



TTD BOARD UNANIMOUSLY APPROVES SET OF COMMITMENTS FOR US 50 COMMUNITY REVITALIZATION PROJECT

Major Issues Addressed: Housing, Right-of-Way, Construction, Assistance, Public Involvement

May 13, 2016 (*STATELINE, Nev.*) – The Tahoe Transportation Board of Directors today unanimously approved a set of principles to clarify and guide the final design and implementation of the US Highway 50 South Shore Community Revitalization Project. www.tahoetransportation.org.

The organization responsible for implementation of transportation projects at Tahoe took an unprecedented move among public agencies to adopt commitments to affected parties related to the right-of-way, housing, road construction, assistance and support for affected businesses, and continued community involvement.

“It has always been one of Tahoe Transportation District’s operating principles to develop value-added projects for the communities in which we work, not just to design and deliver road improvements,” said Carl Hasty, district manager for TTD. “Providing declarative commitments to various affected audiences and to formally endorse this project’s value-added benefits is testament to the board’s confidence and leadership and reflects on the previous success with project partnerships at Fanny Bridge, the Incline Village Roundabout, and the SR 28 Corridor Management Plan.”

“This gives the public a strong message that the TTD board and the project will only go forward following these principles,” said Austin Sass, City of South Lake Tahoe councilmember. “The board is directing staff to move forward with prescribed steps to do it – public agencies typically don’t do this.”

The US Highway 50 Revitalization Plan would realign the four lanes of U.S. Highway 50 along Lake Parkway East behind Harrah’s, MontBleu and the Village Shopping Center (formerly the Crescent V), while converting the current artery through the South Lake Tahoe business and Stateline casino corridor into two lanes with turn pockets. These thoroughfares would reconnect at Pioneer Trail in California. Depending on which of the five alternatives for the project is

selected the number of impacted residential units will range from 78-86 and the number of business from three to six.

Highlights of the principles adopted include:

Right-of-Way

- Necessary right-of-way will be acquired prior to the start of road construction.
- Existing developed and real estate will not be removed until project construction is funded and residential and business relocation completed.
- Acquisition process will follow the Federal “Uniform Act” based on willing seller basis.
- Any possible use of eminent domain by the District would only be necessary to complete the needed right of way and would follow exact provisions of the Uniform Act.

Housing

- New housing, commercial and mix use projects would meet applicable local and regional plans.
- All eligible residents would be relocated fairly and equitably within established Federal guidelines.
- New deed-restricted affordable housing would be constructed or acquired as deed-restricted, which means the amount someone can charge for rent or resale is limited by the deed and any buyers or renters must meet the financial criteria. This prevents someone from coming in and buying or renting who does not qualify.
- The priority option for new deed-restricted housing will remain in the project area.
- Public-private partnerships for affordable residential housing will be solicited beyond requirements.

Road Construction

- Improvements will address safety, efficiency, improved emergency access for all users (motorists, pedestrians, cyclists and transit).
- Improvements will meet environmental requirements and be compatible with visioning needs of the South Shore community.
- The majority of funding for all project elements will come from federal and state sources. (Minimal local and private sector contributions can provide construction match.) Utility location will be included as part of the project costs.
- New roadway will be constructed only after necessary right-of-way has been acquired and only after relocation is completed where residential housing and businesses are directly affected.
- Current Hwy 50 alignment will be open to traffic until the new alignment is constructed.

Assistance and Support for Affected Businesses

- Assist and compensate any affected businesses that are relocated according to provisions of Federal Uniform Act.
- TTD and contractors will work with the business community to minimize business disruptions during construction via public education and web-based outreach programs promoting business use and access.

Continued Community Involvement

- TTD will continue an open and active public process on project design and implementation.
- TTD will keep public informed of any unanticipated project changes.

(For a complete list of Guiding Principles as adopted by the TTD board of directors, visit: <http://www.tahoetransportation.org/us50>.)

The Environmental Impact Report on all five project alternatives under considered is scheduled to be released in 2016. A 60-day public comment period will follow. Public input continues to shape the plan as it has expanded beyond a transportation project to a community development proposal with improvements for safety, traffic conditions, lake clarity, air quality and better public transit system.

Since taking the lead to deliver this regional transportation project in 2009, TTD has been actively engaged with the public to create awareness with more than 140 meetings, open houses, and workshops to provide information and ask for input and opinions.

“While the project currently enjoys broad support, we will continue our transparent plan and expand that backing by encouraging additional public participation and address any questions and concerns,” said Hasty.

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Tahoe Transportation District

The Tahoe Transportation District (TTD) is responsible for the implementation and management of transportation projects and programs in the Tahoe Basin. The organization has facilitated many area safety infrastructure projects, including bicycle paths, roadway improvements, pedestrian thoroughfares, water quality and watershed improvements and public transit solutions.