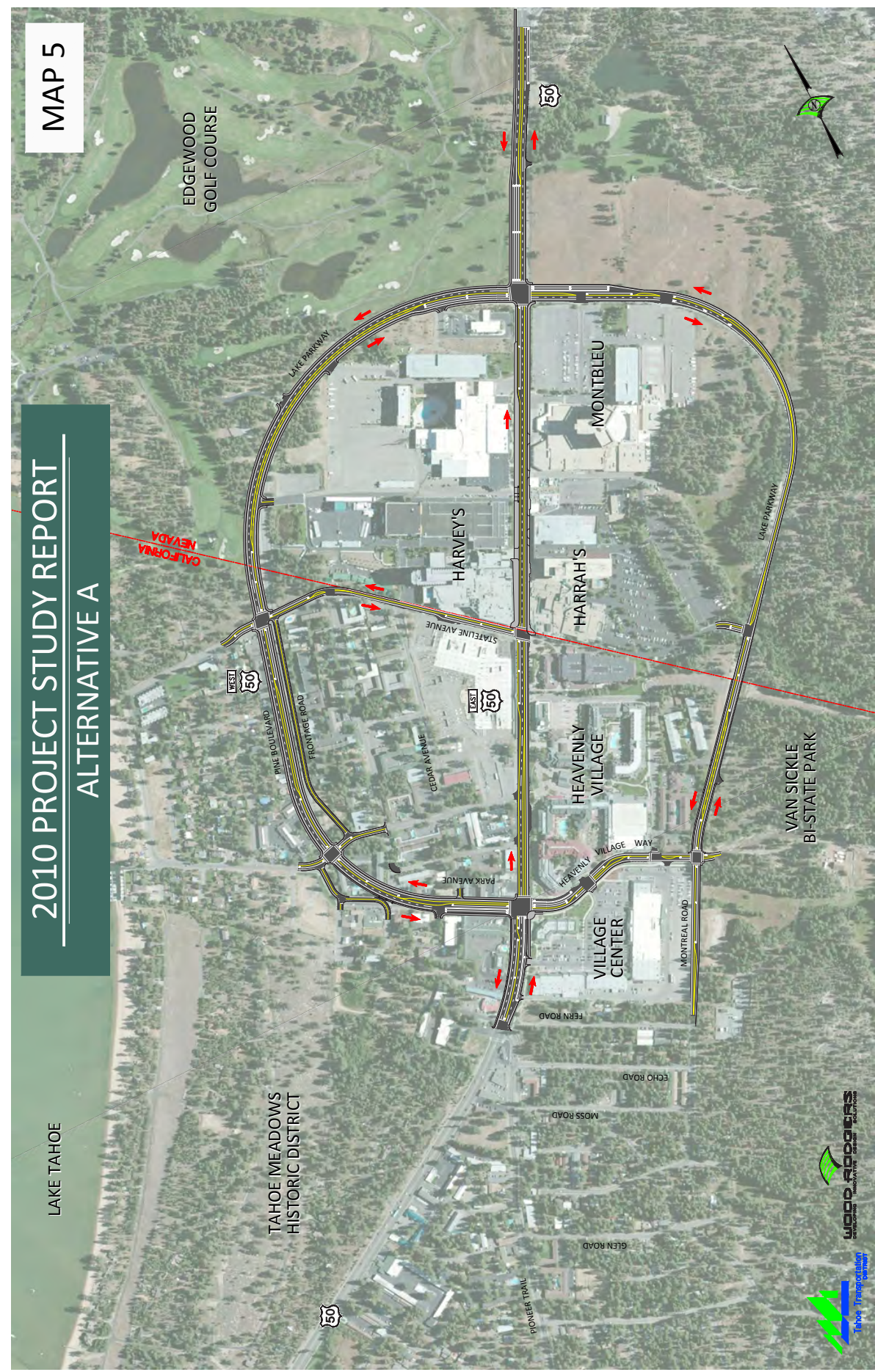
VAN SICKLE BI-STATE PARK

EDGEWOOD GOLF COURSE



MAP 5

2010 PROJECT STUDY REPORT
ALTERNATIVE A



LAKE TAHOE

TAHOE MEADOWS
HISTORIC DISTRICT

50

WEST
50

EAST
50

50



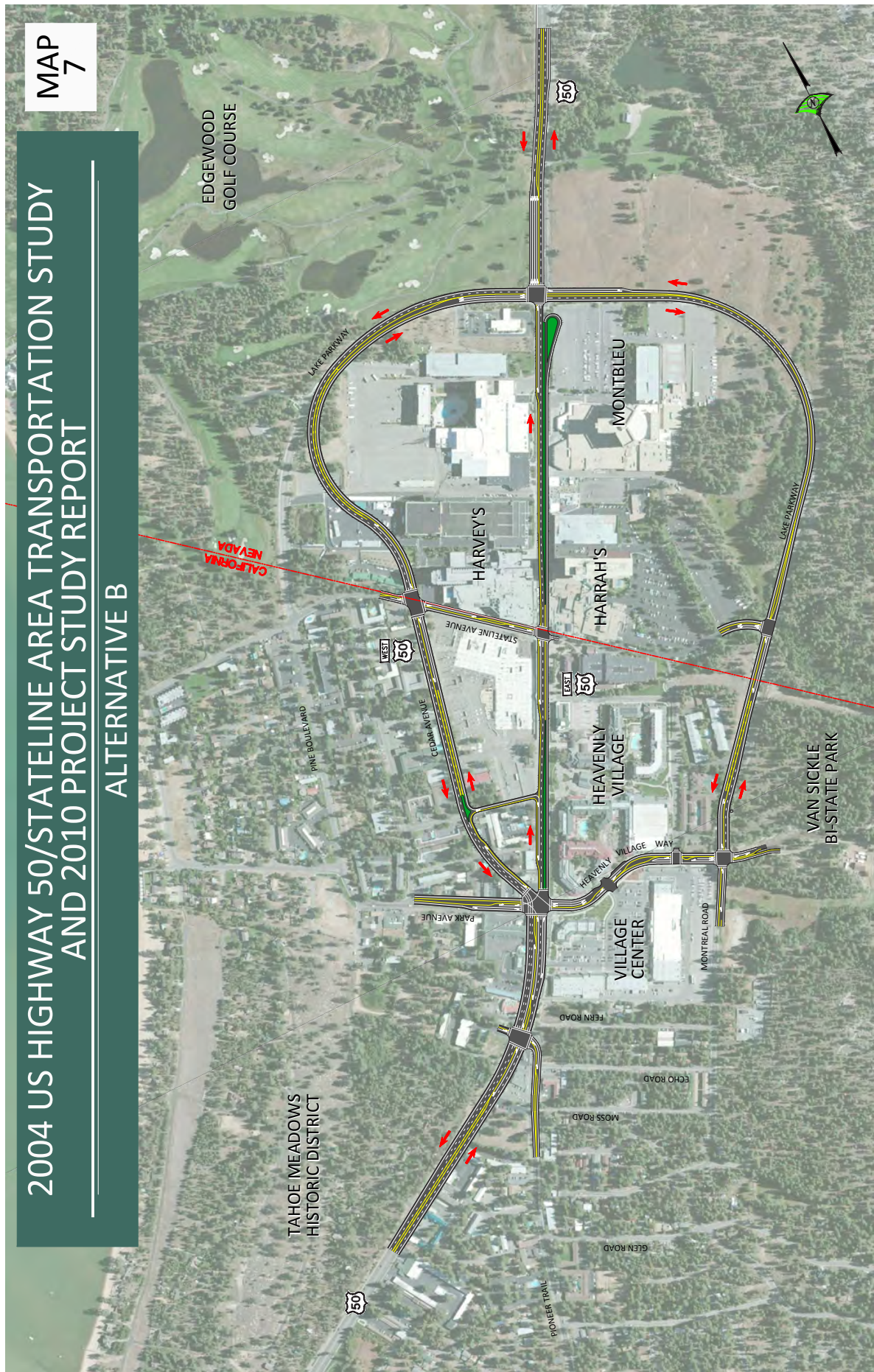
2004 US HIGHWAY 50/STATELINE AREA TRANSPORTATION STUDY ALTERNATIVE A

MAP
6



MAP 7

2004 US HIGHWAY 50/STATELINE AREA TRANSPORTATION STUDY AND 2010 PROJECT STUDY REPORT ALTERNATIVE B



2004 US HIGHWAY 50/STATELINE AREA TRANSPORTATION STUDY
ALTERNATIVE D

MAP
8



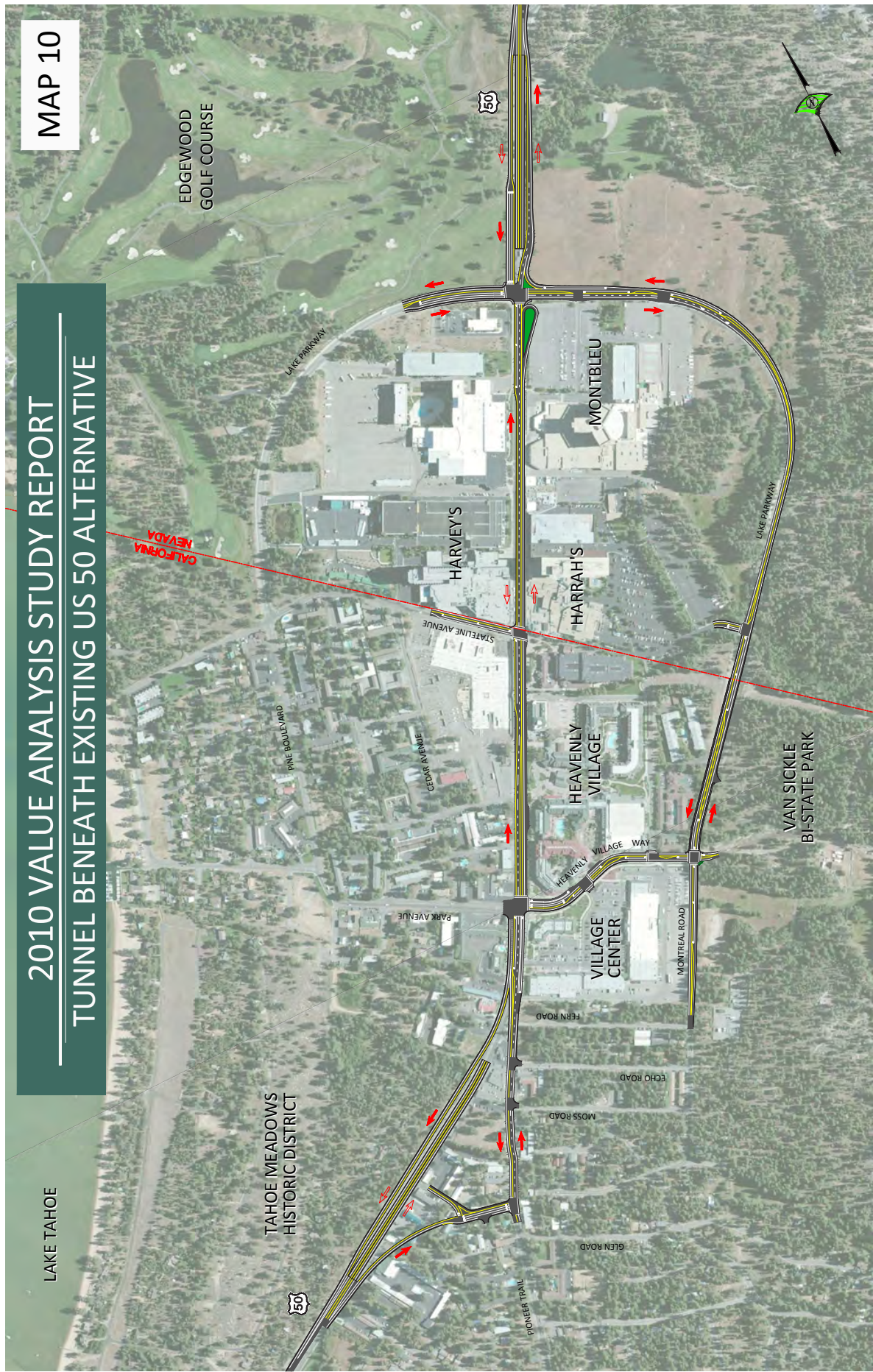
2004 US HIGHWAY 50/STATELINE AREA TRANSPORTATION STUDY
ALTERNATIVE C

MAP
9



MAP 10

2010 VALUE ANALYSIS STUDY REPORT
TUNNEL BENEATH EXISTING US 50 ALTERNATIVE



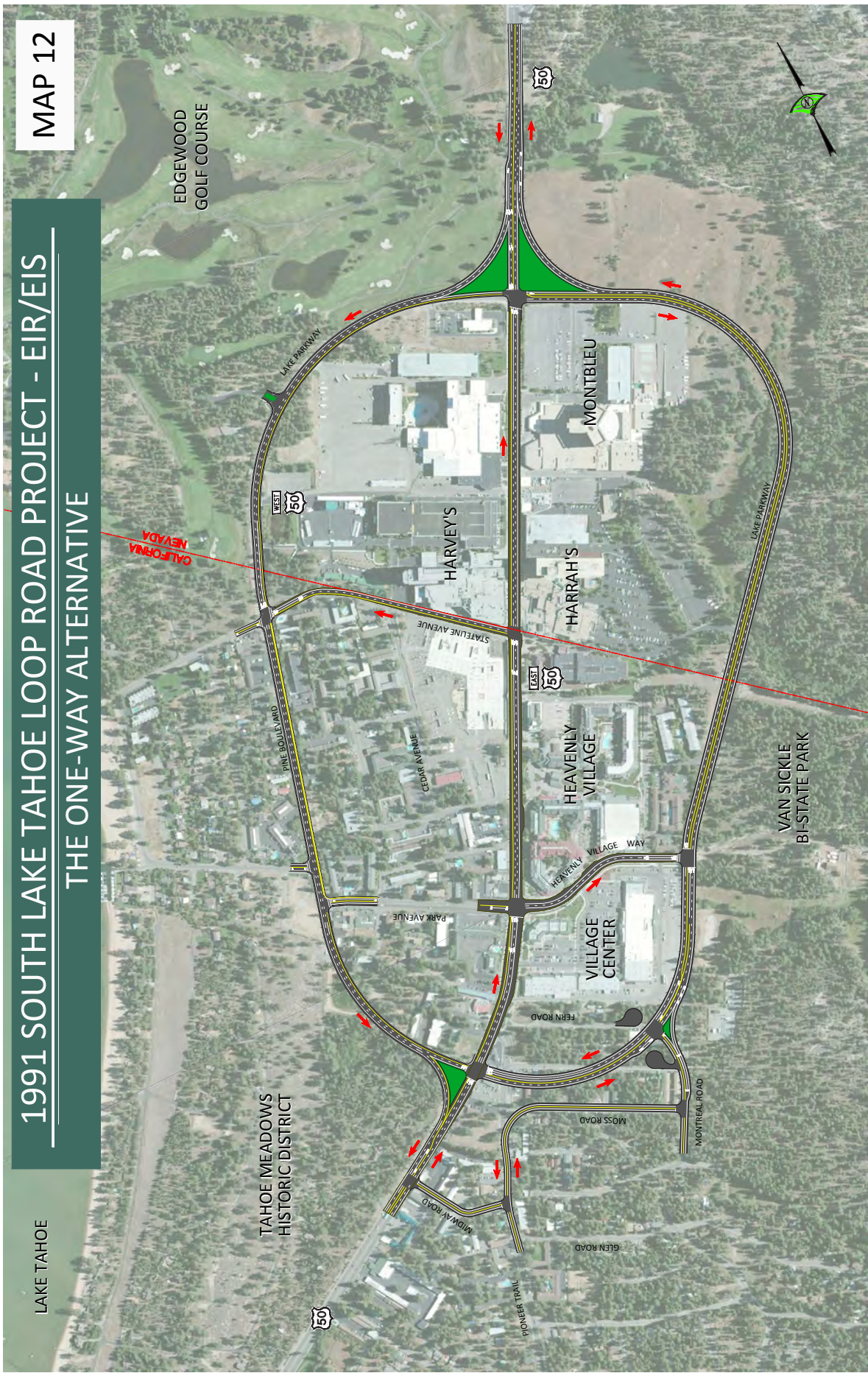
MAP 11

2010 VALUE ANALYSIS STUDY REPORT
TUNNEL BENEATH RESIDENTIAL AREA ALTERNATIVE



MAP 12

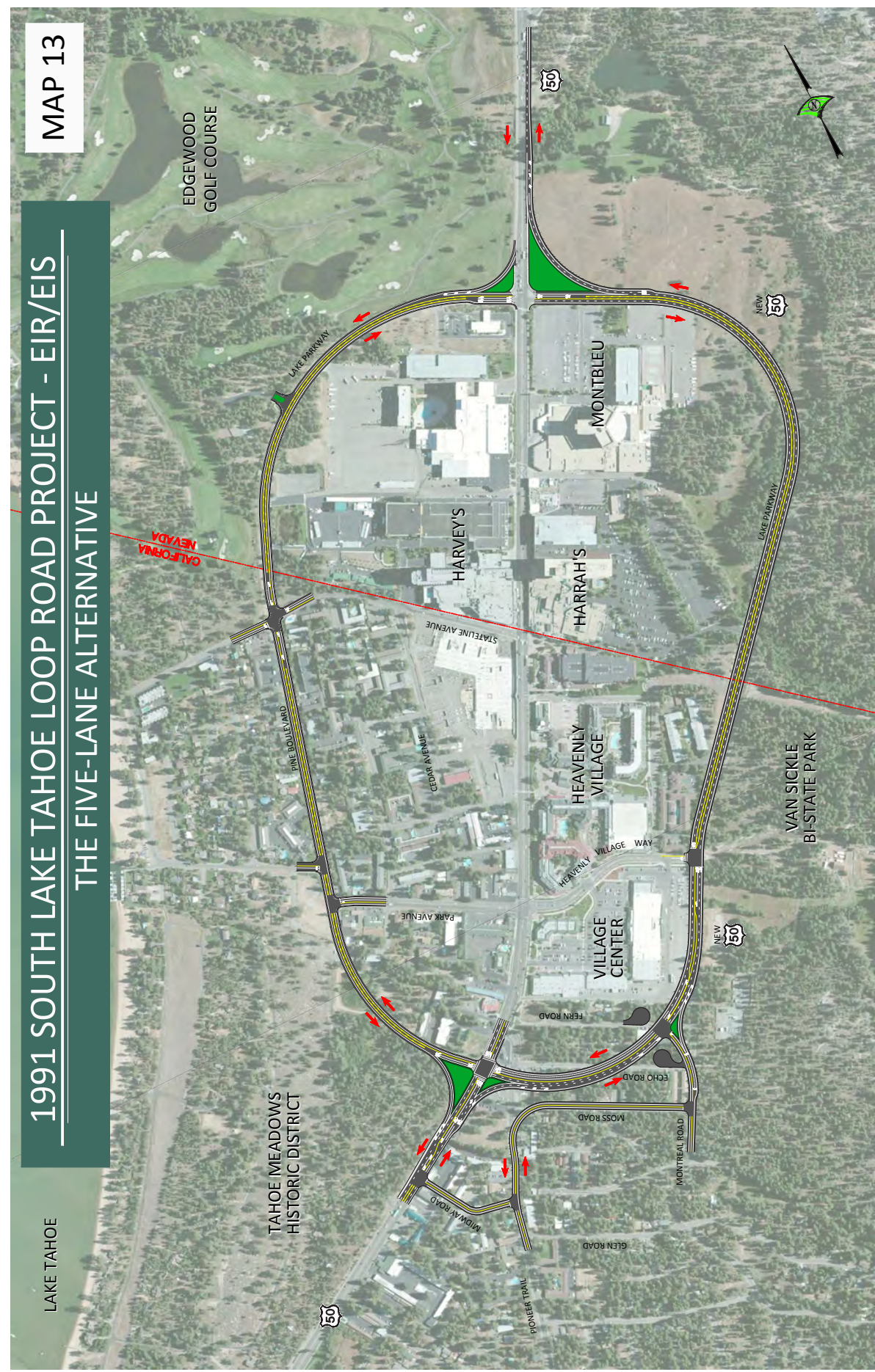
1991 SOUTH LAKE TAHOE LOOP ROAD PROJECT - EIR/EIS
THE ONE-WAY ALTERNATIVE



MAP 13

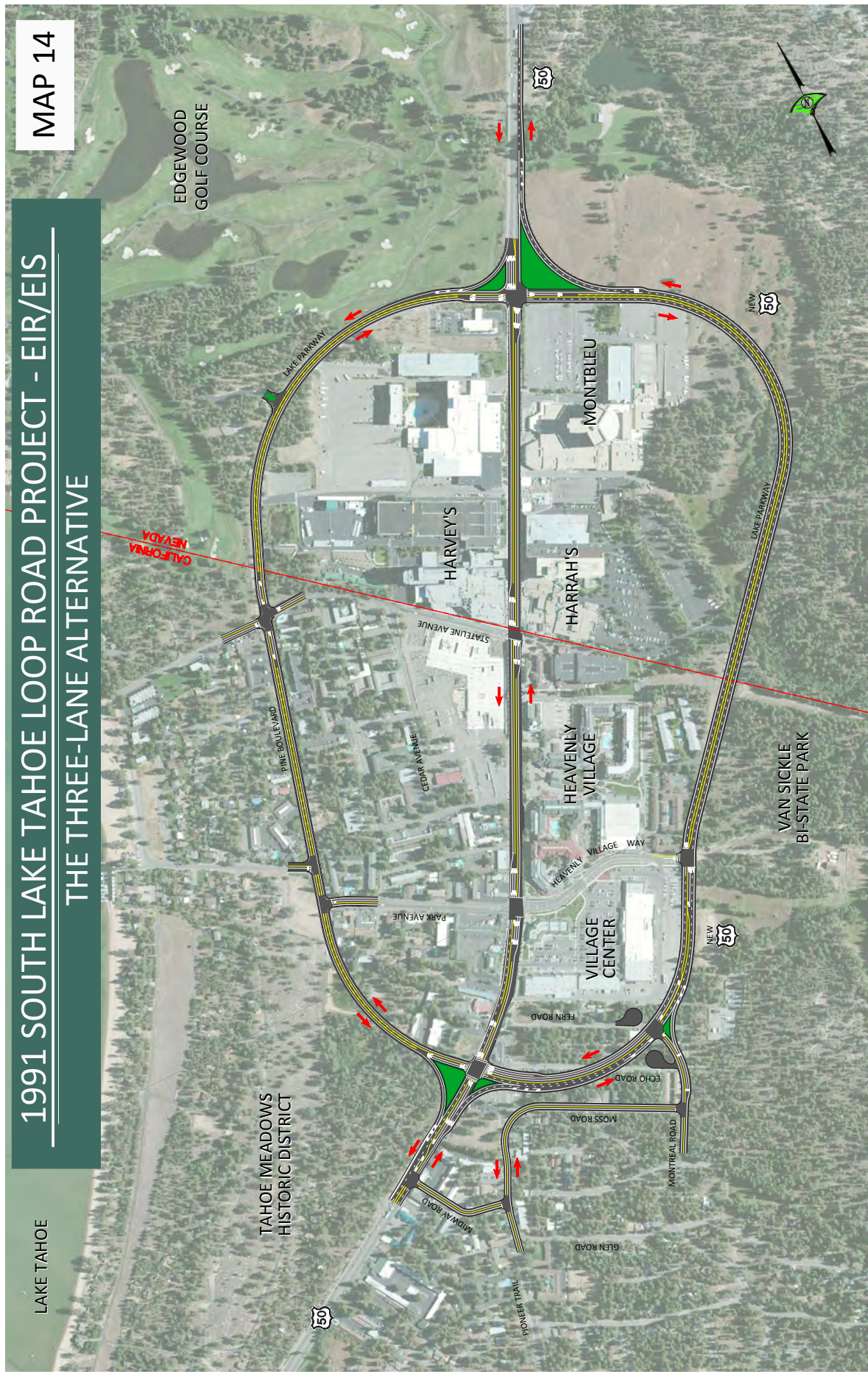
1991 SOUTH LAKE TAHOE LOOP ROAD PROJECT - EIR/EIS

THE FIVE-LANE ALTERNATIVE



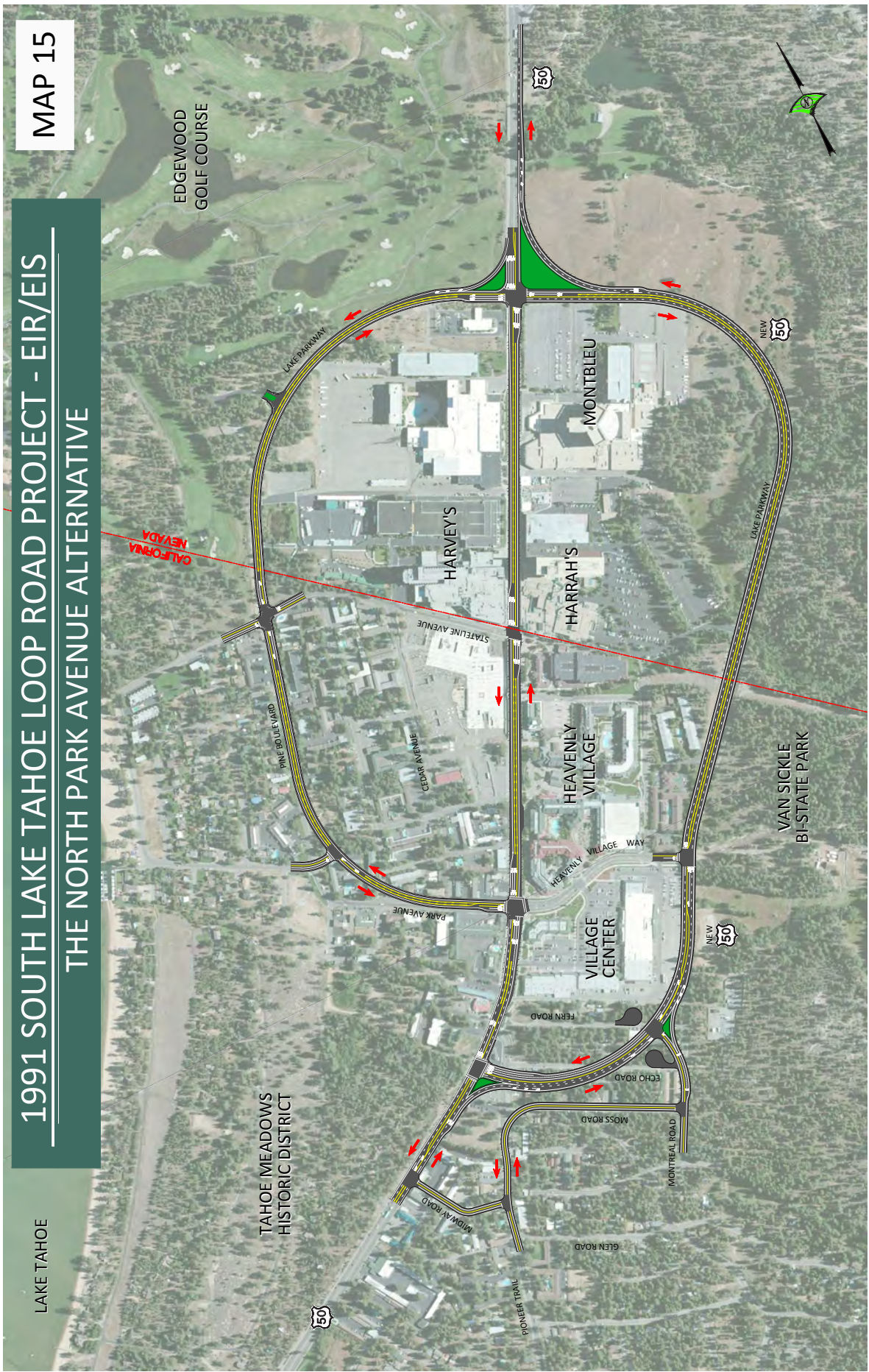
MAP 14

1991 SOUTH LAKE TAHOE LOOP ROAD PROJECT - EIR/EIS
THE THREE-LANE ALTERNATIVE



MAP 15

1991 SOUTH LAKE TAHOE LOOP ROAD PROJECT - EIR/EIS
THE NORTH PARK AVENUE ALTERNATIVE



LAKE TAHOE

TAHOE MEADOWS
HISTORIC DISTRICT

50

50

NEW
50

NEW
50