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**TAHOE BASIN AREA PLAN AND TAHOE CITY LODGE
PROJECT EIR/EIS
Mitigation Monitoring and Reporting Program
(SCH NO. 2014072039)
Errata**

The attached changes revise Mitigation Measure 10-1C contained within the Tahoe Basin Area Plan and Tahoe City Lodge Project Final EIR/EIS Mitigation Monitoring and Reporting Program.

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Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>The new Zone of Benefit under the County Service Area would be established through action by the Board of Supervisors to fund increased public services within the Plan area. This is a very common means of funding the costs for expanded public services generated by development in California, though Zones of Benefit funding transit programs are relatively uncommon. In this case, the services to be funded would be expanded winter and summer TART transit services, and could also include capital expenses (such as additional buses). An Engineers Report is required under state law to identify the costs to be funded and the fee. Like traffic fee programs, fees are set on a "dwelling unit equivalent" (DUE) basis for various land use types, depending on the relative transit ridership generated by each type of land use. The total potential number of future development DUEs in the Plan area would be identified. The annual fee for each DUE would be calculated by dividing the annual costs of the additional transit service by the total DUEs. The fee would then be applied to all future development that increases ridership (residential, commercial, lodging, etc.). The fee would be an annual ongoing fee that is collected as part of property tax billing. As funds are received, they would be kept in a separate account, which can only be used for the specified purposes. Fee levels would be indexed to the regional rate of inflation, increasing as costs increase and these fees would be collected indefinitely.</p> <p>The actual amount of funding generated by the Zone of Benefit will depend on the actual level of development that occurs. Initially, when little development and little increased demand for transit has occurred, funds may be allowed to accumulate to a level at which they can be effectively used for the intended purpose. As expansion of existing transit service is relatively simple to implement in increments, the expansion of transit services funded through the Zone of Benefit can be expected to occur relatively soon and long before buildout of the Plan area. A good example of Zones of Benefit funding transit expansion can be found in the Martis Valley area. As a result of the Martis Valley Community Plan process, Zones of Benefit have been established by the Placer County Board of Supervisors for all subsequent developments over the past ten years, tied to the cost of expanding transit service and funding an additional bus purchase. These generate approximately \$40 per DUE per year. In initial years, funds were allowed to accumulate. More recently, as additional development has occurred, annual funding levels have risen and this source is now an important element of the recent expansion of TART's 267 Route to year-round service.</p>	<p>X</p>	<p>X</p>	<p>Placer County Public Works and Facilities</p>	<p>Within 2 years following adoption of the Area Plan Prior to Building Permit approval</p>	<p>Ongoing</p>
<p>Mitigation Measure 10-1c: Payment of traffic mitigation fees to Placer County.</p> <p><i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3 and Tahoe City Lodge Alternatives 1 and 3. Prior to issuance of any Placer County Building Permits, projects within the Area plan shall be subject required to the payment of established Placer County traffic impact fees, subject to the Countywide Traffic Limitation Zone; Article 15.28.010, Placer County Code, to the Department of Public Works and Facilities that are in effect in the Tahoe Region benefit district at the time of payment, this area, pursuant to applicable county Ordinances</i></p>	<p>X</p>	<p>X</p>	<p>Note: Mitigation measure applies only to Alternatives 1 and 3, not</p>	<p>Within 2 years following adoption of the Area Plan Prior to Building Permit approval</p>	<p>Ongoing</p>

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Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>and Resettlers: The County will hold traffic impact fees in an interest-bearing trust fund, maintained exclusively for each district, and shall be identified by the name of that district. These district trust funds and interest earned by each of these district trust funds shall be solely for improvements included in the Placer County Capital Improvement Program for each respective district. Upon receipt by Placer County, fees collected shall be segregated and deposited in the several district trust funds by the Department of Public Works and Facilities until use of the fees, consistent with County Code 15.28.030.D, is initiated. Traffic mitigation fees shall be required and shall be paid to the Placer County Department of Public Works and Facilities subject to the County-Wide Traffic Limitation Zone- Article 15.28.010, Placer County Code. The fees will be calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid will be those in effect at the time the payment occurs.</p> <p>Mitigation Measure 10-1d: Expand requirements for transportation demand management plans <i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i></p> <p>Within one year of adoption of the Area Plan, Placer County will adopt an ordinance that expands requirements for transportation demand management plans to reduce peak-period vehicle trips and improve LOS. TRPA Code Section 65.5.2.B includes existing requirements for employer-based trip reduction programs for employers with 100 or more employees working at a single location. This Code section requires that applicable employers develop and implement an Employer Transportation Plan (a type of transportation demand management plan) that includes measures that reduce private automobile use by employees. The current threshold for preparation of a transportation demand management plan (100 or more employees in a single location) applies to a very limited number of sites in the Plan area. This existing requirement also does not address trips that are generated from sources other than employee commutes, and in the Plan area, a large proportion of peak period trips are the result of tourist or visitor trips rather than employee trips.</p> <p>Development of the expanded requirements for transportation demand management plans will consider trip sources and characteristics in the Plan area during peak periods. The ordinance will expand the requirements for transportation demand management plans with criteria that would require some employers with fewer than 100 employees to require to prepare such plans. The ordinance will also set thresholds for other trip generating uses, including tourist accommodations and recreational uses, to prepare transportation demand management plans to reduce peak period traffic volumes.</p> <p>A menu of measures that could be included in transportation demand management plans is provided in TRPA Code section 65.5.3. These measures include but are not limited to:</p> <ul style="list-style-type: none"> ■ Preferential carpool/vanpool parking; 	X	Alternative 2.	Placer County Public Works and Facilities	Within one year of Area Plan adoption	Ongoing