TRPA
APC
PACKETS

SEPTEMBER
1984
NOTICE OF MEETING OF THE
ADVISORY PLANNING COMMISSION OF THE
TAHOE REGIONAL PLANNING AGENCY

NOTICE IS HEREBY GIVEN that on September 12, 1984, at 9:30 a.m. at the
hearing room of the Tahoe Regional Planning Agency, located at 2155 South
Avenue, South Lake Tahoe, California, the Advisory Planning Commission of said
agency will conduct its regular meeting. The agenda for said meeting is
attached to and made a part of this notice.

Date: September 4, 1984

By:
Gary R. Midkiff
Acting Executive Director
Tahoe Regional Planning Agency
TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

September 12, 1984
9:30 a.m.

PRELIMINARY AGENDA

I CALL TO ORDER AND DETERMINATION OF QUORUM

II APPROVAL OF AGENDA

III DISPOSITION OF MINUTES

IV PUBLIC HEARING (continued)

Plan Area Statements - Washoe and El Dorado Counties

V PLANNING MATTERS

A. Draft Water Quality Ordinance, Chapter 7

B. Draft Transportation/Air Quality Ordinance, Chapter 8

C. Action on the TID Short-Range Implementation Plan

D. Regional Plan Status Report

   1. Progress of Ordinances
   2. Plan Area Statements
   3. Regional Transportation Plan Update

VI REPORTS

A. Staff

B. Legal Counsel

C. Public Interest Comments

D. APC Members

VII RESOLUTIONS

VIII CORRESPONDENCE

IX PENDING MATTERS

X ADJOURNMENT
MEMORANDUM

September 4, 1984

To: The Advisory Planning Commission

From: The Staff

Subject: Plan Area Statement Hearing

Included in the APC packet is a draft of the staff-recommended introduction for the Plan Area Statement document and drafts of the Washoe County and El Dorado County Plan Area Statements as recommended by the Plan Area Committees for these two jurisdictions.

The Plan Area Committees for the other three jurisdictions are still continuing their reviews, and recommended drafts will be before the APC at the October meeting.

At this time, the APC is requested to review the introduction and the two sets of Plan Area Statements and to approve a recommended draft to be forwarded to the Governing Board and to the public. It should be noted that the new development limitation numbers included in the Plan Area Statements are tentative, since the input of the Tahoe Basin Association of Governments (TBAG) relative to the distribution of commercial and multi-residential development has yet to be received.

GWB:jf

9/4/84
MEMORANDUM

September 5, 1984

TO: Advisory Planning Commission
FROM: Agency Staff
SUBJECT: Re-draft of Water Quality and Water Resources Chapter, Code of Ordinances

In response to comments received at the August APC meeting, the staff has redrafted Chapter 7 of the Code of Ordinances. Changes have been made to the sections on runoff controls (7.01.02), snow disposal (7.01.03), pesticide use (7.01.06), and mitigation fees (7.02.02).

The water quality subcommittee of the APC has not yet reviewed these changes. The staff will work with the subcommittee members prior to the September meeting to obtain feedback on the changes, and will inform the APC of pertinent comments on September 12.

Please contact Dave Ziegler (916-541-0249) or Jon Hoefer (916-544-6420) if you have any questions or comments on the redraft of Chapter 7.
7.00.00.0 WATER QUALITY AND WATER RESOURCES PROVISIONS: Along with portions of Chapters 2 and 4, this chapter carries out, as appropriate, the water quality subelement and portions of the Public Services and Facilities element of the Regional Plan. This chapter also implements, in part, the Agency's programs to attain and maintain federal, state, and local water quality standards, under Article V(d) of the Tahoe Regional Planning Compact.

7.01.00.0 WATER POLLUTION CONTROL:

7.01.01.0 Discharge Limitations: The intent of this Section is to set forth standards (environmental thresholds) for the discharge of runoff water from properties in the Tahoe region, and to prohibit the discharge of domestic, municipal, or industrial wastewaters in the region. These standards and prohibitions apply to discharges to both surface waters and groundwaters. The Agency presumes that compliance with the requirements of the Regional Plan, including the application of "best management practices" (or "BMP's") will allow all persons to meet the runoff thresholds, until and unless monitoring tests prove otherwise. State water quality agencies will also issue discharge permits in the region under state and federal law, in accordance with the water quality management plan.

7.01.01.1 Applicability: All discharges to the waters of the region shall not exceed the following standards:

a. Surface Runoff: Pollutant concentrations in surface runoff shall not exceed the following readings at the 90th percentile:

<table>
<thead>
<tr>
<th>Constituent</th>
<th>Maximum Concentration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dissolved Inorganic Nitrogen as N</td>
<td>0.5 mg/l</td>
</tr>
<tr>
<td>Dissolved phosphorus as P</td>
<td>0.1 mg/l</td>
</tr>
<tr>
<td>Dissolved Iron as Fe</td>
<td>0.5 mg/l</td>
</tr>
<tr>
<td>Crease and Oil</td>
<td>2.0 mg/l</td>
</tr>
<tr>
<td>Suspended Sediment</td>
<td>250 mg/l</td>
</tr>
</tbody>
</table>

1) If the constituent levels of water entering a site from upstream areas are of a superior or equal quality to the above, those waters should meet the quality level listed above prior to discharge from the site.
2) If the constituent levels of waters entering a site do not meet the above, there should be no more than a 10% increase in the concentrations of these constituents in water discharged from the site, based on a 24 hour average.

b. Discharges to Groundwaters: Waters infiltrated into soils should not contain excessive concentrations of nutrients which may not be effectively filtered out by soil and vegetation and shall not exceed the following maximum constituent levels:

<table>
<thead>
<tr>
<th>Constituent</th>
<th>Maximum Concentration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Nitrogen as N</td>
<td>5 mg/l</td>
</tr>
<tr>
<td>Total Phosphate as P</td>
<td>1 mg/l</td>
</tr>
<tr>
<td>Iron</td>
<td>4 mg/l</td>
</tr>
<tr>
<td>Turbidity</td>
<td>200 JTU</td>
</tr>
<tr>
<td>Grease and Oil</td>
<td>40 mg/l</td>
</tr>
</tbody>
</table>

Where there is a direct and immediate hydrologic connection between ground and surface waters (i.e., saturated flow conditions), discharges to groundwater shall meet the standards for surface runoff. This part includes maximum turbidity values to protect infiltration devices from siltation. Persons shall utilize sediment traps consistent with the Handbook of Best Management Practices upstream of infiltration devices which may be subject to excessive levels of siltation.

c. Prohibition of Wastewater Discharge: The discharge of domestic, municipal or industrial wastewater to Lake Tahoe, its tributaries, the groundwaters of the Tahoe region, or the Truckee River within the Tahoe region is prohibited, except for discharges existing on the date of adoption of this Code under alternative plans for wastewater disposal approved by the state agency of appropriate jurisdiction.
1) **Holding Tanks and Other No-Discharge Systems:** To avoid a discharge of wastewater that is prohibited under Subsection 7.01.01.0, holding tanks in existence on the date of adoption of this Code and approved by the state agency of appropriate jurisdiction are permitted. New holding tanks or other no-discharge systems may be used, only in the following instances:

i. As a temporary measure associated with a temporary use, including but not limited to sporting events, community events, and construction.

ii. As a permanent measure associated with remote public recreation sites, including but not limited to trailheads and undeveloped walk-in campgrounds.

7.01.02.0 Runoff Controls: To meet the runoff discharge standards of Subset 7.01.01.1(a) and (b), all persons who own or manage land within the region shall apply best management practices as generally set forth in the Handbook of Best Management Practices. BMP's consistent with the Handbook shall specifically be applied to all compacted areas, denuded areas, cut slopes, and fill slopes. In cooperation with other agencies, such as the Conservation Districts, the Agency shall provide technical assistance to all persons who require it for the application of BMP's. Application of BMP's shall be mandatory for all new development. With respect to existing development, the Agency shall require BMP's as set forth in 7.01.02.4. After five years, however, all persons who own or manage land within the region must either have BMP's in place, and maintain them, or have agreed to a schedule of compliance. The Agency shall develop a program to certify compliance with these requirements.

7.01.02.1 **Best Management Practices:** Best management practices as described in the TRPA Handbook of Best Management Practices shall include, at a minimum, the standards of Subset 2.03.05. Where special circumstances obviate the need for standard BMP's, the TRPA Executive Director shall prescribe required BMP's based on best professional judgment.

7.01.02.2 **Other Management Practices:** For situations not covered in the Handbook of Best Management Practices, the TRPA Executive Director may define required BMP's based on best professional judgment.
7.01.02.3 **Compliance with Application of Best Management Practices (BMP's):** Unless specified elsewhere in this Code, application of BMP's shall be mandatory five years after the adoption of this Ordinance, unless there is a schedule of compliance approved by the Governing Body which sets a different deadline. For projects included in the Water Quality Capital Improvements Program, the schedule shall be consistent with with 20-year CIF. In addition, application of BMP's will be required as follows:

a. Under a mandatory action required to abate pollution from a gross violation requiring immediate action, pursuant to Subsection 1.16.00.0 of this Code.

b. As a mandatory condition of approval for all new development approved by the Agency. (See also 2.03.05.)

c. Under a clean-up order from the state agency of appropriate jurisdiction.

7.01.02.4 **Maintenance of BMP's:** All BMP's shall be maintained as described in the Handbook of Best Management Practices. For situations not covered in the Handbook, the TRPA Executive Director may prescribe appropriate maintenance practices, based on best professional judgment.

7.01.02.5 **Vegetation Protection:** All property owners and public property managers shall protect the vegetation on their property from damage in accordance with the provisions of Chapter 6 of this ordinance.

7.01.03.0 **Snow Disposal:** All persons conducting public, commercial or private snow removal operations in Tahoe Region shall dispose of snow in accordance with site criteria and management standards in the Handbook of Best Management Practices, the design review guidelines, and the criteria below.

a. **Minimum Requirements for Snow Removal from Individual Parcels:** Removal of snow shall be limited to structures and paved areas. No vegetation shall be removed nor shall any grading occur in the act of snow removal. The TRPA will encourage all persons to utilize appropriate provisions to confine snow removal to structures and paved areas.
b. Minimum Requirements for Snow Storage at New Development: All new development show provide areas sufficient to contain the expected volume of snow, in accordance with data provided by the Soil Conservation Service. Plans for new development shall designate stable snow storage areas with infiltration systems of sufficient capacity for the melt volume. Acceptable storage areas shall not include areas adjoining streams or the shoreline of lakes.

c. Minimum Requirements for Streets and Highways: Public agencies performing highway and street snow removal operations shall not grade road shoulders in the process of clearing roads. To control air quality problems caused by reentrained dust, sand, cinders and other particles shall not be allowed to accumulate and shall be removed utilizing highway vacuum equipment or other equally-effective techniques for controlling dust. State and local highway maintenance crews may clear snow from unpaved road shoulders as necessary to provide safe turnouts for slow or disabled vehicles.

d. Minimum Requirements for Dirt Roads: Snow removal from dirt roads is prohibited unless authorized in a TRPA permit. Where a TRPA permit authorizes snow removal from a dirt road, it shall specify required winterization practices, necessary BMP's, the specific means of snow removal, and a schedule for either paving the dirt road or eliminating the need for snow removal.

e. Compliance with Snow Removal Minimum Requirements: Application of the minimum requirements in (a), above, shall be required as set forth in 7.01.02.4. Sections (b) through (d), above, shall take effect upon the adoption of this Code.

7.01.04.0 Salt and Abrasive Control: Salt and abrasives used to control ice on streets, highways, and parking areas shall be regulated in accordance with the following standards:

a. Storage Areas: Storage areas for deicing salt shall be in conformance with the TRPA Handbook of Best Management Practices.
b. **Reporting:** The Highway Departments and other large users of salt identified by the TRPA Executive Director shall initiate a tracking program to monitor the use of deicing salt in their respective jurisdictions. Annual reports shall be presented to the Agency on June 1st and shall include information on the rate, amount, and distribution of use. This information shall be presented in a format developed by TRPA, and must be verifiable.

c. **Restrictions:** The use of deicing salt and abrasives may be restricted where damage to vegetation in specific areas can be linked to their use, or where their use results in other environmental impacts. After consultation with salt and abrasive users, and after consideration of public safety concerns, the Agency may require mitigation for the use of road deicing salt or abrasives. Such mitigation may include requirements to use alternative substances, or changes in distribution patterns, frequency of application, and amount of application. Revegetation of some sites will be required where evidence indicates deicing salts have caused vegetation mortality.

7.01.05.0 **Sewage Spills:** Sewage collection, conveyance, and treatment entities shall have spill contingency, prevention, and detection plans approved by the TRPA at least every three years.

7.01.05.1 **Cooperative Plans:** Such agencies may join together to develop cooperative plans, provided that the plans clearly identify those agencies covered by the plan and are agreed to by each agency.

7.01.05.2 **Spill Plan Criteria:** Spill contingency, prevention, and detection plans shall comply with the criteria set forth by the Agency. Such plans shall include provisions for detecting and eliminating sewage exfiltration from sewer lines and facilities.

7.01.06.0 **Pesticide Use:** The use of insecticides and herbicides within the Tahoe Basin shall be consistent with the Handbook of Best Management Practices and shall meet the criteria set forth below:
7.01.06.1 Criteria for Agency Review:

a. Registered Chemicals: Only chemicals registered with the Environmental Protection Agency and the state agency of relevant jurisdiction shall be used and only for their registered application.

b. Alternatives: Alternatives to chemical application must be employed where feasible in terms of effectiveness, cost, and environmental impact.

c. Stream Environment Zones: No detectable concentration of any pesticide shall be allowed to enter any stream environment zone unless approved for use in accordance with a TRPA permit.

7.01.07.0 Vessel Wastes: See provisions of 4.07.02.0.

7.01.08.0 Fertilizer Management: See provisions of 6.06.02.0.

7.01.09.0 Off-Road Vehicles: See provisions of 6.05.03.0.

7.02.00.0 WATER QUALITY MITIGATION:

7.02.01.0 Required Offsets: New residential, commercial, and public projects in the Tahoe region shall offset 150% of the water quality impacts of the project through one of the following methods:

a. Mitigation Projects: Implementing off-site water quality control projects as a condition of project approval and subject to Agency concurrence as to effectiveness. Should the applicant wish to exercise this option, the plans for the offsite project must be included with the project application and be approved in conjunction with the project; or

b. Mitigation Fund: Contributing to a fund established by the Agency for implementing offsetting programs. The amount of such contributions is established in Subsection 7.02.02.0.

7.02.02.0 Fee Schedule: When a person or public entity responsible for a new residential, commercial, or public project elects to offset the water quality impacts by contributing to a fund established by the Agency for implementing such offsets, a fee shall be assessed in accordance with the table below. Such fees must be received by the Agency within 30 days of project approval or when the permit is issued, whichever is
sooner. Mitigation fees are not refundable except when an approval is invalidated, or when the applicant requests revocation of the approval within three years of the approval date.

a. Base Fees: In the first year after adoption of this Code, the base fee of $.25 shall be assessed for each new square foot of land coverage (net for the site) created within the limits of the coefficients set forth in Subsection 2.02.04.0, Limitations on Land Coverage.

b. Fees Where Coverage Exceeds the Bailey Coefficients: In the first year after adoption of this Code, the following fees shall be assessed for each new square foot of land coverage when the total coverage created exceeds the limits of the coefficients set forth in Subsection 2.02.04.0:

<table>
<thead>
<tr>
<th>Land Capability</th>
<th>4-7</th>
<th>1-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total coverage less than 30%</td>
<td>$.45</td>
<td>$.80</td>
</tr>
<tr>
<td>Total coverage exceeds 30%</td>
<td>$.85</td>
<td>$1.15</td>
</tr>
</tbody>
</table>

c. Multiple Land Capabilities: The Agency will assess fees for addition of impervious coverage on parcels with multiple land capabilities based on the actual coverage located on each specific land capability class.

d. Inflation Adjustment: The Executive Director will adjust the fee schedule in (a) and (b), above, for inflation each year based on changes in the construction cost index of the Engineering News Record.

7.02.03.0 Exemptions. The following activities which create impervious coverage shall be exempt from water quality mitigation requirements:

a. Activities where there is a net reduction of coverage which existed prior to development of the proposed project and total resulting coverage is less than allowable coverage. (This rule shall apply to approved redevelopment plans under Section 9.05.00.0.) For the purposes of this section, coverage is defined as the footprint of existing structures and pavement.

b. Impervious coverage which is permitted as a result of transfer-of-development-rights.

c. Public projects included in the Agency’s water quality Capital Improvements Program.
7.02.04.0 Use and Distribution of Mitigation Funds: The Agency shall collect and administer mitigation fees based on the offset requirements and such fees shall be known collectively as the Water Quality Mitigation Fund. The mitigation fees shall be deposited into commercial bank accounts, liquid asset funds, and/or purchase of certificates of deposits.

Water Quality Mitigation Funds shall be disbursed to the counties or city upon request for expenditure on remedial erosion control projects within the jurisdiction of origin for such funds as set forth in the Regional Plan and with the approval of the Agency. However, in no case shall any local jurisdiction (except Carson City, Nevada) receive less than 5% nor shall any local jurisdiction receive more than 50% of the total mitigation funds disbursed in any TRPA fiscal year, provided that the jurisdiction has applied for such funds within the fiscal year.

7.02.05.0 Monitoring Set-Aside: To evaluate the effectiveness of water quality mitigation measures, 5% of collected mitigation funds will be spent on water quality monitoring under the Interagency Tahoe Monitoring Program, for carrying out, in part, the Monitoring and Evaluation Program of the Regional Plan.

7.02.06.0 Administration Set-Aside: One-half percent of the total Water Quality Mitigation fund balance per month will be utilized for the TRPA administration of the fund. However, at no time shall such administration costs exceed 1/2 of the monthly investment income.

7.02.07.0 TRPA Revolving Fund: The TRPA shall also establish a fund, to be known as the Water Quality Revolving Fund, for the purpose of depositing funds received through grants, fines, and contributions. The TRPA may make grants from this fund to units of local government, and other public entities as appropriate, for abatement and control of water quality problems in the Tahoe region.

7.03.00.0 WATER SUPPLY AND CONSERVATION:

7.03.01.0 Water Conservation Devices: All new development shall employ appropriate measures to conserve water and reduce energy consumption. Existing development shall be retrofitted voluntarily in conjunction with a public education program operated by the water purveyors and the utility districts. (See also the Design Review Guidelines, Water Conservation Element.) Implementation of these measures shall, however, be completed within 5 years of plan adoption.
7.03.02.0 Water Rights Demonstration: No additional development requiring water shall be allowed in any area unless it can be demonstrated that there is adequate water supply for that development with an existing water right. Where the adequacy of a water supply or water right is challenged by Agency staff or any other person or party, the water purveyor shall provide documentation of adequate rights and supplies prior to the issuance of a permit by the TRPA. No water purveyor shall supply or cause to be supplied water to any proposed or existing development so that the total gross diversion as stated in the Nevada-California Interstate Compact (1969) is exceeded.

7.03.03.0 Storage and Distribution Requirements: No additional development requiring water shall be allowed in any area unless there exist adequate storage and distribution systems to deliver adequate quantity and quality of water for domestic consumption and fire protection. The Agency shall not accept applications for new developments without adequate proof from the appropriate fire protection agency. Proof of adequate water supply and distribution systems is addressed in Subset 3.06.02.2.

7.03.05.0 Reporting Requirements: The TRPA, water purveyors, and the states shall monitor the use of water within the Tahoe region and evaluate conformance with the California-Nevada Interstate Compact (1969) which addresses water diversions in the Basin. The water purveyors and the states shall observe the following reporting requirements:

7.03.05.1 Water Purveyors. All water purveyors shall report their total gross diversion for use for the previous water year (October through September) to the TRPA and the states by February 1 each year. The TRPA will make available to the purveyors the desired format of this report.

7.03.05.2 State Agencies. The California State Water Resources Control Board and the Nevada State Engineer shall report to the TRPA on the total gross diversion for use within the Tahoe region by June 1 of each year. The TRPA will make available to the state agencies the desired format of this report.
TO: Advisory Planning Commission
FROM: The Staff
SUBJECT: Chapter 8, Code of Ordinance

Attached are revisions to Chapter 8, Code of Ordinance for Air Quality and Transportation. Staff has also prepared issues papers for each of the air quality portions. These briefing documents list the technical assumptions for these control strategies and also address concerns raised at the August 8 APC meeting.

Your sub-committee on air quality and transportation have reviewed the draft ordinances and voted to approve and forward them to the full Commission. Staff requests that the APC review Chapter 8, recommend any changes and approve it for Governing Board Sub-committee consideration.
CHAPTER 8

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  8.00.02.0 Documents

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  8.01.01.0 General
  8.01.02.0 Agency Responsibility

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  8.02.01.0 Emission Limitations
  8.02.02.0 Certification
  8.02.03.0 Testing
  8.02.04.0 South Coast Air Basin Certified Heaters
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  8.02.06.0 Enforcement
  8.02.07.0 Exemptions
  8.02.08.0 Extensions

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  8.03.01.0 Emission Limitations
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CHAPTER 8

DRAFT: 8/3/84

8.00.00.0 AIR QUALITY/TRANSPORTATION PROVISIONS

8.00.01.0 General: The purpose of this chapter is to establish rules for the improvement and protection of air quality within the Tahoe region and to comply with the thresholds and Regional Plan policies and goals adopted by the Tahoe Regional Planning Agency (TRPA). Air Quality thresholds were established for carbon monoxide, visibility, nitrate deposition, ozone, and odor. The goals and policies to achieve these thresholds are listed in Attachment 8-1. The visibility threshold will be achieved 10 years after implementation of the control strategies designed for this strategy. Attainment of the nitrate deposition threshold will occur 20 years after the implementation of the control strategy for this standard. The ozone threshold is currently being attained in the Basin; the control strategies listed in Attachment 8-1 are maintenance measures.

The goals and policies statement call for a staged control strategy for carbon monoxide. Attainment of the federal eight-hour standard should occur within 5 years of the implementation of the designated control measures. In 1989, TRPA will adopt a program for the \(6\) ppm standard, if that standard remains the Tahoe Basin threshold. Implementation of these rules shall be evaluated annually, in part, to meet the requirements of the Clean Air Act for assessing Reasonable Further Progress in achieving the federal ambient air quality standards. If they have not been implemented or they are not achieving the emission reductions or changes in vehicular activity necessary to attain the thresholds, contingency measures will be developed, adopted and implemented.

8.00.02.0 Documents: All references cited in this Chapter are available at the TRPA office for review and reproduction.

8.01.00.0 INSPECTION AND MAINTENANCE: Both the 1982 Air Quality Plan and the Regional Plan Goals and Policies direct the TRPA to establish an automobile inspection and maintenance (I/M) program to achieve the carbon monoxide, nitrate, ozone and visibility thresholds. Although the Hi-State Compact enables the TRPA to establish an I/M program in the Tahoe Basin, the Agency intends for the states of California and Nevada to implement this program in their respective portions of the Basin. If the states fail to implement the program, the TRPA will carry out an I/M program, in accordance with the provisions in 8.01.02.0:

8.01.01.0 General: The purpose of this Section is to implement an I/M program for motor vehicles registered in the Tahoe region to reduce emissions of nitrogen oxides, carbon monoxide, and hydrocarbons. The program for carbon monoxide and hydro-
carbons will be implemented in each state under the provisions of applicable state law. The TRPA shall work with the states to develop and implement a program for nitrogen oxides as soon as practicable, or the TRPA shall implement such a program if either state fails to act.

8.01.02.0 Agency Responsibility: The Agency shall work with the states and the responsible county agencies to achieve the necessary state legislative authority for an I/M program. If required, after legislative approval, the Agency will request the appropriate state to implement an I/M program in the Basin within 60 days after the applicable law(s) come into effect. If either state fails to obtain authority for an I/M program for carbon monoxide and hydrocarbons, by September 1, 1985, the TRPA shall proceed to implement a program for these pollutants by October 1, 1987.

a. If the TRPA is required to carry out its own program, the Agency will develop a workplan and schedule, by March 1, 1986, for addressing the following program elements:

1. determination of the type of program for achieving the necessary tailpipe reductions that is feasible for implementation in the Tahoe Basin.

2. obtaining the legislative and/or regulatory changes necessary for I/M implementation, including, but not limited to, denial of vehicle registration by the appropriate state agency.

3. securing a contractor to set up the program.

4. a program for certifying inspection stations and equipment and for training inspectors. Provisions shall address the applicability of these requirements for fleet owners.

5. establishing costs for inspections and upper limits for cost repairs.

6. development of quality control procedures.

7. evaluation of the program for achieving the emission reductions specified by the Regional Plan.

b. The test at the stations shall include, at a minimum:

1. A determination that the emission control devices and systems required by state and federal law are installed and functioning correctly. This determination shall include an underhood inspection.
2. A test of the vehicle's exhaust emissions of hydrocarbons and carbon monoxide in the idle mode.

3. A determination as to whether the vehicle complies with the vehicle emissions standard for that vehicle's class and model-year.

c. Automobiles requiring repairs shall be re-inspected after the necessary repairs have been made. The costs of these repairs shall not exceed what the costs would have otherwise been under respective state law.

d. The program shall cover all motor vehicles powered by internal combustion engines with the exception of motorcycles, heavy-duty vehicles, diesel-powered vehicles, vehicles over twenty years old, and propane-powered vehicles. The TRPA shall support the efforts of federal and state agencies in the development of standards and testing procedures for these mobile source categories. The exemption for these mobile source categories shall expire on January 1, 1989. At that time, the TRPA shall assess the status of the federal and state studies and potential control measures and then determine the appropriateness of continuing the exemptions in this Subsection.

e. A public education program will be established by TRPA before the program is implemented and will continue to function during the implementation of the program.

f. By January 1, 1989, the TRPA will adopt changes to the I/M program that will require testing for nitrogen oxide emissions; testing will be initiated within 9 months of the adoption of these revisions.

8.02.00.0 GAS HEATERS: This rule limits emissions of nitrogen oxides from natural gas and propane fired water heaters, furnaces, and boilers. This subpart is necessary to obtain the nitrates threshold.

8.02.01.0 Emission Limitations: After June 1, 1985, no person shall install within the Tahoe region natural gas or propane-fired stationary home water heaters or space heaters that are not certified to meet the following emission limitations:

a. Water Heaters: may not emit nitrogen oxides greater than 40 nanograms of nitrogen oxide (as NO2) per joule of heat output at sea level.

b. Space Heaters: may not emit greater than 40 nanograms of nitrogen oxides (as NO2) per joule of useful heat delivered to the heated space at sea level.
8.02.02.0 Certification: Each water or space heater installed in the Tahoe region after June 1, 1985, shall bear a permanent certification in the form of a label from the manufacturer that the heater meets the emissions limitation in 8.02.01.0.

8.02.03.0 Testing: The manufacturer shall submit to the TRPA, for each model heater for which certification is desired, test results of an independent testing laboratory approved by the TRPA. Tests shall be accomplished and calculations carried out in accordance with the procedures in Attachment 8-2. The Agency will notify the manufacturer of its decision within 60 days after receipt of a completed application. The fee for certification is $200 for the first model a manufacturer submits for certification, and $650 for each additional model. The TRPA will set fees to manufacturers for covering the cost of certification, on an annual basis.

8.02.04.0 South Coast Air Basin Certified Heaters: A certification from the South Coast Air Quality Management District of California shall be adequate for the purposes of this section. To gain TRPA certification of heaters certified by the South Coast Air Quality Management District, the manufacturer should submit only a copy of the South Coast certification to the Agency. The Agency will concur on the certification within 20 days.

8.02.05.0 List of Approved Heaters: The Agency shall maintain a list of certified heaters and make copies available to the public. The list shall contain the name and address of the manufacturer, brand names of the heater, model numbers, and a description of the certified model.

8.02.06.0 Enforcement: The TRPA will gain compliance with this part by working with retailers, units of local government, and the public regarding the need for compliance, thereby obtaining voluntary compliance. Since the certified units are more efficient, there is an incentive to use them. The Agency shall also:

a. Distribute the list of models that meet the requirements of this rule every January and July to retailers in locations deemed appropriate by the Executive Director.

b. Require only certified units to be installed in new projects as a condition of project approval.

c. Seek modifications to local building codes to require local permits for one-to-one replacement.

d. Carry out a public awareness strategy to inform the residents of the requirements of this section.

8.02.07.0 Exemptions: The provisions of this section shall not apply to:
a. water heaters with a rated heat input of 75,000 BTU per hour or greater or to water heaters used in recreational vehicles or mobile homes.

b. gas-fired central furnaces with a rated heat input of 175,000 BTU per hour or greater, or to combination units with a cooling rate of greater than 65,000 BTU per hour, or to central furnaces used in recreational vehicles or mobile homes.

8.02.08.0 Extensions: Gas fired fan central furnaces using three-phase electrical current not normally used in household appliances shall receive a six month extension until January 1, 1986 for meeting the requirements of this section.

8.03.00.0 WOOD HEATERS: This rule limits emissions from wood stoves, wood inserts, and fireplaces. Wood heaters by requiring that only certified devices be installed in the Tahoe region and by placing certain other limits on the number and use of such wood heaters. Reductions in wood smoke emissions are necessary to achieve the Visibility Threshold. The Agency does not warrant any residential wood heater to be safe for installation in the region. and reminds the public that a local building permit is required for such installations. Residential wood heaters installed in the Tahoe Basin must meet the safety regulations established by the applicable city and county building codes. This part also prohibits the use of coal as a fuel in the Tahoe Region. The Agency does not warrant stoves wood heaters to be safe for use with coal. Wood heaters installed in the Lake Tahoe Basin shall also be certified for safety by the U.S. Underwriters' Laboratory or the International Conference of Building Officials.

8.03.01.0 Emission Limitations: After July 1, 1986, no person shall install within the Tahoe Region residential wood heaters that are not certified to emit 15 grams or less of smoke per hour for non catalytic wood stoves and 6 grams/hour for catalytic equipped stoves. As of July 1, 1988, the standards are 9 grams/hour for non-catalytic stoves; 4 grams/hour for catalytic stoves. As an alternative, as of July 1, 1987, residents could install a stove or insert which meets the emission standards set by the state of Colorado.

8.03.02.0 Other Limitations: Only one certified wood heater shall be allowed in any new residential unit. New resorts and other tourist accommodations shall be allowed only one certified wood heater in the common area. New wood heaters in individual guest rooms are prohibited. New commercial buildings, including restaurants, shall be allowed only one certified wood heater. Upon replacement, existing wood heaters must be replaced on a one-to-one basis with certified units. Coal shall be prohibited for use as a fuel in the Tahoe region.

8.03.03.0 Labeling: Each wood heater installed in the Tahoe region after July 1, 1986 shall bear a label from the manufacturer that the heater meets the emissions limitation in 8.03.01.0.
8.03.04.0 Testing/Certification: The manufacturer shall submit to the Agency, for each stove/wood heater for which certification is desired, a description of the stove, design details and test results of an independent testing laboratory approved by the Agency. The tests shall be conducted, and calculations carried out, in accordance with Attachment 8-3 of this Code. The fee for certification is $1,500 for the first model—a manufacturer submits for certification—and $800 for each additional model. The TRPA will notify the manufacturer within 60 days of receipt of a completed application whether a device has been certified. The TRPA will set fees to manufacturers to cover the costs of certification, on an annual basis.

8.03.05.0 Colorado and Oregon Certification: A certification from the States of Colorado or Oregon that a wood heater meets the emissions shall be adequate for purposes of this section. To gain TRPA certification of heaters certified in Colorado or Oregon, the manufacturer need only submit a copy of the state certification to the Agency. Concurrence by the TRPA will occur within 20 days after receipt of a completed application. There will be a nominal charge to the manufacturer established by the Agency for this method of certification. The Agency shall also review the Oregon and Colorado programs and wood heater certification programs that are adopted by other political jurisdictions to determine their applicability to the Tahoe Basin. Appropriate revisions shall be made to this Subsection as determined by this Agency.

8.03.06.0 List of Approved Heaters: The Agency shall maintain a list of certified heaters and shall make copies available to the public. The list shall contain the name and address of the manufacturer, brand names of the heater, model number, and a description of the certified model.

8.03.07.0 Enforcement: The Agency shall gain compliance with this section by working with retailers, units of local government, and the public regarding the need for compliance, thereby obtaining voluntary compliance. Since the certified models are also more efficient, there is an incentive to use them. The Agency shall also:

a. Distribute the list of models that meet the requirements of this rule every January and July to retailers in locations deemed appropriate by the Executive Director.

b. Require only certified units to be installed in new projects as a condition of project approval.

c. Seek modifications to local building codes to require: 1) local permits for one-to-one replacements, and 2) installation of certified wood heaters upon change of ownership.
8.03.08.0 Modifications of Wood Usage: Within 120 days after the adoption of this ordinance, the Agency will develop a public information program on the requirements of this section, the safety and efficiency aspects of certified stoves and better burning techniques which will decrease emissions from wood heaters. The Agency will involve appropriate public and private entities, including insurance companies and lending institutions, in this public information program and in the implementation of this Ordinance. The Agency will also seek agreements with public suppliers of wood used in the Tahoe Basin to require spring cutting or to establish a wood replacement program.

8.04.00.0 OPEN BURNING: Open burning of materials within the Lake Tahoe Basin shall be regulated for the purposes of achieving environmental standards for air quality and visibility and for the protection of vegetation. Applicable state, county and city regulations remain in effect for the Tahoe Basin; controls set forth in this Section supplement those statutes and regulations.

8.04.01.0 Applicability: Except where otherwise exempted from Agency review, the following types of open burning shall be regulated to be consistent with the standards of this code and other applicable federal, state, and local fire and air pollution control laws.

8.04.01.1 Prescribed Burning: Prescribed burning will be permitted pursuant to the provision of Section 6.02.00.0 and with the applicable provisions of Subset 8.04.02.0.

8.04.01.2 Disposal: Open fires burning will be prohibited for any purpose related to the disposal of petroleum wastes, tires, garbage, tar, wood waste, residential rubbish, and any other similar materials including burning of automobile wreckage.

8.04.01.3 Hazard Reduction and Pest Control: Open burning of vegetation on residential properties shall generally be prohibited except when otherwise authorized by a permit from a fire protection agency for purposes of hazard reduction and pest control. Permits shall be issued based on criteria established by the TRPA and the basin's fire protection agencies within 90 days of the adoption of this ordinance.

8.04.01.4 Wood Wastes: The burning of cleared vegetation and other wood waste associated with construction activities shall be prohibited. Such wastes shall be removed from the Region or transported to a location designated by the Agency.
8.04.02.0 Performance Standards: Open burning activities shall meet all standards and time requirements specified by the applicable fire protection and air pollution control agencies. In addition to the existing regulations of these agencies, the following provisions shall also apply within the Tahoe region:

8.04.02.1 Daytime Restrictions: All burning will begin after 10 a.m. and no additional material will be added to the fire after 3 p.m., unless otherwise provided for in a burn plan approved by the TRPA.

8.04.02.2 Seasonal Restrictions: Open burning by private individuals shall occur within fourteen day time periods set in spring and autumn, as determined to be appropriate by this Agency in consultation with the Tahoe Basin fire protection agencies. Open burning by public agencies shall not occur between June 15 and October 15 unless such burning is part of a burn plan approved by this Agency and the air pollution control agency which has jurisdiction over the area to be burned.

8.04.03.0 Burn Plans of Public Agencies: Public agencies shall prepare burn plans and environmental and economic assessments for open burning activities for purposes of vegetation management. The Agency must review and approve the burn plans (including smoke plans) and their environmental assessments 30 days prior to the burn event. (See also Section 6.02.00.00 of this code).

8.04.04.0 Enforcement: Upon adoption of this ordinance, the Agency will:

a. Develop a public information program on the requirements of this section.

b. Work with the applicable jurisdictions to provide for sufficient trash pick up during periods determined by this Agency.

c. When warranted, seek appropriate revisions to state and/or local regulations to provide for compliance with this section.

8.05.00.0 STATIONARY SOURCE REVIEW: The purpose of this rule is to limit the emissions from new stationary sources of air pollution within the Tahoe Basin, to ensure that the air quality environmental thresholds will be attained and maintained and to comply with federal and state regulations for permitting of stationary sources.

8.05.01.0 New or Modified Stationary Source Emission Standards: Modified and new stationary sources of air pollution, as defined by the Code of Federal Regulations §51.138{a} as of the date of this ordinance, that increase emissions for the peak 24-hour period more than the limits below are prohibited from the Tahoe region:

...
Pollutant | Kilograms
---|---
Nitrogen oxides | 11
Particulate matter | 10
less than 10 microns | 57
Hydrocarbons | 6
Sulfur dioxide | 100
Carbon monoxide | 100

8.05.02.0 Environmental Impact Analysis: The Agency shall require preparation of an environmental impact analysis checklist for new and modified stationary sources of air pollution that, with application of Best Available Control Technology, increase emissions for the peak 24-hour period more than the limits below. The application of the Lowest Achievable Emissions Rate shall be required if warranted by the demonstration of significant impact through the checklist.

Pollutant | Kilograms
---|---
Nitrogen oxides | 3
Particulate matter | 2
less than 10 microns | 8
Hydrocarbons | 3
Sulfur dioxide | 10
Carbon monoxide | 10

8.05.03.0 Exemptions: Emergency power generators, not intended to be utilised as a primary source of power, are exempt from the requirements of Subsection 8.05.01.0.

8.05.04.0 Enforcement Provisions:

a. The appropriate state and/or local air pollution control agencies shall enforce these provisions in their respective jurisdictions. The TRPA shall seek agreements and/or regulatory changes to make these provisions enforceable in the Basin. The Agency will enforce these provisions if such agreements or regulatory revisions are not made within one year of the date of this ordinance adoption.

b. This Agency will develop a policy for allowing emission offsets as conditions for allowing new or modified stationary sources in the region within 120 days after the adoption of this ordinance. Such policies will allow for economic growth without conflicting with attainment of the thresholds.

8.06.00.0 TRAFFIC MITIGATION PROGRAM: This rule provides for offsets of the impacts from new development on traffic volumes and movement in the Tahoe region. The rule applies when a proposed project will result in an increase in vehicle trips. New development shall also observe the requirements of the Design Review Guidelines to avoid adverse traffic impacts. Vehicle trips will be determined from trip generation rates in the official trip table.
8.06.01.0 Capacity Planning Areas: The Agency will develop and maintain a list of Plan Areas which contain or are proximate to intersections or roadway segments where the 30th highest hour of the preceding 12 month period exceeds Level of Service D. These Plan Areas will be known as "Capacity Planning Areas". The Agency will also identify the remaining capacity of key intersections and highway segments, defined as the difference between volume at the 30th highest hour and Level of Service E.

8.06.02.0 Traffic Reports: The Agency shall require the preparation of a traffic report, in a format specified by the Agency, for any project located in a Capacity Planning Area if 20% of the project's new trips per day exceeds 20% of the remaining capacity of any key intersection or highway segment. The Agency shall also require a traffic report if the project is located outside a Capacity Planning Area and generates more than 200 trips per day.

8.06.02.1 Contents: The traffic report will address ingress and egress characteristics, trip generation rates, and trip assignment patterns. A certified transportation professional or qualified individual on a TRPA list of approved consultants shall attest to the information in the report.

8.06.02.2 Agency Review: The Agency shall review, in consultation with the applicant, based on the traffic report, impacts on intersections and highway segments, alternatives to the proposed project to lessen the impacts, and measures necessary to mitigate the impacts. If, after consultation with the applicant, the Executive Director finds that 20% of the project's distributed assigned new trips per day exceeds 20% of the remaining capacity in any key intersection or highway segment, he shall require the preparation of an EIS as set forth in 8.06.03.0.

8.06.03.0 Environmental Impact Statements: The Agency shall require the preparation of an Environmental Impact Statement under the rules and regulations of the TRPA for any project in which:

a. The applicant was directed to prepare an EIS under section 8.06.02.2. The EIS shall identify, at a minimum, all traffic and air quality impacts and provide for mitigation of all such impacts.

b. The traffic report identifies a significant impact, which in the opinion of the Executive Director, justifies preparation of an EIS.

8.06.04.0 Mitigation Fees: In addition to the mitigation required in 8.06.02.0, and except as provided in 8.06.04.2, all new
development in the region shall pay a mitigation fee as a condition of Agency approval at the time of such approval, according to the schedules below. The Agency will distribute funds generated to public agencies implementing transportation improvement programs under the Regional Plan Goals and Policies.

8.06.04.1 Fees: The mitigation fees for new development in the Tahoe region shall be calculated using the following table of charges. The number of trips shall be determined, as necessary, from the Trip Table (Table 8-1).

<table>
<thead>
<tr>
<th>Type of Use</th>
<th>Charge (units)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>$1000/unit</td>
</tr>
<tr>
<td>Tourist</td>
<td>$1000/unit</td>
</tr>
<tr>
<td>Campsite</td>
<td>$500/site</td>
</tr>
<tr>
<td>Commercial</td>
<td>$35/trip</td>
</tr>
<tr>
<td>Public Service</td>
<td>$35/trip</td>
</tr>
</tbody>
</table>

8.06.04.2 Exemptions: Public projects included in the Agency's Transportation Capital Improvements Program consistent with the Regional Plan shall be exempt from traffic mitigation fees.

8.06.04.3 Debits and Credits: Certain features of development, such as drive-up windows, shall be considered in the determination of trips, only as set forth in the Trip Table (Table 8-1).

8.06.04.4 Change in Use: The fee for a change in use of any development shall be based on the net change using the unit charges set forth in 8.06.04.1. The net change in trips shall be calculated from the Trip Table (Table 8-1). After a development is vacant for one year, the mitigation fee for a new use of that development shall be computed under 8.06.04.1.

8.06.04.5 TSM Credit: The Agency shall reduce the mitigation fee for tourist, commercial, or public service projects by 5% if the applicant agrees to assist the Agency in distributing information on TSM measures to employees and the public.
8.06.05.0 Mitigation Fund Management:

8.06.05.1 Administration: The Agency shall collect and administer the mitigation funds, which shall be known collectively as the Air Quality Mitigation Fund. The funds shall be deposited in commercial bank accounts, liquid asset funds, or certificates of deposit.

8.06.05.2 Distribution: Air quality mitigation funds shall be disbursed to public agencies implementing air quality and traffic mitigation projects called for in the Regional Plan, including units of local government and the Tahoe Transportation District, as follows:

a. The Agency shall accept applications from implementing agencies for the use of mitigation funds on an annual basis. Such applications shall be submitted no later than February 1 of each year.

b. Agency staff shall rank the applications in priority order, based on the Regional Plan Goals and Policies and other criteria to be developed by the Agency. The Agency shall disburse the mitigation funds to the highest-priority projects as funds are available through the following January 31.

c. No implementing agency shall receive more than 50% of the total mitigation funds disbursed on an annual basis, and no implementing agency (except for Carson City, Nevada) shall receive less than 5%.

8.06.05.3 Monitoring Set-Aside: To evaluate the effectiveness of traffic mitigation measures, up to 5% of collected mitigation funds will be spend on transportation monitoring for carrying out, in part, the Monitoring and Evaluation Program of the Regional Plan.

8.06.05.4 Administration Set-Aside: One-half percent of the total Traffic Mitigation Fund balance per month will be utilized for the TRPA administration of the fund. However, at no time shall such administration costs exceed 1/2 of the monthly investment income.

---Position-supported-by-the-Air-quality/Transportation-Subcommittee-of-the-APC-as-of-May-17,-1984---
8.07.00.0 TRANSPORTATION SYSTEMS MANAGEMENT: Both the Regional Plan Goals and Policies and the 1982 Air Quality Plan adopt transportation systems management (TSM) measures to help attain and maintain air quality standards. The Air Quality Plan adopts TSM programs in the areas of ridesharing, pedestrians, driver advisories, and parking management. The Agency will implement these TSM measures through the design review guidelines, intergovernmental coordination, and a remedial program.

8.07.01.0 TSM Measures for New Development: All permits for new development issued under this Code shall require application of the Design Review Guidelines for parking design, ingress/egress, street and highway construction, and participation in ridesharing programs.

8.07.02.0 TSM Measures for Existing Uses: [Reserved]

8.07.03.0 TSM Measures for Redevelopment: [Reserved]

8.08.00.0 AVIATION FACILITIES: In accordance with the Regional Plan Goals and Policies, Transportation Element, this section limits aviation facilities to the existing facilities in the Tahoe region. This limitation is necessary to meet noise thresholds and reduce other impacts of aviation facilities.

8.08.01.0 General: Aviation facilities shall be limited to the locations shown on the Aviation Facilities Map (Figure 8-1). This map identifies all TRPA- and FAA-approved facilities in existence as of April 26, 1984.

8.08.01.1 Periodic Update: The Agency shall update the Aviation Facilities Map as appropriate to reflect abandonment of aviation facilities. The Agency shall consider an aviation facility abandoned if it is unused for two years.

8.08.01.2 Exemptions: Aviation facilities used in search and rescue operations by public entities are exempt from the provisions of this section.

8.08.01.3 Facility Expansion: The Agency shall consider expansion of existing aviation facilities under the provisions of Chapter 2 of this Code, Land Use.
8.09.00.0 Diesel Vehicles
Control of diesel vehicles is required to meet the Visibility, Ozone and Nitrate Deposition Thresholds. The regulation of diesel bus idling is also required to meet the Ozone and Visibility Thresholds. The TRPA shall work with the state, county and city governments to strengthen enforcement of applicable state and county regulations, including section 920 of the Nevada Administrative Code. This Agency shall also support federal and state efforts to develop standards and testing procedures for diesel vehicles. By January 1, 1988, the Agency will report on the appropriateness of requiring alternative fuels in the public transportation system.

8.09.01.0 Applicable state and county regulations regarding visible emissions. The TRPA shall develop public service announcements on the controls of diesel vehicles currently in place in the Tahoe Basin. This Agency will work with the responsible state and county agencies to promote greater enforcement.

8.09.02.0 Alternative Fuels. The TRPA will work with the Tahoe Transportation District, and applicable federal, state and county programs to promote demonstration projects in the use of alternative fuels. The TTD will report on the status of these projects by July 1, 1987.
| Control Measures specified in the Goals and Policies Statements of the Regional Plan |
|---|---|---|---|---|
| 1. I/M | X | X | X | X |
| 2. Support new car standards | X | X | X | X |
| 3. Support federal standards to control pollution | X | X | X | X |
| 4. Reduce VMT (transit, ride-sharing) | X | X | X |
| 5. Reduce # of trips | X | X |
| 6. Improve traffic flow | X |
| 7. Restrict water heaters | X |
| 8. Restrict space heaters | X |
| 9. Reduce NOx transport | X |
| 10. Promote alternative fuels | X | X | X |
| 11. Regulate Bus Idling | X | X | X |
| 12. Implement Home Weatherization Program | X |
| 13. Promote solar heating | X |
| 14. Control NOx stationary sources by req BACT | X |
| 15. Reduce atmospheric deposition of chemical nutrients to the Lake | X |
| 16. Improve the health of the Basin's vegetation | X |
| 17. Pave unpaved roads | X |
| 18. Restrict auto use in off-road areas | X |
| 19. Review highway maintenance programs | X |
| 20. Require air tight stoves and fireplaces | X |
| 21. Regulate open burning | X |
| 22. Limit use of diesel vehicles | X | X | X |
| 23. Implement Phase II Vapor Recovery Program | X |
| 24. Institute a street sweeping program (major roads and parking lots) | X |
| 25. Reduce level of transported sulfate | X |
| 26. Reduce SO2, sulfate and fine particulates | X |
| 27. Reduce level of transported ozone | X |
| 28. Evaluate deposition of particles | X |
| 29. Reduce fumes from diesel vehicles to the extent possible | X |
INSPECTION/MAINTENANCE ORDINANCE

Highlights

* measure for achieving the carbon monoxide (CO), nitrate deposition, ozone and visibility thresholds
* requests California and Nevada to implement their respective state programs in the Tahoe Basin; program may be modified to better meet Tahoe Thresholds
* Stage I testing for CO/Hydrocarbons; Stage II testing for Nitrogen oxides
* TRPA will implement a program by October, 1987 if the states fail to act
* program parameters for TRPA program will be generally similar to California and Nevada programs

Program Benefits referenced in the Air Quality and Regional Plans:

* 4-8% improvement in ambient CO concentrations by 1987
* 1.5 t/y reduction in deposition of inorganic nitrogen
* 3-4% annual fuel savings; $23/year per inspected vehicle

Technical Assumptions:

1. Reductions in tailpipe emissions

<table>
<thead>
<tr>
<th></th>
<th>CO</th>
<th>NOx</th>
<th>HC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resident</td>
<td>20.3%</td>
<td>15%</td>
<td>11%</td>
</tr>
</tbody>
</table>
   | Non-Resident | 29%   | 3%  | 11%

(Emmission reductions may change based on the current efforts of California and Nevada to evaluate the effectiveness of their ongoing programs)

2. 25% failure rate
3. Non-resident winter vehicle population is 32-47% of total.
4. Repair costs will not exceed $50.
5. CO reductions realized within 1 year of full implementation.
6. Inspection program for CO will occur on the South Shore; the testing for NOx and HC will occur basin wide. (The APC sub-committee recommends a basin wide program for CO).
7. The Bi-state compact authorizes the TRPA to establish an I/M program in the Tahoe Basin.

Issues

1. Costs for current state programs

<table>
<thead>
<tr>
<th>Nevada</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td>inspection fee</td>
<td>$7-18</td>
</tr>
<tr>
<td>certification</td>
<td>$3</td>
</tr>
<tr>
<td>repair cost limit</td>
<td>up to $100</td>
</tr>
</tbody>
</table>

   (82 & Newer Cars)

   The $75-100 inspection fee quoted at the 6/8/84 APC meeting was for a centralized loaded mode program; this type is not being proposed by staff at this time.

2. Testing for Nitrogen Oxides

   a. The South Coast Air Basin has shown that equipment costs for Idle Mode testing are $8,000; Loaded Mode testing were $20,000.

   (82 & Newer Cars)
b. An increase in NOx will occur when idle adjustments are made at high altitudes to reduce CO levels. This is true for 1980 and older vehicles. However, the I/M program will require that that newer cars be tuned to manufacturer's specifications, which will not result in higher NOx emissions. c. The loaded mode method employing an dynomometer is not required for an NOx program in the Tahoe Basin. Both the South Coast Air Basin and Ventura County have the option of either the dynomometer or a functional Exhaust Gas Recirculation System. The cost of repairs for cars failing the tests in the South Cost program is on the average only $5 higher that the repair costs in the San Francisco Bay Area, which tests only for hydrocarbons and carbon monoxide. d. Emissions at high altitudes: The 1982 Air Quality Plan assumed a lower I/M benefit because of the Basin's high altitude. The California Bureau of Automotive Repair has also committed to developing cut-off points for high altitude vehicles that will be tested in the Fresno nonattainment area. This should aid in the assessment of emission reductions for the Tahoe Basin.

**Implementation Schedules**

1. State-operated decentralized programs. The state of California can initiate a program one year after a nonattainment area has been designated for the program. The state of Nevada can initiate a program 120 days after the State Environmental Commission approves the inclusion of Tahoe Zip Codes. Legislative approval from the state of California would first be needed for testing for any and all of the pollutants; enabling legislative would be needed to implement a NOx program in the Nevada portion of the Basin.

2. Centralized program run by a contractor. An I/M program could be initiated within one year and five months of the request for proposals from contractors. (This estimate was based on the timing of the Arizona state program which covers 1.3 million cars and which was one of the first programs to be implemented nationwide. Thus, the required time frame for a potential Tahoe program may be shorter. There were no up-front payments to the selected contractor; costs were recouped after 5 years of program operation).

**Affected constituencies:**

Vehicle owners with cars permanently garaged in the Tahoe Basin Basin mechanics California and Nevada Departments of Motor Vehicles Ca Bureau of Automotive Repair Nevada Division of Environmental Protection California Air Resources Board
GAS HEATERS ORDINANCE

Highlights

* Measure for achieving the nitrates deposition threshold
* Requires certified low nitrogen oxide emitting space and water heaters to be installed in the Tahoe Basin
* Patterned after the South Coast rules
* Certification of heaters by either the South Coast or TRPA
* Enforcement through public education and changes to the local building codes

Program Benefits referenced in the Regional Plan

* 50% reduction in NOx emissions
* .5 t/y reduction in atmospheric deposition of nitrates and nitric acid
* 12-15% fuel savings

Technical Assumptions

* Replacement factor of 15 to 20 years
* 6.9 % of emissions inventory

Costs

* $20-50 increase in unit cost (South Coast Estimates)
(The California Energy Commission requires that new space heaters meet a 71% energy efficiency return. Manufacturers, in complying with this statute, have designed heaters which meet the emission standards).

Affected Constituencies

* Manufacturers and dealers of gas heaters
* Home owners
* Commercial developments
* County building departments
WOOD HEATER ORDINANCE

Highlights

* Measure needed to achieve the Visibility Thresholds
* Requires that only certified fireplaces, stoves and inserts be installed in the Tahoe Basin
* Limits the number of certified heaters for residential and commercial development
* Prohibits the use of coal in the Basin
* Relates standards of performance to the States of Oregon's and Colorado's programs
* Enforcement through public information and local building codes
* Establishes a public awareness program to encourage better burning techniques, purchase of low emitting stoves and involvement of business community in the implementation of this ordinance

Program Benefits Referenced in the Regional Plan

* 15% reduction in wood smoke particulates
* Improve public health due to decrease in toxic, carcinogenic and mutagenetic substances emitted from wood heaters
* Annual savings of 4,000 cords of wood in the Tahoe Basin due to greater fuel use efficiency
* Decrease in chimney fires
* Cost savings due to reduced requirements for chimney cleanings

Technical Assumptions for the Regional Plan

1. Residential wood smoke accounts for 30% of the modeled source impact on regional visibility and 60% of the source impact in South Lake Tahoe
2. In 1981, residential wood heaters made up 55% of the particulates inventoried
3. 15% reductions in wood smoke emissions will occur in 17 years
4. Stove replacement occurs over 20 years

Issues

A. Safety:
   There has been an increase in fires with the increase in wood heaters. The Ordinance will increase safety aspects related to residential wood burning because:
1. the wood stoves certified for emissions will also meet safety standards (the four stoves that will be shortly submitted to the state of Oregon to emissions certification have already been certified for safety)
2. current building codes require that new stoves installed in Washoe, Placer and El Dorado County be tested by nationally known testing labs
3. the public information program required by this ordinance will be aimed at proper installations and improvements in wood stove operator techniques
4. There will be decreased creosote formation in the chimney and stacks.
B. Costs
1. $100-$300 added to the present cost of stoves to buy a certified model
2. $31-$84 annual savings through reduced fuel usage and decreased need for chimney cleanings
3. $50-$70 cost for replacing the catalytic convertor every two years
4. Oregon has estimated that certification will cost $1600 for the first model a manufacturer submits; $800 for each succeeding model. These fees would cover staff time needed to review an application, check test data and administer a label control program. Also included is a one time charge to cover costs incurred in accrediting labs.

C. Enforcement
1. Controls on retailers
2. Change of use permit
3. Energy audit
4. Change to local building codes
5. Public information program including coordination with banks, insurance companies
6. Available resources

D. Limitations on number of stoves per unit. The air quality sub-committee voted to retain the provision that required one certified wood heater per residence. They believed that the Regional Plan required that reliance on wood as an energy source be reduced and that alternative forms be encouraged.

E. Other state and county programs
1. Emission and design standards for wood heaters have been set by the states of Oregon and Colorado; Missoula, Montana; Aspen, Vail and Beavercreek, Colorado.
2. Spring cutting programs are on-going in Medford, Oregon and Juneau, Alaska.
3. Limitations on the number of new residential and commercial heaters are found in Telluride, Crested Butte, Vail and Aspen Colorado.
Open Burning Ordinance

Highlights

* Measure needed for attaining the Visibility Thresholds
* Existing regulations of fire protection and air pollution control agencies serve as the basis for TRPA controls; this ordinance supplements rather than supplants these existing rules
* Limits open burning of residential yard refuse
* Prohibits burning of wood waste associated with development
* Sets performance standards with respect to time of day and season for burning
* Requires TRPA (and applicable air pollution control agency) to review and approve burn plans by public agencies
* enforcement through public information, provisions for additional trash pick-up and changes to state and local regulations

Program Benefits in the Regional Plan
* reduction in fine particulate emissions

Issues

1. Alternative Disposal of Residential Yard Refuse. Increased trash pick-up of natural yard debris is the most feasible measure currently available. The Basin's cities and counties provide the following services:

<table>
<thead>
<tr>
<th>Location</th>
<th>Service Description</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Dorado County</td>
<td>Unlimited Trash Pick-up</td>
<td>$7.53</td>
</tr>
<tr>
<td></td>
<td>Mandatory, Year long</td>
<td></td>
</tr>
<tr>
<td>City of South</td>
<td>&quot; &quot; &quot; &quot;</td>
<td></td>
</tr>
</tbody>
</table>
| Lake Tahoe       | " " " "                       | $6.83             | (The South Lake Tahoe Chamber of Commerce also provides a free service of allowing people to dispose of any trash at the Wye Transfer station during two Saturdays both in spring and autumn)
| Washoe County    | 7 cans or bags/week           | $7.76 (minimum)   |
|                  | pre-paid 4 yard containers    |                   |
|                  | mandatory, year long          |                   |
| Placer County    | 1 can                         | $6.75             |
|                  | 2 cans                        | $8.80             |
|                  | extra bags or cans            | $.70 each         |
|                  | mandatory year round          | $5.25/yard        |
| Douglas County   | 1 can                         | $4.35/month       |
|                  | pick-up not required          |                   |

None of the disposal companies interviewed thought that there would be problems in handling any increased loads in pick-up that would result from restrictions on burning of residential yard refuse. Landfill capabilities for accepting any increased trash were also deemed to be very good by these companies. Washoe County is also constructing a solid waste recovery plant which will handle all waste from the county; the first phase is scheduled for 1985.
Issues continued

2. Available meteorological data to support window periods for burning. The California Air Resources Board estimates that 90% of the days in March, April and May are classified as burn days. 85% of the days in September, October and November are so classified. Classification is based on upper air data (wind speed and heights from Truckee and the South Lake Tahoe Airport). Inversion heights are estimated from this data as there is no monitoring of actual inversions.

Affected Constituencies

Home Owners
Developers
Basin air pollution control agencies
Basin fire protection agencies
Trash disposal companies
County governments
STATIONARY SOURCE REVIEW ORDINANCE

Highlights

* Prohibits new or modified stationary sources in the Tahoe Basin that emit more than the specified levels in 8.05.01
* Requires the installation of best available control technology and an analysis of the environmental impacts for sources exceeding the specified cut-offs in 8.05.02
* Exempts emergency power generators
* Enforcement by appropriate state and or local air pollution control agencies or by the TRPA
* Calls for the development of an emissions offset policy
* New source review regs are required to meet federal and state requirements

Issues

1. Existing Basin sources that would be impacted by the proposed ordinance if they were new or modified sources:

With respect to the prohibitions listed in 8.05.01, the impacted sources of particulates and nitrogen oxides are the STPUD plant, asphalt batch plants and diesel generators.

To meet the requirements of 8.05.02, incinerators and commercial oil boilers would have to install BACT for particulates and an analysis of the environmental impacts would have to be done. New or modified gas stations as emitters of hydrocarbons would also have to meet the requirements of 8.05.02.

2. The determination of significant impact will be done with an environmental impact checklist to be developed by TRPA. The Lowest Achievable Emission Rate may be required in place of BACT if warranted by a determination of significant impact.
MEMORANDUM

September 4, 1984

To: The Advisory Planning Commission

From: The Staff

Subject: Status of Ordinances and Plan Area Statements

Ordinances: The nine-chapter Code of Ordinances is currently under review, and the status of each chapter is as follows:

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Staff Draft</th>
<th>APC Committee</th>
<th>APC Recommendation</th>
<th>GB Committee</th>
<th>GB Approval</th>
</tr>
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<tr>
<td>1 Procedure</td>
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<tr>
<td>4 Shorezone</td>
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<tr>
<td>5 Grading</td>
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<td>6 Resource</td>
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<tr>
<td>7 Water</td>
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<tr>
<td>8 Air</td>
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<tr>
<td>9 Growth</td>
<td>X</td>
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</table>

X = Completed Review

The APC and the Governing Board have recommended that the Code of Ordinances be reviewed by chapter but be adopted as a whole package. This generally is the same procedure that was followed for the Regional Goals and Policy Plan.

Plan Area Statements: The status of each jurisdiction at the date of this APC mailing is as follows:

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>First Draft</th>
<th>Hearing</th>
<th>Second Draft</th>
<th>Workshop</th>
<th>APC</th>
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<tr>
<td>South Lake Tahoe</td>
<td>X</td>
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<td>El Dorado County</td>
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<tr>
<td>Douglas County</td>
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<td></td>
</tr>
</tbody>
</table>

X = Completed Review

9/4/84

AGENDA ITEM V D. 1. & 2.
Memo to the APC
Status of Ordinance Code
and Plan Area Statements
September 4, 1984
Page Two

The APC and the Governing Board have recommended that the Plan Area Statements be reviewed jurisdiction by jurisdiction for drafting purposes. Final adoption will, however, be of the total package of Plan Area Statements.

GWB:jf
TO: Advisory Planning Commission
FROM: The Staff
SUBJECT: Biennial Regional Transportation Plan Update

Upon the deactivation of the California Tahoe Regional Planning Agency, the Tahoe Regional Planning Agency has been designated by Caltrans as the Regional Transportation Planning Agency for the California portion of the basin. Upon accepting this designation, the TRPA is required to biennially update the proposed Regional Transportation Plan. This year, the Transportation Element of the Regional Plan will be submitted as the Regional Transportation Plan Update. A copy of the Transportation Element is included in your packet. Staff is requesting the APC to endorse the Transportation Element so that it can be forwarded to the Governing Board for approval.
TRANSPORTATION ELEMENT

- Mass Transportation
- Park & Ride
- Transportation System Management
- Regional Highway System
- Nonmotorized
- Aviation and Waterborne
- Transportation Related
CHAPTER III

TRANSPORTATION ELEMENT

The Transportation Element of the Regional Plan describes an integrated multi-modal plan for improvement to the regional system of transportation. The overall direction of the recommended transportation plan is to achieve Compact goals, environmental thresholds, and improve the movement of people, goods and services into and within the Basin. The transportation plan is subdivided into elements which describe programs for the more efficient use of existing transportation systems, expansion of regional streets and highways, mass transportation systems and facilities, nonmotorized facilities, aviation and waterborne, and transportation related measures. Each subelement is further subdivided into phases which identify when the recommended programs, measures and projects should be implemented to achieve stated goals of the Regional Plan and Compact. The exact program or level of implementation recommended shall be determined as part of the TRPA annual transportation improvement program after evaluating the relative cost effectiveness of the various options designed to reduce vehicle miles of travel within the Basin.

Development of the transportation plan incorporates both a regional and transportation systems planning approach into the recommended goals and policies. The recommended multi-modal transportation system was evaluated by an area transportation corridor approach. The analysis included existing public and private services, feasible program extensions, and new program implementation. Each system was evaluated by its vehicle miles of travel reduction potential and its contribution to the overall improvement to the regional system of transportation.

Establishment of policy for the Transportation Element is derived from Compact goals, existing state and federal laws, and environmental threshold carry capacities.

The Compact goals related to the transportation plan include those listed below:

- A transportation plan for the integrated development of a regional system of transportation, including but not limited to parkways, highways, transportation facilities, transit routes, waterways, navigation facilities, public transportation facilities, bicycle facilities, and appurtenant terminals and facilities for the movement of people and goods within the Region V(c)(2);

- To reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the Region V(c)(2)(A);

- To reduce to the extent feasible air pollution which is caused by motor vehicles V(c)(2)(B);

- Where increases in capacity are required, the Agency shall give preference to providing such capacity through public transportation and public programs and projects related to transportation V(c)(2);
The Plan shall provide for an appropriate transit system for the Region V(c)(2); and

The Plan shall give consideration to:

- Completion of the Loop Road in the State of Nevada and California V(c)(2)(A);
- Utilization of a light rail mass transit system in the South Shore area V(c)(2)(B); and
- Utilization of a transit terminal in the Kingsbury Grade area V(c)(2)(C).

The Transportation Element is a comprehensive regional transportation plan which achieves compact and threshold requirements as well as state and federal transportation planning requirements. The Plan incorporates requirements of the Alquist-Ingalls Act (AB 402, 1977) of the State of California and complies with Title 23 USC 450.12 which defines both the federal and Nevada Department of Transportation planning needs. The State of Nevada and Federal Highway Administration (FHWA) do not, however, require submittal of transportation plans for areas of less than 50,000 population.

Elements in the transportation planning process (Title 23) that were addressed include:

- The transportation plan will describe policies, strategies and facilities necessary to achieve regional transportation system goals;
- Consideration of social, economic and environmental effects;
- Coordination with air quality planning pursuant to the Clean Air Act;
- A plan identifying the appropriate transit operators to provide the facilities and services that address the needs of the elderly and handicapped;
- Consideration of energy conservation program efforts;
- Consideration of existing private mass transportation services;
- The transportation plan should include an evaluation of alternative Transportation System Management (TSM) strategies to more efficiently utilize existing transportation services and systems;
- Projections of regional economic, demographic and land use activities and estimates of potential transportation demands;
- Description of alternative transportation investments to meet areawide needs for new transportation facilities and development of the long range element of the transportation plan;

III - 2
- Continued refinement of the transportation plan based on results of studies of legislative, fiscal, corridor, functional classification, transit feasibility and institutional studies;

- The Plan shall include a transportation improvement program process which identifies annually specific system improvement projects;

- Monitoring and reporting of transportation indicators and a regular program of reappraisal of the transportation plan; and

- The Plan shall include a staged multi-year implementation program which aggregates separate elements of the transportation plan to produce a transportation improvement program.

To meet the requirements of the State of California, the transportation plan defines a course of action to achieve a transportation system that reflects the goals and objectives of the Region. The Plan is also directed at the achievement of a coordinated and balanced regional transportation system, which could include, but is not limited to:

- Mass transportation;

- TSM actions;

- Regional highway;

- Waterborne;

- Nonmotorized; and

- Aviation facilities and services.

The Plan is an action oriented program (containing commitments by each affected jurisdiction to fulfill agreed upon implementation responsibilities) considering both the short- and long-term future. It presents clear, concise transportation policy guidance to local and state officials. It identifies regional issues and problems, develops and evaluates alternative solutions, and recommends an alternative which will provide direction for programming decisions.

The Plan considers and incorporates, as appropriate, the transportation plans of cities, counties, special districts, private organizations, and state and federal agencies. The resulting transportation plan is not merely a simple aggregation of existing plans; rather, it identifies and attempts to resolve regional issues and provides policy direction for these local plans so that they conform with regional goals and policies.

The regional transportation plan is consistent with, and supportive of and/or complementary to, state and regional comprehensive planning. This includes at least the State Implementation Plan, the 208 Water Quality Plan, the 1982 Air Quality Plan for the Lake Tahoe Basin, and the region's comprehensive land use plan. Also included are urban development objectives and overall social, economic, environmental, system performance, and energy conservation goals and objectives.
The principal policy direction set by the environmental thresholds was to reduce vehicle miles of travel in the Basin by 10% of the 1981 base year values. In addition, the TRPA Governing Board adopted a management standard stating in order to achieve the 6 PPM carbon monoxide state standard, the transportation plan should reduce traffic volumes on the U. S. 50 corridor by up to 35% during the winter from the 1981 base year. In addition, it is the policy of the TRPA Governing Board to reduce fumes from diesel engines to the extent possible.

These and other policy statements have been ranked by priority within each time schedule for implementation. The rationale being that the higher priority policies should be implemented first in order to expedite achievement of the desired result.

The transportation goals have been evaluated to indicate the relative significance of each goal in achievement of the reduction in vehicle miles of travel Basin-wide by 10% of the 1981 base year values. The percent reduction figures presented in the following policies are preliminary and are used as an indicator to identify the relative VMT reduction significance of each policy.

<table>
<thead>
<tr>
<th>Subelement</th>
<th>Policy</th>
<th>% Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mass Transportation</td>
<td>Expanded public</td>
<td>24*</td>
</tr>
<tr>
<td></td>
<td>Expanded private</td>
<td>17</td>
</tr>
<tr>
<td>TSM</td>
<td>Ridesharing</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Trip Reduction Program</td>
<td>36</td>
</tr>
<tr>
<td>Nonmotorized</td>
<td>Bicycle/Pedestrian</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Facilities</td>
<td>3</td>
</tr>
<tr>
<td>Aviation &amp; Waterborne</td>
<td>Aviation</td>
<td>4*</td>
</tr>
<tr>
<td></td>
<td>Waterborne</td>
<td>7</td>
</tr>
<tr>
<td>Transportation Related</td>
<td>Neighborhood</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mail Delivery</td>
<td>8</td>
</tr>
</tbody>
</table>

* VMT reductions achieved through expanded private carrier service (charter bus and airlines) into the Basin is credited to the policies of expanded private service.
MASS TRANSPORTATION

The Mass Transportation Subelement is the framework and the direction for the development of an integrated multi-modal transportation system for the Tahoe Basin. It recognizes that the achievement of the policies to reduce vehicle miles traveled (VMT) within the Basin will require a dramatic change in the way people travel to and within the Basin. The Mass Transportation Subelement establishes a building block approach towards meeting these challenges. The focus in the first five years is to make operational the Tahoe Transportation District (TTD) to establish and implement a major capital improvements program, and to establish complementary investments and programs which support the de-emphasis of the private automobile as the predominant mode of travel within the Basin. The Mass Transportation Subelement is integrated with the other subelements of the Transportation element of the Regional Plan. Likewise, it supports the Land Use and other elements of the Regional Plan.

The Mass Transportation Subelement is a vital component of the comprehensive approach toward preserving and enhancing the quality of life within the Basin. It is complementary to the other adopted goals and policies in the Regional Plan. This Subelement comprises the long term aspect of overall regional mass transportation improvements along with the necessary supporting public and private actions. It includes the process by which the existing mass transportation system can be improved in stages to attain the longer-term goals. Short term objectives are derived from the Subelement, and will be updated annually in a five year Transportation Improvement Program prepared by TTD and subject to TRPA approval. The Mass Transportation Subelement will be reviewed and updated to reflect evolving circumstances every five years, or more frequently if warranted by unanticipated major events. The TRPA, with assistance from the TTD, will evaluate the results of the first five year program/policy implementation phase. Program direction may be determined by new technology, financial feasibility and other considerations.

The Mass Transportation Subelement serves as the basis for critical decisions which will affect not only the mobility of everyone within the Basin, but also the quality of life, economic viability, and by helping focus future growth in these areas of the Basin which are ecologically and culturally suited for future development, consistent with regional and local land use plans. The system consists of three primary elements: the bus network which serves as the foundation of the overall transportation system, the rapid transit system in the most heavily traveled corridor in the Basin, and public and private management strategies and complementary investments.

The bus network includes both public and private systems and consists of several types of bus service, including paratransit, neighborhood circulator, local, express and inter-regional routes. The type of bus service is selected to be most appropriate to the particular characteristics of each transit market and service area in order to provide the highest level of mobility and accessibility attainable within the overall constraint of cost effectiveness. The bus system would be designed to be fully integrated with the rapid transit system so that transfer times between the two components of the overall system are minimized and schedules are coordinated.
The rapid transit network consists of high quality, high intensity transit operating in the highest volume travel corridor of the Basin. The location of this corridor is on the South Shore along Highway 50 from approximately the 'Y' to South Stateline Area. The system would be built in stages beginning with intensive bus service operating in mixed traffic and followed by an evaluation of the feasibility of utilizing a separate right-of-way and improved technology.

The Mass Transportation Subelement includes a range of policies to improve the inter-intraregional service provided by public and private surface transportation systems. Implementation of the policies will achieve approximately 41% of the required Basin-wide VMT reductions; approximately 24% by public transit service and approximately 17% through expanded private mass transportation systems.

GOAL #1 EXPAND PUBLIC TRANSIT SERVICE.

The regional transportation plan shall emphasize development and implementation of a basin-wide public transportation system. Agencies responsible for transportation services and planning shall review public transportation needs to insure that there are no unmet transit needs which can reasonably be met. Establishment of a public/private partnership to achieve dramatic increases in public transit ridership throughout the Basin should be achieved. In addition, use of the private sector to increase the number of visitors arriving in the Basin by mass transportation is essential to achievement of the public transportation goals. Service expansion may be through public transit or public contracted service. Implementation of the following policies may achieve 24% of the desired VMT reductions.

POLICIES

First (5 year) phase:

1. INITIATE THE FORM'L FORMATION OF THE TAHOE TRANSPORTATION DISTRICT (TTD).

The formation is to include the acquisition of the South Tahoe Area Ground Express (STAGE) and the Tahoe Area Rapid Transit (TART) systems and associated facilities, and secure financing for the local share of capital projects and continuing operating deficits. The first priority of the TTD is to pursue funding sources consistent with the Compact in order to accomplish implementation of the transit portions of the transportation plan.

Consistent with the Compact and policies herein, TRPA and the TTD shall enter into a Memorandum of Understanding (MOU) setting forth the respective powers and duties.

2. IMPLEMENT A RAPID TRANSIT SYSTEM OF HIGH QUALITY AND INTENSITY IN THE SOUTH SHORE ALONG THE HIGHWAY 50 CORRIDOR.

Provide an intensive rapid transit bus system along the highway 50 corridor, integrated with an intensive feeder service during the first 5 year implementation phase. Headways providing convenient use and peak ridership periods should be determined in a study by the TTD based upon funding capabilities and other factors consistent with, but not limited to, the 1982 Air Quality Plan for the Lake Tahoe Basin (Appendix D, Page 4). An
operation plan will be prepared by the TTD and approved by TRPA Governing Board. Establishment of this service level is essential in order for the public to find the system reliable, efficient and a convenient alternative to the private automobile. In the Highway 50 corridor, all bus systems should be fully integrated so that transfer times between feeder, express, and interbasin components are minimized and schedules are coordinated.

The private sector will provide the marketing expertise to develop and implement marketing programs targeted to attract discretionary riders to public transit within this corridor.

3. EXPAND THE TAHOE AREA REGIONAL TRANSIT (TART) SERVICE BY EXTENDING SERVICE AREAS AND IMPROVING HEADWAYS.

TART service area should be expanded into Incline Village and along the West Shore. For overall North and West Shore service, the objective of the TTD shall be to; (1) increase the frequency of service, (2) expand the hours of operations, and (3) implement strategies to improve the system and increase ridership.

4. THE TTD WILL EXPEDITE GRANT APPLICATIONS TO THE FEDERAL GOVERNMENT FOR MASS TRANSPORTATION FUNDS AND SEEK OTHER APPROPRIATE FUNDING SOURCES FOR TRANSIT IMPROVEMENTS.

The TTD should seek sources of operating revenue as well as capital funding support from the state and federal government as soon as possible for the total program for the first five years to include design and construction of new facilities, new buses for the intensive bus service along Highway 50, and the increases in TART service, and associated support facilities.

5. IMPLEMENT A BASIN-WIDE, SUMMER BEACH/CAMPGROUND, FIXED ROUTE SCHEDULED BUS SERVICE.

Service shall be provided between all major attractions and residential/activity centers. The system should accommodate approximately 300 passengers per day. Initially, service should be provided between Nevada Beach (Douglas County) to Emerald Bay, and operate approximately 10 hours per day with hourly directional service.

6. EXTEND THE STAGE TRANSIT SYSTEM INTO DOUGLAS COUNTY.

Fixed route scheduled service should be initiated between Round Hill, Zephyr Cove, and South Stateline with intermediate stops in the Kingsbury Grade area and Casino Core areas.

7. ENCOURAGE IMPLEMENTATION OF AN EXPRESS TRANSPORTATION SYSTEM BETWEEN THE LAKE TAHOE AIRPORT AND THE SOUTH STATELINE AREA.

This service should accommodate each scheduled air carrier arrival/departure and may be provided by either public, public contracted, or private carrier.
8. STAGE SHOULD BE EXTENDED TO SERVE RESIDENTIAL AREAS ALONG PIONEER TRAIL BETWEEN MEYERS AND SOUTH STATELINE.

A line-haul system may be more effective than paratransit in providing service to the area. The fixed route system along Pioneer Trail would conveniently link residential and activity centers without the need for transfer.

9. DEVELOP SCHEDULED SERVICE BETWEEN THE NORTH STATELINE AREA AND TRUCKEE VIA BROCKWAY SUMMIT AND HIGHWAY 89.

Service should be initiated to meet commuter demand between Truckee and North Shore and to provide service to the Truckee Airport. Consideration should be given to initiation of a reliable and regularly scheduled connecting service. Service could be provided by either public transportation service providers, public contracted service or private carriers for profit.

10. INITIATE PARATRANSIT SERVICE IN INCLINE VILLAGE.

The service should operate 24 hours per day. Paratransit operation would link remote, low-density residential developments to line-haul systems and provide door step pick-up and delivery to and from the fixed route system and/or activity centers. Service could be provided by either public, public contracted, or private carriers.

11. A TRANSIT SYSTEM MAINTENANCE FACILITY ON THE WEST OR NORTH SHORES SHOULD BE CONSIDERED.

The Tahoe Transportation District (TTD) should determine the need, site location, facility design, and cost of a maintenance facility for the TART bus transit system.

Second (5 to 10 year) phase:

1. EVALUATE IMPLEMENTATION OF A PUBLIC OR PRIVATE CONTRACT PARATRANSIT SERVICE IN THE KINGS BEACH AND TAHOE CITY AREAS.

Refer to explanation in number 10 above.

2. DETERMINE THE FEASIBILITY OF A PARATRANSIT SYSTEM TO SERVE THE KINGSBURY GRADE AREA AND BETWEEN CAVEROCK AND ROUND HILL.

Refer to explanation in number 10 above.

3. COMPLETE AN EVALUATION OF THE FEASIBILITY OF IMPLEMENTATION OF A LIGHT RAIL SYSTEM ALONG THE HIGHWAY 50 CORRIDOR.

TRPA will initiate an evaluation within the 5 to 10 year phase from adoption of the Regional Plan which assesses the location, financing, ridership potential, and environmental impacts of a light rail transit system.
4. EVALUATE EXTENSION OF SOUTH TAHOE AREA GROUND EXPRESS (STAGE) AND TART TO PROVIDE PUBLIC TRANSIT SERVICE BETWEEN THE NORTH AND SOUTH SHORES.

An expanded fixed route schedule should operate 24 hours per day. The purpose of such service is to reduce the approximately 6,460 vehicle or 11,500 person trips between the North and South Shores per average summer day. Each person trip by public transit represents approximately a 13 vehicle miles of travel (VMT) reduction.

Third (10 to 15 year) phase:

1. CONSTRUCT BASIN-WIDE MULTI-MODAL TRANSPORTATION TERMINALS.

Terminals should be constructed in the vicinity of North and South State-lines, Tahoe City, Kingsbury Grade, South Tahoe "Y", Incline Village, Meyers, and the Lake Tahoe Airport. The TTD is responsible for site selection, design, and construction of the terminal facilities.

2. IMPLEMENT A BUSWAY OR LIGHT RAIL SYSTEM AS DETERMINED BY THE TRPA EVALUATION STUDY BETWEEN THE LAKE TAHOE AIRPORT AND SOUTH STATELINE UTILIZING THE U.S. HIGHWAY 50 TRANSPORTATION CORRIDOR. A FIXED ROUTE AND/OR PARATRANSPORT SYSTEM WOULD PROVIDE PUBLIC TRANSIT FROM NEIGHBORHOODS TO A BUSWAY/FIXED GUIDEWAY SYSTEM.

If the TRPA evaluation concludes that a light rail transit system is feasible, then the TTD may be directed to initiate implementation. The system should be capable of accommodating approximately 24,300 passengers per day. Both the busway system or fixed guideway would utilize electric vehicles and travel within exclusive right-of-way where practical. Vehicles should be provided with signal preemption devices.

Fourth (15 to 20 year) phase:

1. BETWEEN PARK AVENUE AND THE NEVADA LOOP ROAD, THE BUSWAY/LIGHT RAIL SYSTEM SHALL BE INCORPORATED INTO A PEDESTRIAN/TRANSIT MALL. A MULTI-MODAL TRANSIT TERMINAL WILL BE INCORPORATED INTO THE MALL.

A South Stateline motel/casino area by-pass capable of accommodating through and local access vehicular traffic at a "Level of Service" D shall be implemented prior to incorporation of a pedestrian/transit mall on the existing U.S. 50 travelway. The by-pass may result in modifications to the existing Lake Parkway (Loop Road) as provided for under phase I Regional Highway System Subelement configuration/alignment. Along the U.S. Highway 50 limited automobile access will be permitted between the Park and Stateline Avenue areas. Automobile access will not be permitted along highway 50 between the Nevada Loop Road and Stateline Avenue. The project would involve a joint effort between Caltrans, NDOT, TTD, City of South Lake Tahoe, Douglas County, and the TRPA.

2. ASSESS THE FEASIBILITY OF A LIGHT RAIL SYSTEM BETWEEN LAKE TAHOE AND THE SACRAMENTO AREA.

The study conducted by the TRPA should evaluate both the U.S. Highway 50 or SR 89/Interstate 80 corridors.
3. CONSIDER A FIXED GUIDEWAY SYSTEM BETWEEN THE SOUTH STATELINE AREA AND HEAVENLY VALLEY SKI AREA.

This project has been assessed by Heavenly Valley Ski Resort and should be considered by the TRPA as a possible traffic mitigation project.

GOAL #2 ENCOURAGE EXPANSION OF THE PRIVATE TRANSPORTATION SERVICE.

The expansion of private transportation service can significantly attract potential vehicle trips both into/out and within the Basin that public transit is unable to accommodate. Expansion of private transportation services may achieve 17% of the Basin wide VMT reductions. The TRPA and TTD will cooperate in the encouragement of private transportation service.

POLICIES

First (5 year) phase:

1. ENCOURAGE NORTH SHORE CASINO SHUTTLE BUS SERVICE.

Implement a private and/or public contracted service which operates 24 hours per day. Service should not compete with future Tahoe Area Regional Transit (TART) route expansion into Washoe County. The system should be capable of accommodating approximately 500 passengers per day.

2. ENCOURAGE EXPANSION OF CHARTER BUS SERVICE TO THE SOUTH SHORE.

Basin-wide visitor external-internal trips account for approximately 63% of visitor related VMT per day. Providing the alternative travel mode eliminates approximately 22 vehicles, 125 vehicle trips, and achieves a reduction of 775 VMT per bus per day. The expanded service should accommodate approximately 11 additional charter bus arrivals and/or departures per day.

3. ENCOURAGE EXPANSION AND IMPROVEMENT OF THE SKI RESORT PRIVATE AND/OR PUBLIC CONTRACTED SHUTTLE BUS SERVICE.

For optimum efficiency, shuttle buses should coordinate routes and schedules with public and fixed route transit service. An important goal of these services should be to improve service between North and South Shore origins and in-basin, out-of-basin ski resorts.

4. IMPLEMENT SCHEDULED TRANSIT SERVICE BETWEEN THE SOUTH STATELINE AREA, MINDEN-GARDNERNVILLE AND CARSON CITY.

The TRPA and the TTD will promote implementation of this service. The service frequency should be hourly by direction and operate 24 hours. The service would primarily be utilized by daily South Stateline area commuters. Initiation of a demonstration project funded by private industry should be encouraged.
5. ENCOURAGE EXPANSION OF CHARTER BUS SERVICE TO THE NORTH SHORE.

(For reasons presented in No. 2 above.) The expanded service should accommodate approximately 15 charter bus arrivals and/or departures per day.

6. ENCOURAGE EXPANDED PRIVATE CARRIER SERVICE BETWEEN RENO AND IN-BASIN DESTINATIONS.

The South Shore/Cannon International Airport service should be expanded to hourly service by direction. Service should be expanded between Reno/Cannon International Airport and the North and West Shores.

7. ENCOURAGE ADDITIONAL AMTRAK SERVICE TO TRUCKEE.

Promotion and marketing through private industry, Chambers of Commerce, and Visitor Bureaus could make this a viable alternative travel mode. To optimize the benefit of expanded AMTRAK service to Truckee, it will be necessary to provide bus service linking the AMTRAK terminal with both north and south shore destinations.

TRANSPORTATION SYSTEM MANAGEMENT

The Transportation System Management (TSM) Subelement includes a range of transportation policies designed to achieve more effective use of existing transportation systems and facilities. Implementation of the TSM programs/policies could achieve approximately 37% of the required Basin-wide VMT reductions. The benefits of TSM's are realized through improved system efficiency, coordination, and public awareness.

GOAL #1 IMPLEMENT A VEHICLE TRIPS REDUCTION PROGRAM.

The TRPA, with assistance and advice from the TTD, will initiate an aggressive resident vehicle trip reduction program. This will reduce a Basin-wide average of 10 vehicle trips per day per occupied residence to 8.5 vehicle trips per day. This could achieve 36% of the basin-wide 10% VMT reduction goal. The program will be implemented in the first 5 year phase through an extensive public awareness campaign including news releases through the media, meetings with special interest groups, employer groups. The TRPA will conduct a study at the end of the first five year phase to evaluate effectiveness of program implementation.

GOAL #2 IMPLEMENT A BASIN-WIDE RIDESHARING PROGRAM

To achieve basin-wide reductions in VMT, emphasis should be placed on ridesharing programs. Voluntary programs may achieve a 5% reduction in work-related VMT, and a 1% reduction of the Basin wide 10% VMT reduction. The private sector should be encouraged to implement ridesharing programs. Where practical, implementation of the ridesharing program may be required as part of a traffic mitigation program to offset increased vehicle trips generated by a new development or a significant change of use/intensity of an existing commercial/residential development. The recommended program
would be directed initially at large employers and include carpool matching capability, vanpool formation assistance, and promotional components. The program could be significantly improved by incorporating ridesharing incentive and single occupancy auto disincentive strategies into the overall program. The TRPA has lead agency responsibility in program initiation. Businesses have set up ridesharing programs mainly to:

- reduce parking facilities costs;
- reduce traffic congestion;
- enhance employee recruitment;
- reduce pollution; and
- increase energy conservation.

Employees in ridesharing programs are receiving substantial, direct and indirect benefits that in many cases have increased their job satisfaction and productivity. Some employees benefits include:

- lower commuting costs;
- more relaxed commute;
- personalized service through preselected pickup points and preferential parking spaces; and
- reduced wear on personal automobile.

POLICIES

First (5 year) phase:

1. WORK WITH CASINO MANAGEMENT AND OTHER LARGE EMPLOYERS ON ESTABLISHMENT OF RIDESHARING PROGRAMS.

Programs focusing on large employers are more successful than decentralized, areawide programs. Achievement of a 5% reduction in resident/casino employee work related trips would reduce approximately 8,275 vehicle miles of travel and 1,350 vehicle trips per day.

2. IMPLEMENT A BASIN-WIDE COORDINATED SOCIAL SERVICE TRANSPORTATION PROGRAM.

This program is intended to promote the consolidation and coordination of existing federal, state, and local social service transportation service for the elderly, physically handicapped, and other less mobile segments of the population. The TRPA will complete the social service transportation plan (AB120) and direct the TTD to implement the plan.
3. INITIATE A BASIN-WIDE PUBLIC AWARENESS PROGRAM TO EDUCATE THE PUBLIC AND BUSINESS SECTOR ON METHODS AND BENEFITS OF RIDESHARING.

A principal element of the program is the initiation of an effective promotional/educational program. The goal of this program is to inform the business/public sector on benefits and methods of ridesharing programs.

4. INITIATE A RIDESHARE COMPUTERIZED MATCHING SYSTEM.

A computerized matching system aids interested parties in locating others with a common work trip origin and destination so that carpools and other rideshare arrangements can be made.

5. ASSIST IN THE LOCATION AND DEVELOPMENT OF ADDITIONAL OUT-OF-BASIN AND IN-BASIN "PARK-N-RIDE" LOTS.

Convenient and secure vehicle parking areas are essential for the successful attraction/promotion of ridesharing programs. The TRPA will coordinate with state and local agencies to develop a "Park-N-Ride" lot plan with construction undertaken during the second phase.

6. ENCOURAGE THE PRIVATE AND PUBLIC SECTOR TO PROVIDE PREFERENTIAL PARKING FOR "HIGH OCCUPANCY VEHICLES" (HOV).

Implementation of such a program may improve the attractiveness of ridesharing programs.

Second (5 to 10 year) phase:

1. DEVELOP INCENTIVE/DISINCENTIVE STRATEGIES TO AID IN IMPLEMENTATION OF A RIDESHARE PROGRAM.

Strategies could include employee preferential parking, wage/employment benefits, special business operational incentives, etc.

GOAL #3 ENCOURAGE IMPROVEMENTS OF PRIVATE TRANSPORTATION SYSTEMS SERVING THE BASIN.

Private carriers are presently meeting transportation service needs which are unmet by public systems. Improved coordination is critical for achievement of reduced auto dependency. Policies recommended below are intended to reduce both internal and external-internal related VMT by improving alternative travel modes. Transit system coordination between public and private carriers is essential for both cost effective and efficient transit service.
POLICIES

First (5 year) phase:

1. ENCOURAGE COORDINATION BETWEEN PUBLIC AND PRIVATE TRANSPORTATION SYSTEMS.

The TRPA, with assistance and advice from the TTD, will encourage mass transportation system coordination. Coordination is necessary to insure implementation of a coordinated transportation system that serves all segments of the population and all residential/activity centers. Consideration will be given to routes, schedules, ridership, and a coordinated dispatch system for non-fixed route service. In addition, service will be promoted in those areas that are not served by public transit.

2. ATTAIN IMPROVEMENTS AND ASSIST IN OPERATIONAL PLANNING OF A COORDINATED SOUTH SHORE CASINO SHUTTLE BUS SYSTEM.

The TRPA, with assistance and advice from the Gaming Alliance and the TTD, will improve the coordination between the casino shuttle service and STAGE. An effort must be made to coordinate existing service as necessary to provide 24 hour service between the casino area and Ski Run Boulevard (City of South Lake Tahoe) and Kahle Drive (Douglas County). The system should be capable of accommodating approximately 4,700 passengers per day. The benefit of this service is from the significant vehicle trip reductions achieved by the casino shuttle bus system.

3. ENCOURAGE IMPROVEMENTS AND COMPATIBLE SERVICE EXPANSION OF PRIVATE CARRIERS FOR HIRE.

Carriers include taxi, limousines, tour operators, and "Dial-a-Ride" systems.

GOAL #1 EXPAND PUBLIC TRANSIT RIDERSHIP THROUGH IMPROVED SERVICE AND EFFICIENCY.

Institution of low cost operational improvements combined with punctual management decisions can beneficially affect transit patronage. Recommendations should come from frequent system reviews of operational/management features. Change may include reduced headways through use of additional buses, improved route design, more flexible schedules, improved passenger information, aggressive marketing programs, etc. All improvements will improve public transit competitiveness with auto usage.

POLICIES

First (5 year) phase:

1. IMPROVE TRANSIT SYSTEM ATTRACTIVENESS THROUGH AN AGGRESSIVE BUS PULLOUT/BUS SHELTER CONSTRUCTION PROGRAM.

A program of bus pullout/shelter construction and proper site identification is essential for maximum efficiency of the transit system. Shelters will be located along the high-frequency line-haul transit routes and neighborhoods where ridership levels warrant.
2. MONITOR AND EVALUATE TRANSPORTATION SERVICE NEEDS.

This policy requires the TTD to assist the TRPA in its annual evaluation of public transit and paratransit system routes, ridership levels, schedules, service areas, and fare structure for recommended operational improvements. The evaluation will include ridership levels, service area, and routes served by private carriers. Additionally, the TRPA will evaluate unmet transit needs as part of the Agency's administration of California Transportation Development Act (TDA) funding.

3. ENCOURAGE MAXIMUM UTILIZATION OF PUBLIC TRANSPORTATION BY ALL SOCIAL LEVELS THROUGH USE OF ATTRACTIVE FARE SCHEDULES.

Reduced fare rates to transit dependents (students, elderly, low income) should be offered to encourage ridership. The feasibility of reducing rates for designated times/areas and incorporating zonal rate structures should be assessed.

4. ENCOURAGE BUSINESS PARTICIPATION AND INVOLVEMENT IN PUBLIC TRANSIT.

By encouraging business participation in the promotion of public transit, the system becomes more of a community project, aids financial stability of the system, reduces parking requirements, and improves ridership levels. Private industry may aid through provision of discount fares to employees, public transit subsidy programs, and purchase/lease agreements for capital improvements.

5. PUBLIC TRANSIT SYSTEMS SHALL PERIODICALLY EVALUATE SERVICE.

Transit system operators shall conduct triennial performance audits to evaluate service productivity and efficiency. In addition, operational, financial, marketing and/or other reviews as necessary should be completed to achieve improved service and efficiency. The performance-operational audits shall meet the requirements of TDA.

6. PROVIDE "PARK-N-RIDE" LOTS WITH MAJOR PUBLIC TRANSIT TERMINAL FACILITIES.

Adequate auto parking facilities must be provided with drive-transit terminals. Parking needs will be assessed in conjunction with a transit terminal feasibility study.

Second (5 to 10) year phase:

1. EVALUATE THE FEASIBILITY OF COMBINING STUDENT TRANSPORTATION SERVICE WITH PUBLIC TRANSIT.

Combining transportation services improves system efficiency and lowers overall operation and maintenance costs. The evaluation must determine peak student demand, service area, etc. and social implications of placing students with adult riders.
2. DEVELOP A PROGRAM OF INCENTIVE MEASURES IF PUBLIC TRANSIT RIDERSHIP LEVELS ARE NOT BEING ATTAINED.

The TRPA will develop an aggressive incentive program if transit ridership is not achieving VMT and vehicle trip reduction goals. If these goals are not being attained, then TRPA will develop a comprehensive program of transit incentives for attracting riders to public transit. This program may involve commercial or residential area auto constraint programs.

GOAL #5 DEVELOP AND INSTITUTE A TRAFFIC MITIGATION PROGRAM.

Implementation of transportation improvements are costly and require long time periods to complete phases of problem identification, project planning, funding, design, and implementation. A traffic mitigation program is necessary to ease the financial burden placed upon implementing agencies and to insure that traffic impacts are mitigated in a timely manner. A traffic mitigation program that assesses a traffic mitigation fee commensurate with the project impacts is required. The mitigation fee should be assessed against both residential, public and commercial construction, and significant change-of-use projects. The traffic mitigation program will be implemented through Agency ordinance. The traffic mitigation program will replace the current Indirect Source Review (ISR) policy.

POLICIES

1. NEW RESIDENTIAL, COMMERCIAL AND PUBLIC PROJECTS SHALL OFFSET THE TRANSPORTATION IMPACTS OF THEIR DEVELOPMENT.

The TRPA implementing ordinances for the Regional Plan will establish a fee rate to offset the cumulative impacts from minor projects. The fee will be assessed on residential, commercial and public development. The ordinances will also define what projects have significant environmental impacts and require these projects to complete an EIS and mitigate traffic impacts with specific projects, programs, or fees.

2. IMPACTS OF INCREASED VEHICLE TRIPS ASSOCIATED WITH COMMERCIAL CHANGE OF USE OR INTENSITY OF USE MUST BE MITIGATED AS DEFINED BY ORDINANCE.

3. TRAFFIC MITIGATION FEES COLLECTED, OR MITIGATION PROJECTS MUTUALLY AGREED TO BY THE PROJECT APPLICANT AND THE TRPA, WILL BE SPENT/CONSTRUCTED WITHIN THE BOUNDARIES OF THE POLITICAL SUBDIVISION IN WHICH THE PROJECT IS LOCATED.

Mitigation fees collected by the TRPA will be spent generally for positive transportation projects, measures or improvements, public transit capital or operational improvements, or street and highway operational improvements designed to meet the environmental thresholds. Projects for funding will be determined by the TRPA from the project priority list.
GOAL #6 IMPLEMENT A PARKING MANAGEMENT PROGRAM WHICH ENCOURAGES REDUCED UTILIZATION OF THE PRIVATE AUTOMOBILE.

A parking management program will be developed to promote the use of alternative modes of transportation to the private automobile. The program is an important addition to encourage and improve transit and the competitiveness of carpooling.

POLICIES

First (5 year) phase:

1. IMPLEMENT BASIN-WIDE PARKING STANDARDS.

The TRPA will work in cooperation with local agencies to implement, by ordinance, standards for provision of private vehicle parking which will be developed consistent with commercial, public or quasi-public project classification and size.

2. IMPLEMENT RESTRICTIONS FOR ON-STREET PARKING WITHIN DESIGNATED AREAS/TIMES.

The TRPA in conjunction with state and local agencies will implement the program. Restriction of on-street parking improves traffic flow and reduces available automobile parking. The program will be implemented along designated transportation corridors. A review should be undertaken to determine areas of program implementation, impacts of reduced parking availability, and possible solutions. Examples for possible consideration under this policy may be the business corridor of Tahoe City or auto parking along Nevada SR 28. The program would be implemented through signing and placement of barriers where necessary.

Second (5-10 year) phase:

1. DEVELOP AND IMPLEMENT A BASIN-WIDE PROGRAM TO ENCOURAGE PUBLIC TRANSIT USE FOR COMMERCIAL AND/OR PUBLIC FACILITIES SERVED BY PUBLIC/PRIVATE TRANSPORTATION SYSTEMS.

Such a program should be developed in conjunction with both private and public entities and may include measures to reduced the numbers of parking spaces, institution of parking fees, establishment of parking time limits, etc.

REGIONAL HIGHWAY SYSTEM

The Regional Highway System Subelement includes a range of policies for state highways and other roads of regional significance intended to improve the operation, safety, and convenience features of the highway system. The improvements are not intended to achieve vehicle miles of travel reduction but are intended to improve mobility through reduced congestion. Indirectly, the projects will affect transit service by improving schedule reliability and reducing travel times. Projects are identified for consideration in
those areas where improvements may be necessary to insure mobility for both transit and the automobile. Preference should be given to public transportation or transportation system management alternatives, where appropriate, except when highway improvements which would not increase capacity are needed for erosion control, rehabilitation, repair of storm damage, or responding to a safety problem. Project planning to include feasibility studies, environmental documentation, engineering and design studies could be pursued at any time by state, local, and regional agencies.

GOAL #1 PROVIDE IMPROVEMENTS TO THE REGIONAL STREET AND HIGHWAY SYSTEM.

The improvements shall provide an overall benefit to the Basin in terms of impacts upon the environment and benefit for the user.

POLICIES

1. INCREASE HIGHWAY CAPACITY THROUGH IMPROVEMENTS TO LOCAL STREETS AND HIGHWAYS BY EXPANSION OR REALIGNMENT. CONSIDERATION SHOULD BE GIVEN TO THE FOLLOWING IMPROVEMENT PROJECTS (REFER TO FIGURES 3 & 4):

First (5 year) phase:

- Realignment and reconstruction of SR 207 (Kingsbury Grade) intersection with U.S. Highway 50; and

- Construction of a right-turn lane on U.S. Highway 50 between the intersections of Pioneer Trail and Park Avenue to include operational improvements to both intersections.

Second (5 to 20 year) phase:

- Expansion of SR 207 to four lanes between U.S. Highway 50 and Meadow Lane;

- Realignment and reconstruction of Al Tahoe-Tulare intersection with U.S. Highway 50;

- Roadway improvements to Pioneer Trail as necessary to provide an alternative route between Meyers and the South Stateline area;

- Expansion of SR 28 (Incline Village) to four lanes between the east and west intersections with Lakeshore Boulevard;

- Expansion of SR 28 to four lanes between Kings Beach and North Nevada-California Stateline and/or Incline Village; and

- Evaluate operational improvements for SR 89 between Tahoe City and Truckee.
2. CONSTRUCT NEW REGIONAL HIGHWAY ALIGNMENTS WHERE NEEDED TO INSURE MOBILITY FOR BOTH TRANSIT AND THE AUTOMOBILE (REFER TO FIGURES 3 & 4).

Each project shall have a detailed evaluation completed of the project feasibility, to include environmental documentation prior to inclusion into the TRPA annual transportation improvement program report.

First (5 year) Phase:

- Construction of a two lane highway facility between Montreal Road (City of South Lake Tahoe) and the Nevada Loop Road (Douglas County). The project would complete the Loop Road identified for consideration by the Compact. Construction of the mitigation measures identified in the Lake Parkway (Loop Road) EIS and/or a project approval letter shall be completed within the identified time frame; and

- Preparation of design plans and environmental documentation and, if appropriate, construction of a two lane bypass at Tahoe City (Highway 26) and SR 89 to include a pedestrian mall concept. Realignment is to be in conformance with the concept of the Tahoe City Urban Design Study submitted by Placer County.

Second (5 to 20 year) phase:

- Evaluate construction of a two lane bypass from the Pioneer Trail - Needle Peak area connecting with Montreal Road/Lake Parkway;

- Evaluate reconstruction/realignment of a limited access South Stateline motel/casino area by-pass (Lake Parkway) in conformance with final adopted design specifications agreed to by CALTRANS, NDOT, TRPA Douglas County, and the City of South Lake Tahoe. Design should accommodate a possible South Stateline pedestrian/transit mall (refer to Mass Transportation Subelement, Goal #1, fourth phase, Policy #1); and

- Evaluate continuation of the two lane by-pass from the Nevada Lake Parkway Road to and crossing SR 207 and connecting with U.S. Highway 50 at Elks Point Road (Round Hill, Nevada).

GOAL #2 IMPLEMENT REGIONAL STREET AND HIGHWAY FACILITY OPERATIONAL IMPROVEMENTS.

Traffic flow operational improvements benefit both transit and auto efficiency in terms of less congestion and improved safety. Air quality is also improved due to reduced idling times. Projects shall be identified annually as part of the TRPA annual transportation improvement program process.
DRAFT REGIONAL POLICY PLAN

Regional Highway Capacity Improvements

New Highway Alignment

Expansion of Hwy. for Transit

See Figure 4

Figure 3
DRAFT REGIONAL POLICY PLAN

Regional Highway Capacity Improvements

New Highway Alignments
Intersection Improvements
Expansion of Existing Alignment
Expansion of Highway for Transit

Figure 4
Policies

1. Restrict points of vehicle access for off-street parking to properties adjoining regional transportation corridors.

This policy will limit ingress and egress driveways to lessen vehicle turning movement conflicts and improve vehicle movement safety for all new commercial, public, and residential projects.

2. Encourage on-going traffic engineering evaluations within local jurisdictions to solve problems and improve traffic flows.

3. Coordinate an operational improvement program between all federal, state, and local transportation systems planning/implementation agencies.

Problem assessment and traffic flow improvement identification shall be accomplished in a timely manner. Traffic mitigation fees collected may accelerate project timing and construction.

4. Develop a street/highway operational improvement priority program.

The priority list should include: minor alignment improvements, minor intersection modifications, traffic signal and vehicle detection improvements, passing lanes, left/right turn and acceleration/deceleration lanes, street connections traffic control and advisories, and minor traffic circulation/movement modifications.

5. Restrict access points from all new regional street/highway alignments.

The TRPA will coordinate with state and local agencies to achieve implementation. All new regional highway alignments will be constructed as limited access facilities.

6. Reduce and/or eliminate existing vehicle access points and off-street parking.

The TRPA will coordinate with state and local agencies to achieve implementation. This policy would reduce the number of existing ingress/egress driveways where possible by providing alternate access points. In addition, it would require all vehicle parking spaces that adjoin regional streets and highways to be removed. Implementation of the program would be through the TRPA project review process and control of access easements by state and local agencies.

Nonmotorized

The Nonmotorized Subelement includes policies to improve the effectiveness and attractiveness of nonmotorized facilities. Improvements to the facilities may achieve up to 3% of the desired VMT reduction standards. The principal benefit is to those who would desire an alternative travel mode.
GOAL #1 DEVELOP AND COMPLETE A COMPREHENSIVE BASIN-WIDE BICYCLE AND PEDESTRIAN SYSTEM.

Construction of bicycle and pedestrian facilities provides an alternative travel mode for short vehicle trips, non-drivers, and recreational opportunities.

POLICIES

First (5 year) phase:

1. IN COORDINATION WITH IMPLEMENTING AGENCIES, DEVELOP A BASIN-WIDE BICYCLE AND PEDESTRIAN FACILITY PLAN TO COMPLEMENT THE LAND USE PLAN.

The activities/planning must be coordinated to insure development of a comprehensive Basin-wide plan. The plan must address any interconnecting neighborhood areas with major activity centers and transportation terminal facilities.

2. YEAR-ROUND MAINTENANCE AND SNOW REMOVAL WILL BE REQUIRED FOR BUS STOPS AND ENCOURAGED FOR PEDESTRIAN FACILITIES WITHIN URBAN AREAS.

The business sector shall be responsible for snow removal from pedestrian facilities within property limits. Local agencies shall be responsible for snow removal from pedestrian facilities elsewhere in urban areas. A voluntary program of snow removal will be implemented in rural areas.

3. THE DESIGN AND CONSTRUCTION OF PEDESTRIAN FACILITIES MAY BE REQUIRED WHERE APPROPRIATE, AS A CONDITION OF APPROVAL OF ANY COMMERCIAL PROJECT.

As detailed in the facility plan (No. 1, above), construction of pedestrian facilities will be provided where appropriate.

4. DEVELOPMENT ON PROPERTIES DESIGNATED WITHIN THE BICYCLE FACILITY PLAN MAY BE REQUIRED TO PROVIDE RIGHT-OF-WAY AND A FINANCIAL CONTRIBUTION TO OR CONSTRUCTION OF THE BIKE TRAIL AS A CONDITION OF PROJECT APPROVAL.

As detailed in the facility plan (No. 1, above). The amount of financial contribution would be that amount determined by the traffic mitigation program.

5. EXPANSION AND NEW CONSTRUCTION OF REGIONAL STREET/HIGHWAY IMPROVEMENTS AND INTERSECTION MODIFICATION WILL INCORPORATE BICYCLE/PEDESTRIAN FACILITIES, WHERE APPROPRIATE, AS A CONDITION OF PROJECT APPROVAL.

It shall be the responsibility of implementing agencies to provide bicycle/pedestrian facility improvements in conjunction with improvements to regional streets and highways.

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6. ENCOURAGE THE INSTALLATION OF SECURE BICYCLE STORAGE/PARKING FACILITIES AT COMMERCIAL/EMPLOYMENT CENTERS.

The public and private sectors shall be encouraged to promote bicycle usage through provision of secure storage areas.

Second (5 to 20 year) phase:

1. CONSTRUCT PEDESTRIAN FACILITIES PARALLELING U.S. HIGHWAY 50 BETWEEN KAHLER DRIVE (DOUGLAS COUNTY) AND H STREET ON U.S. 50/89 AND 15th STREET ON SR 89.

In order to encourage pedestrian usage, it shall be necessary to provide a year-around alternative travel mode along Highway 50.

2. CONSTRUCTION OF REGIONAL TRANSPORTATION TERMINAL FACILITIES WILL INCLUDE BICYCLE/PEDESTRIAN FACILITIES.

Provision of bicycle/pedestrian access and secure bicycle storage/parking facilities shall be required as part of the design criteria for public transportation facilities.

3. THE TEEPA SHALL ASSESS THE TECHNICAL AND FINANCIAL FEASIBILITY OF SNOW REMOVAL FROM BICYCLE TRAILS.

AVIATION AND WATERBORNE

The aviation and waterborne policies are recommendations which provide for alternative travel modes into the Basin and between the West, North, and South Shore areas. Expansion of air carrier service within preliminary estimates on the type and frequency of aircraft permitted by the "Lake Tahoe Airport Master Plan/ANCLUG Study" should achieve approximately 4% of the desired VMT reduction standard. Expansion of in-Basin car rental fleets should be regulated consistent with an approved Lake Tahoe Airport Master Plan.

GOAL #1 PROVIDE COMMERCIAL AIR CARRIER SERVICE AS AN ALTERNATIVE TRAVEL MODE.

Air carrier service provides an alternative travel mode into/out of the Basin, and therefore is an important element in the transportation plan. Additional vehicle trips will be generated by the airport facility. However, a significant number should be accommodated by public/private transportation service. Overall, visitor-related auto trips into and within the Basin will be reduced as a result of commercial air carrier service. Providing the alternative travel mode eliminates approximately 65 vehicles, 333 vehicle trips, and achieves a reduction of 2,100 VMT per plane per day.
POLICIES

1. REVIEW AND ADOPT THOSE PORTIONS OF THE LAKE TAHOE AIRPORT MASTER PLAN THAT ARE CONSISTENT WITH ENVIRONMENTAL THRESHOLDS AND THE REGIONAL PLAN.

Those portions of the "Lake Tahoe Airport Master Plan/ANCLUG Study" that are consistent with the goals and policies of the Regional Plan should be certified and adopted.

2. PERMIT EXPANSION OF COMMERCIAL AIR CARRIER SERVICE WITHIN ACCEPTABLE NOISE STANDARDS.

The master plan and accompanying EIS/environmental documentation must be completed which includes an evaluation of noise impacts on residential neighborhoods and commercial areas from aircraft flights into and from the Lake Tahoe Airport. The Master Plan should make specific recommendations on aircraft type and the number of flights per day per aircraft type, as necessary to attain the environmental thresholds. The master plan should also include implementation provisions for attaining the noise thresholds.

3. PROMOTE IMPROVEMENT AND EXPANSION TO AIRPORT OPERATIONAL SUPPORT ACTIVITIES.

Support activities may include adequate parking, transit terminal, terminal remodeling, erosion control projects, landing aids, taxiway lighting and runway, taxiway, and parking apron overlays. The airport terminal and commercial air carrier parking apron are adequate to accommodate projected passenger loads without expansion of additional land coverage (refer to policy #2).

4. LIMIT THE LOCATION OF AVIATION FACILITIES TO THOSE FACILITIES EXISTING AS OF THE DATE OF PLAN ADOPTION.

TRPA will limit airports, seaplane bases, heliports and other aviation sites to exiting locations. It is not the intent to apply this policy to emergency facilities. This policy is required to meet noise standards and limit the impacts of aviation facilities on the existing environment.

GOAL #2 PROVIDE A WATERBORNE TRANSPORTATION SYSTEM AS AN ALTERNATIVE TRAVEL MODE.

Waterborne service would provide an alternative travel mode between the West, North, and South Shores. The system would reduce the exchange of North-South vehicle trips for the Basin residents and provide a vacation experience for the visitor. The service could achieve approximately 7% of the VMT reduction goal. Waterborne service may either be implemented by public or private transportation providers.
POLICIES

First (5 year) phase:

1. PROMOTE PUBLIC/PRIVATE WATERBORNE SERVICE TO MAJOR ATTRACTION AREAS.

TRPA will promote service to major attractions if the service is economically feasible and can be provided within environmental constraints.

2. COMPLETE AN EVALUATION OF THE FEASIBILITY AND ENVIRONMENTAL IMPACTS ASSOCIATED WITH IMPLEMENTATION OF A SCHEDULED/FIXED ROUTE WATERBORNE TRANSPORTATION SYSTEM.

The TRPA will conduct an evaluation within 5 years from adoption of the Regional Plan which includes an assessment of service routes, schedules, type of craft utilized, possible location of terminals including South Lake Tahoe, Tahoe City, and the Crystal Bay-Incline Village area, cost, and financial implication/strategies. The environmental assessment shall also evaluate impacts upon water quality, fisheries, noise, etc.

Second (5 to 20 year) Phase:

1. INITIATE WATERBORNE SERVICE AS DETERMINED BY THE TRPA EVALUATION STUDY.

If the TRPA evaluation concludes that a waterborne system is environmentally and financially feasible, then the TTD may be directed to provide or contract for the provision of service to the above areas. Waterborne and surface transportation systems will be integrated, to include multi-model terminals where practical, coordinated schedules, etc.

TRANSPORTATION RELATED

The transportation related policies are those that effect or are effected by the operation of the transportation system. Policies are recommended which address the movement of goods and services, land use and maintenance, and operational characteristics affecting the transportation system.

GOAL #1

REQUIRE BASIN-WIDE NEIGHBORHOOD MAIL DELIVERY.

A change in the mail delivery mode has several positive aspects in terms of fewer vehicle trips, less VMT, less traffic congestion, and improved air quality. Consideration shall also be given to other alternative delivery modes that may be appropriate for certain locations in the Basin. The policy may achieve approximately 8% of the VMT reduction goal.

GOAL #2

PROVIDE A COORDINATED REGIONAL TRANSPORTATION SYSTEM WHICH COMPLEMENTS THE LONG TERM SOCIAL, ECONOMIC, AND DEVELOPMENT OBJECTIVES OF THE REGION.
POLICIES

1. ESTABLISH TRAFFIC CAPACITY AND LEVEL OF SERVICE CRITERIA FOR VARIOUS TYPES OF HIGHWAYS AND AN OPERATIONAL LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS. GENERALLY, PEAK USE TRAFFIC FLOW SHALL NOT EXCEED:

   A. LEVEL OF SERVICE "C" ON RURAL SCENIC/RECREATIONAL ROADS;
   B. LEVEL OF SERVICE "D" IN RURAL DEVELOPED AREAS;
   C. LEVEL OF SERVICE "D" ON URBAN ROADS; OR
   D. LEVEL OF SERVICE "D" FOR SIGNALIZED INTERSECTIONS. LEVEL OF SERVICE "E" MAY BE ACCEPTABLE DURING PEAK PERIODS NOT TO EXCEED 4 HOURS PER DAY.

Project review activities will evaluate existing and estimated future project related traffic to ensure adequate implementation of this policy. The Agency shall evaluate existing traffic volume/capacity ratios, intersection critical movement analysis, and projected traffic resulting from the project.

2. EVALUATE THE CALIFORNIA DEPARTMENT OF TRANSPORTATION SOUTH SHORE TRANSPORTATION CORRIDOR.

The TRPA and California Department of Transportation, with assistance from the City of South Lake Tahoe and El Dorado County, will evaluate the need for preserving and/or utilizing the designated Highway 50 South Shore bypass alignment as a regional transportation corridor.

3. NODE DEVELOPMENT SHALL BE ENCOURAGED.

Commercial and residential projects should be developed in a manner to enhance mass transportation and nonmotorized travel alternatives. Projects incorporating this policy shall be given preference under redirection/redevelopment land use plans.

4. PROVIDE UTILITY CORRIDORS FOR THE TRANSPORTATION OF PRIVATE AND PUBLIC UTILITY SERVICES NECESSARY TO SATISFY DEVELOPMENT OBJECTIVES OF THE REGIONAL PLAN.

Utility corridors are necessary for transmission lines, pipelines, and sewage export lines, etc. into, out of, and within the Basin. Plans detailing future needs should be prepared within 5 years by the responsible public or private utility and submitted to the TRPA for evaluation and concurrence with the Regional Plan.
5. THE LEVEL OF COMMERCIAL, RESIDENTIAL, AND RECREATIONAL DEVELOPMENT SHALL BE ADJUSTED WITH EFFECTIVENESS OF THE IMPROVEMENTS TO THE TRANSPORTATION SYSTEM.

Development may need to be adjusted based on the effectiveness of the transportation measures and programs being implemented to reduce vehicle trips and VMT. This is needed to ensure that development does not outstrip the ability of the transportation system to provide adequate service and alternatives, thereby hindering progress towards achievement of thresholds.

6. INSURE THAT REGIONAL TRANSPORTATION FACILITIES ARE ADEQUATE TO MEET THE NEEDS OF FREIGHT MOVEMENT INTO AND DISTRIBUTION WITHIN THE BASIN.

Activities/needs shall be coordinated with state and local agencies and service providers.

7. EVALUATE AND RECOMMEND OPERATIONAL AND MAINTENANCE IMPROVEMENTS TO AGENCIES AND PRIVATE FIRMS THAT PROVIDE PUBLIC TRANSPORTATION AND STREET AND HIGHWAY TRANSPORTATION SERVICE.

The TRPA has overall responsibility for transportation planning, coordination, and attainment of environmental thresholds and Compact goals. To ensure individual mobility, the TRPA shall monitor transit ridership levels and roadway vehicle counts to determine the adequacy of service level.

GOAL #3


POLICIES

1. COMPLY WITH ALL FEDERAL AND STATE LAWS AND REQUIREMENTS.

Incorporate within the Regional transportation plan all elements required to comply with federal and state transportation planning guidelines.

2. TRANSPORTATION PROGRAMS AND PLANS SHALL BE COORDINATED AND DEVELOPED IN COOPERATION WITH ALL REGULATORY AND TRANSPORTATION AGENCIES.

All transportation plans and programs developed by the TRPA shall include review by all affected agencies and jurisdictions.

All transportation plans and programs developed by local, county, regional, state, and federal agencies shall be submitted for review by the TRPA to evaluate consistencies with the Regional Plan.

3. MAINTAIN CONTINUITY IN TRANSPORTATION FACILITIES INTO AND THROUGH THE TAHOE REGION.

Closing of inter-intraregional highways so as to effect a noncontinuous highway system shall not be considered within transportation plans of the TRPA.

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GOAL #4  HIGHWAY CONSTRUCTION AND MAINTENANCE PROJECTS SHOULD NOT DISRUPT TRAFFIC FLOWS DURING PERIODS OF PEAK TRAFFIC VOLUME.

POLICIES

1. REVIEW ALL REGIONAL TRANSPORTATION FACILITY CONSTRUCTION AND MAINTENANCE PROJECTS TO ENSURE THAT TRAFFIC CONGESTION IS REDUCED TO A MINIMUM.

The TRPA will work with state and local agencies in the scheduling of highway construction and maintenance projects. Projects should be scheduled to avoid the peak congestion months of July, August, and September through Labor Day whenever possible. Projects which need to be constructed in July, August, or September prior to Labor Day should be scheduled to minimize the resulting traffic delays and congestion. For these projects, specific work schedules and days of construction/maintenance shall be mutually agreed to by the TRPA and the state or local implementing agency.

GOAL #5 PROVIDE A REGIONAL TRANSPORTATION SYSTEM WHICH WILL HAVE A POSITIVE IMPACT ON THE BASIN ENVIRONMENT.

POLICIES

1. THE TRANSPORTATION PLAN WILL BE FULLY INTEGRATED WITH THE REGIONAL PLAN OBJECTIVES, ENVIRONMENTAL THRESHOLDS, AND COMPACT GOALS.

2. DURING TRANSPORTATION FACILITY CONSTRUCTION OR MAINTENANCE PROJECTS, MEASURES SHALL BE UNDERTAKEN TO PROTECT SOILS FROM EROSION AND CREATION OF UNSTABLE AND HAZARDOUS CONDITIONS.

3. TRANSPORTATION FACILITY CONSTRUCTION/MAINTENANCE PROJECTS SHALL NOT ADVERSELY IMPACT SENSITIVE LANDS.

Where facilities permitted by the Regional transportation plan would impact these areas, specific mitigation programs shall be required prior to any project approval.

4. ALL TRANSPORTATION FACILITY CONSTRUCTION PLANS SHALL PROVIDE FOR STABILIZATION DURING CONSTRUCTION, WITH REVEGETATION AND LANDSCAPING REQUIRED IMMEDIATELY FOLLOWING COMPLETION OF WORK. ADEQUATE DRAINAGE PLANS SHALL BE REQUIRED AND IMPLEMENTED WHERE DETERMINED NECESSARY.

5. REGIONAL TRANSPORTATION SYSTEM IMPLEMENTING AGENCIES SHALL MINIMIZE DAMAGE TO THE NATURAL RESOURCES AND THE ENVIRONMENT FROM MAINTENANCE AND OPERATION OF TRANSPORTATION FACILITIES.

6. IMPACTS OF PROPOSED TRANSPORTATION SYSTEM IMPROVEMENTS WILL BE ASSESSED RELATIVE TO AIR, WATER, VEGETATION, WILDLIFE, FISH, NOISE, ESTHETIC, PUBLIC HEALTH, SAFETY, WELFARE AND VISUAL FACTORS SO AS TO MINIMIZE THE POTENTIAL ADVERSE EFFECTS.

7. THE AGENCY, THROUGH PROJECT REVIEW, SHALL PROTECT THE APPEARANCE OF SCENIC CORRIDORS.
GOAL #6  REDUCE NOISE IMPACTS RELATED TO TRANSPORTATION CORRIDORS AND FACILITIES.

Achieve residential and commercial area "Community Noise Equivalent Level" (CNEL) noise standards. (See Noise Subelement.)

POLICIES

1. DESIGNATE STATE AND FEDERAL HIGHWAYS AND THE LAKE TAHOE AIRPORT AS TRANSPORTATION CORRIDORS.

Highways in the Basin include U.S. 50 and State Routes 28, 89, 207, 267, and 431. These transportation corridors will be brought into noise standard compliance through noise abatement programs and projects. The TRPA will define the limits of the transportation corridor associated with the airport.

2. TRANSMISSION OF NOISE FROM THE TRANSPORTATION CORRIDOR SHALL BE REDUCED.

Refer to Noise Subelement: Goal #2, Policy #1.

3. REDUCE NOISE RELATED IMPACTS ASSOCIATED WITH THE AIRPORT TO ACCEPTABLE LEVELS.

Refer to Noise Subelement: Goal #2, Policy #2.

4. IMPLEMENT A LAND USE PLAN/PROGRAM WHICH BRINGS EXISTING/FUTURE RESIDENTIAL/COMMERCIAL DEVELOPMENT INTO COMPLIANCE WITH ADOPTED TRANSPORTATION NOISE STANDARDS.

This policy will be accomplished through project review and redevelopment of existing residential/commercial areas.