

## **2023 PLACER COUNTY AREA PLAN IMPLEMENTATION REPORT:**

Efforts to implement the Tahoe Regional Planning Agency Regional Plan, the Placer County Tahoe Basin Area Plan, and to achieve Tahoe regional goals

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### **Purpose**

This report is intended to summarize achievements made in implementing the Tahoe Regional Planning Agency Regional Plan (TRPA) and Tahoe Basin Area Plan (TBAP), and in meeting Tahoe regional goals. Specifically, the report outlines the County's implementation efforts related to transportation and mobility, housing, Total Daily Maximum Load (TMDL), and the TBAP goals and policies, implementation plan, and mitigation measures identified in the TBAP environmental impact report.

### **Transportation and Mobility**

Vehicle traffic has been one of the most impactful tourism effects experienced by visitors and residents in the Lake Tahoe region for decades. The County utilizes the Tahoe Basin Regional Transportation Plan, Placer County Resort Triangle Transportation Plan, North Lake Tahoe Tourism Master Plan, North Lake Tahoe Transportation Demand Management Plan and the Transient Occupancy Tax (TOT) Investments Policy as a guideline for planning and funding a variety of transportation, mobility, and recreational amenities that serve visitors and the local community. In addition, Placer has supported the formation of a Tourism Business Improvement District (TBID) which facilitates additional investments to transportation based on County and community priorities. Placer County continues to address transportation impacts on multiple fronts, addressing both day and overnight visitors, as well as community transportation and mobility needs. The County focuses on transportation and mobility inside and outside of the basin, particularly the connections in eastern Placer that span from Tahoe City and Kings Beach to ski resorts and areas outside the County including the Town of Truckee, recognizing that tourism and transportation impacts are regional and not just local. To minimize impacts from congestion, at least in part caused by visitors, the County dedicates significant TOT revenue and staff resources towards these efforts.

- **Class 1 Trails-** (FY 21-22, \$2.58 million and FY22-23 funding will go to the Board of Supervisors in Jan. 2023) Funding continues to be dedicated to trail planning and construction. For FY 22-23, \$3.9 million was dedicated to trail planning and construction throughout eastern Placer County, most of which was dedicated to the "Resort Triangle Trail" which will ultimately connect Tahoe City, Kings Beach, and Truckee on a class 1 paved trail.
- **Winter Trail Operations-** (\$97,000 in FY 21-22 and budgeted \$100,000 in FY 22-23)- This funds clearing snow from paved trails in the region which allows for recreation as well as multi-modal transportation options in the winter.

- **Park and Ride Service**-((\$63,000 spent in FY21-22 and \$122,000 budgeted for FY22-23. This funds winter service to ski resorts as well as summer service at peak times. Program goals include reducing traffic congestion by concentrating person trips to a higher occupancy option which results in a reduction in vehicle miles traveled or “VMT” by encouraging use of public transit and improving the overall visitor experience to the region.
- **Micro transit Service**-((\$1.9 million in TOT spent in FY21-22 and \$2.5 million budgeted for the service in FY22-23) – On-demand shuttle service for Kings Beach, Tahoe Vista, Dollar Hill, Tahoe City and the West Shore to town-centers has been implemented. There is additional weekend service in the peak seasons between Olympic Valley and Tahoe City and from Northstar to Kings Beach. Program goals included linkages of local trips to regional services such as Tahoe Truckee Area Regional Transit (TART) and removal of barriers to the regional transit usage. This service has proven to be utilized by visitors and locals in lieu of personal vehicle trips. With shared rides, the services achieve a higher vehicle occupancy per trip and eliminate the need for individual parking in key economic areas.
- **Pedestrian Safety and Town Center Traffic Flow**– (\$140,000 for crossing guards in FY21-22 and \$250,000 budgeted for traffic mitigation and pedestrian safety in FY22-23)- Pedestrian crossing guards are placed at heavily trafficked crossing in Kings Beach and Tahoe City. The goals of this program include pedestrian safety and reduction in traffic congestion. Additional funding can be utilized for other traffic mitigation programs and signage.

In addition to the transportation initiative mentioned above, Placer County is committed to achieving a highly functional regional transit system, the Tahoe Truckee Area Regional Transit (TART), implemented for almost two decades. The Board of Supervisors adopted the TART Systems Plan, recently updated in 2016 as a guiding document to achieve regional transit services goals. The Department of Public Works is currently working on an update of the TART Systems Plan to incorporate changes in recent years, including micro transit.

Highlights of the operations include:

- \$12 Million Annual Operating Budget
- 14 Transit Buses
- 34 Employees
- 400,000+ Riders for the last Fiscal Year
- Operating Hours: 5:30 AM -12 AM Summer & Winter, 6:00 AM–10:00 PM fall and spring

TART has expanded significantly over the years. In the last five y, TART has accomplished the following:

- Initiation of SR 267 spring and fall Service
- Initiation of SR 267 year-round service to Truckee
- Expanded night service to include non-peak season service until 10:00 pm
- Initiation of winter early morning connections to Northstar

- Implementation of TART website ([TahoeTruckeeTransit.com](http://TahoeTruckeeTransit.com)) upgrade offering interactive user experience
- Initiation of winter peak AM & PM winter 30-minute service Hwy 89 (Tahoe City – Olympic Valley)
- Initiation of winter peak AM & PM winter 30-minute service Hwy 267 (Crystal Bay – Northstar)
- Initiation of Park & Ride service in partnership with the Truckee North Tahoe Transportation Management Association (TNT-TMA); specifically State Route 89 and 267 connections from Truckee, Tahoe City Transit Center, and Tahoe Biltmore/Crystal Bay
- Partnership with Town of Truckee and Truckee Tahoe Airport District to initiate year-round night service connection to Northstar and Olympic Valley from Truckee
- “Free to the Rider” system implemented on TART

### **Housing and Town Center Redevelopment**

One of eastern Placer’s primary challenges is how and where to house our local workforce. Much like the rest of the Tahoe Basin area, Placer County is facing increased challenges of housing affordability as well as housing availability for the workforce. Approximately 80 percent of Placer’s housing units are used as second homes or short-term rentals. The region has experienced declining availability in the existing housing supply alongside increasing housing costs due in large part to the purchase of housing for second home or short-term rental use in the Tahoe area. This affects the local workforce and results in negative impacts to the community, businesses, and tourism. Per United States Census data, the North Lake Tahoe Basin has seen a reduction of 2,000 full-time residents between 2000-2020. Many of them would like to move back to North Lake Tahoe: per the Mountain Housing Council 2021 Regional Housing Implementation Plan, 63 percent of those who work in the North Tahoe region and reside outside the region reported that they would prefer to live in the region. Nearly 48 percent of employees who work in the North Lake Tahoe region reported that it was hard to find a home with affordable rent while only 6 percent did not experience any problems finding or securing housing in 2021.

To address the lack of available and affordable housing, Placer County is working closely with the Tahoe Regional Planning Agency, the Tahoe Truckee Workforce Housing Agency, the Mountain Housing Council, and the business community to collaborate, research, and adopt innovative approaches to workforce housing.

### **Housing Programs:**

In the past few years, the county has launched the following programs and initiatives which have proven to be successful in the region:

- **Workforce Housing Preservation - The program is to provide homebuying assistance for members of the local workforce to deed restrict existing homes for local workforce occupancy.**

The County has invested \$1,100,000 in the program since it started in 2021 and continues its effort to advance homeownership opportunities and preserve housing for the local workforce. Seven deed restrictions have been purchased under the program to date, retaining homeownership and rental opportunities exclusively for the workforce in the East County. Currently, 43 applicants have qualified for the program, and the County will continue to grow this qualified list as the program continues to be funded.

- **Lease to Locals - Funding for this program goes to incentivize homeowners to convert vacation homes to long-term rentals for members of the local workforce.**

The Lease to Locals Program pays homeowners to lease their homes to local workers and encourages long-term rentals utilizing existing housing stock. The Lease to Locals program has successfully encouraged 34 properties to house 79 people as of early Summer 2023. Property rents have averaged \$2,481 per month and provided much-needed rental opportunities for the East County workforce.

- **STR Program – This program aims to create a balance between short term rental opportunities in a diversity of lodging types to both support opportunities for residential lodging and encourage new or redeveloped lodging in town centers, and to address nuisances related to short term rental properties.**

On January 25, 2022: The Placer County Board of Supervisors introduced an ordinance to repeal and replace the existing short-term rental ordinance, Chapter 9, Article 9.42 of the Placer County Code, which expanded the eastern Placer STR program. The ordinance was adopted on February 8, 2022, and took effect on March 11, 2022. To preserve residential compatibility, the County has implemented several components to the STR program. The expanded program implemented a maximum cap on STR permits of 3,900 in order to maintain housing supply and attainable housing pricing for the workforce. The ordinance also requires a TOT certificate for all STR properties. To preserve multifamily developments for long-term rentals, the ordinance limits one STR per multifamily property. The County also initiated a Board-directed stakeholder working group to gauge the efficacy and impacts of the program. Additionally, the County has developed a code compliance team housed out of its Tahoe City office. The County sees the compliance/enforcement arm as a key component to address complaints and ultimately reduce the impacts of STRs and tourism, and views the compliance team as educators about the program and about being a good “guest” neighbor, data gatherers on what is/not working, and on-the-ground resources to identify new or adapted mitigations that should be implemented (both within the parameters of the STR ordinance and in the County initiatives as a whole).

### Housing Projects:

Between now and 2040, eastern Placer County anticipates a demand for between 300 and 600 single family units and between 700 and 1,700 multifamily units<sup>1</sup>, depending on a low growth or high growth scenario. One project the County has been working on for a few years, Dollar Creek Crossing, is currently undergoing environmental review and is expected to start the project entitlement process in the fall. The project would include up to 150 units of rental housing and for-sale housing targeted to meet regional housing needs. Additionally, the County is working with a private developer on the construction of up to 76 units of rental workforce housing on a County-owned parcel in Kings Beach. This housing project is part of a larger mixed-use redevelopment project, 39° North. The project is expected to start environmental review in the fall.

### Town Center Reinvestment and Incentives for New and Renovated Lodging Amenities

No new lodging products have been constructed in the Placer County portion of the Tahoe Basin since the early 1960s. Placer County is working from several angles to spur reinvestment and promotion of mixed-use projects that include lodging in its Town Centers.

In March 2020, Placer County commissioned a study with Bay Area Economics (BAE) to determine why new and renovated lodging projects were not progressing in the North Lake Tahoe basin, and how to incentivize new or renovated lodging products. The study pointed to high costs of development, complex and prescriptive regulatory requirements, and a lack of high-quality lodging examples that would encourage new development. The BAE study determined that additional incentives were needed to help spur development consistent with community and County environmental and economic development goals and to achieve prescribed environmental standards by redeveloping the outdated built environment. Staff revised the existing North Lake Tahoe Economic Development Incentive Program to include a TOT rebate that could be utilized for newly constructed or renovated hotel/motel lodging products. The amendment to that program was adopted in 2020 and further refined in February 2021 after subsequent conversations with hotel developers in the area.

Additionally, to further the County's Town Center reinvestment goals, the County is working with a private developer on the construction of a mixed-use project, 39° North (aka Kings Beach Center), on a County-owned site in Kings Beach. The project involves a hotel component which would include up to 176 hotel keys/units, 38 townhomes, and 76 units of rental workforce housing. The project is expected to start environmental review in the fall.

### Funding Tourism Mitigation

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<sup>1</sup> Placer County Housing Strategy & Development Plan, BAE, 2018.

Placer County continues to be progressive and aggressive in identifying areas where the County can mitigate the impacts of tourism and improve the region's infrastructure, specifically with Transient Occupancy Tax (TOT) funding generated by our region's lodging and creative funding mechanisms that support these improvements and mitigation measures.

A critical step toward this funding is the newly created North Lake Tahoe Tourism Business Improvement District (NLTTBID) that was approved by our Board of Supervisors on March 9, 2021. The NLTTBID is a benefit assessment district that provides specific benefits to payors by creating a revenue stream to fund marketing, promotions, and special events; visitor services and visitor centers operations; business support and advocacy; economic development and transportation; and sustainability and mitigation of tourism impacts programs for certain North Lake Tahoe businesses. Under this program, lodging, restaurant, retail, activities and attractions are all assessed to create the revenue source. The NLTTBID is expected to generate approximately \$6 Million on an annual basis for stewardship and promotion of travel and tourism specific to North Lake Tahoe. The NLTTBID has freed up approximately \$4.1 million of County TOT funds each year that previously went towards funding North Lake Tahoe tourism and marketing promotions. Placer County has committed to use that \$4.1 million to fund housing and transportation initiatives throughout the North Lake Tahoe/East Placer region.

Additionally, Placer County continues to invest TOT dollars in transit/transportation and tourism mitigation projects. Our region continues to experience significant impacts related to trash and litter in our town centers and beaches. To mitigate this, Placer County increased the capacity of trash bins and the frequency of trash service in Kings Beach and Tahoe City through a partnership with Clean Tahoe. For example, enhanced litter and trash cleanup service was implemented the past two years, funded by TOT (\$150,000 in FY21-22 and \$150,000 in FY22-23).

### **Total Maximum Daily Load (TMDL)**

Lake Tahoe was named an Outstanding National Resource Water (ONRW) by the Environmental Protection Agency (EPA). Since 1968, Lake Tahoe's water clarity trends have been monitored and are now demonstrating improvement from its historically declining condition. To continue this current trend, a TMDL was developed for Lake Tahoe, which recognizes the maximum load of specific pollutants that the lake can absorb while still functioning normally. The Lake Tahoe TMDL has an endpoint target of mean annual water clarity depth of 97.4 feet, which was the measured clarity during the period from 1967 to 1971. In 2011, Lahontan completed a TMDL analysis for Lake Tahoe and determined that an increased emphasis should be placed on controlling very fine sediment particles, which are less than 16 micrometers in diameter, from the urban areas surrounding Lake Tahoe. The Basin Plan Amendments (BPA) was then assumed by Lahontan, altering their existing water quality protection mandates to being aimed at controlling fine sediment in the Basin. In addition to the BPA, Lahontan adopted an updated NPDES

Permit, which requires the local jurisdictions to participate in the LCCP. The LCCP is a process to plan for, track, monitor and report on pollutants of concern.

Monitoring & Reporting Program Annual Report

**A. Pollutant Load Reduction Report**

On September 10, 2021, the County finalized and submitted its updated Pollutant Load Reduction Plan (PLRP) to Lahontan. Another update will be prepared and submitted by September 30, 2023. The PLRP outlines how the County intends to meet the five-year NPDES Permit requirements for reducing pollutant loading to Lake Tahoe. The NPDES Permit required the PLRP to describe the County’s strategy to reduce its baseline fine sediment particle (FSP) pollutant load by 34%, baseline total nitrogen (TN) pollutant load by 19% and baseline total phosphorus (TP) pollutant load by 21% by September 30, 2026. The revised Baseline Load Report submitted to Lahontan in September shows the updated Baseline Pollutant and Allowable Loads for Placer County. Based upon the County’s Baseline Pollutant Load Calculations, and the above-mentioned Permit requirements, the County is required to obtain 898 load reduction “credits” by September 30, 2026. A “credit” is defined as approximately 200 pounds of fine sediment particles less than 16 µm in diameter.

Table 1 – Baseline Pollutant Loads

Jurisdiction	Baseline FSP (# of particles)	FSP Allowable Load	Baseline TN (lbs/yr)	TN Allowable Load	Baseline TP (lbs/yr)	TP Allowable Load
Placer County	2.64X E19	1.74X E19	8860	7177	2280	1801

The County’s strategy to demonstrate compliance with this requirement is to register drainage area catchments through the LCCP. This is done through modeling the catchment in the Pollutant Load Reduction Model (PLRM) Version 2.1. Once the analysis is completed in the PLRM, the results are then submitted through the Lake Tahoe INFO (LTInfo) platform for registration. Placer County has a total of 567 credits, which includes 321 credits for registered BMP catchments within Kings Beach, Lake Tahoe Park, Lake Forest Highlands, and West Sunnyside Project areas. Additionally, 246 credits have been secured for the road registration for the Dollar Point to Tahoe Vista portion of the County.

The Dollar Point to Tahoe Vista road registration was submitted for a 5-year registration in 2017. It was updated and registration resubmitted and accepted in 2022. Additionally, the road condition score included in the submitted registration was a 3.0 compared to the 3.5 which was originally registered. The change in road condition score was a result of further monitoring and to provide a factor of safety for future years while still being able to meet the credit requirement for the permit term.

Table 2 – County’s Registered Catchments

Catchment Area	Credit Potential	WY22	Registration Type	Registration Establishment Date
Kings Beach	174	174	Treatment BMP	Oct 1, 2015
Lake Tahoe Park	34	34	Treatment BMP	Oct 1, 2015
Lake Forest Highlands	30	30	Treatment BMP	Oct 1, 2015
West Sunnyside	83	83	Treatment BMP	Oct 1, 2015
Dollar Point – Tahoe Vista	283	246	Road Operations	Oct 1, 2022

The LCCP requires that the condition of all treatment BMPs be shown to meet a 2.5 or higher BMP RAM score during the spring/summer period for the Urban Implementer to declare all expected credits in a given water year. As shown in Table 2, all key, essential, and supporting BMPs in the registrations were inspected and maintained according to their respective registration memos.

Tables 3 and 4 show the 2022 BMP RAM scores for registered treatment BMPs and Road RAM scores for registered roads in the County, respectively.

Table 3 – County’s Registered Treatment BMP RAM Scores

BMP ID	BMP Type	BMP RAM	Latest Date	Score	Registered Catchment	Water Quality Importance
DSP_DB01	Dry Basin	4.3	07/12/22		King's Beach	Essential
DSP_IB01	Infiltration Basin	5.0	07/21/22		King's Beach	Supporting
DSP_IB02	Infiltration Basin	5.0	07/21/22		King's Beach	Key
KB1_DB01	Dry Basin	4.5	07/20/22		King's Beach	Supporting
KB1_DB02	Dry Basin	4.5	07/21/22		King's Beach	Supporting
KB1_DB03	Dry Basin	3.1	06/21/22		King's Beach	Supporting
KB1_DB05	Dry Basin	4.7	07/07/22		King's Beach	Essential
KB3_CF01	Cartridge Filter	5.0	09/26/22		King's Beach	Essential
KB3_CF02	Cartridge Filter	5.0	09/26/22		King's Beach	Essential
KB3_WB02	Wet Basin	3.5	07/20/22		King's Beach	Essential

KB3_WB01	Wet Basin	4.6	07/20/22	King's Beach	Supporting
KBCC_DB01	Dry Basin	4.8	07/14/22	King's Beach	Key
KBCC_WB01	Wet Basin	2.7	07/14/22	King's Beach	Supporting
UCT_DB01	Dry Basin	3.2	06/16/22	King's Beach	Supporting
UCT_IB01	Infiltration Basin	5.0	07/21/22	King's Beach	Supporting
LF2_DB01	Dry Basin	3.1	06/22/22	Lake Forest Highlands	Essential
LTP_DB01	Dry Basin	3.2	06/07/22	Lake Tahoe Park	Essential
WS1_DB01	Dry Basin	3.2	06/01/22	West Sunnyside	Essential

Table 4 – County’s Registered Road RAM Scores

Road Class	Expected Condition Score	Average of all Observed Scores	Season	Number of Assessments Required	Number of Assessments Conducted	of Achieving Expected Conditions
<b>Placer Roads</b>	<b>3.0</b>	<b>3.6</b>	<b>WY2022</b>	<b>80</b>	<b>84</b>	<b>Yes</b>
	3.0	3.9	Fall/Winter	20	21	
	3.0	3.8	Fall/Winter	20	21	
	3.0	3.4	Fall/Winter	20	21	
	3.0	3.3	Summer	20	21	

As an active partner in the Tahoe TMDL, County staff continues to participate in the LCCP and the associated Tools Improvement Project. The current PLRM 2.1 version was used to register the Kings Beach, Lake Tahoe Park, Lake Forest Highlands, and West Sunnyside treatment BMP registrations and the Dollar Point to Tahoe Vista road registration.

The County also plans to implement the TMDL tools as designed for road maintenance monitoring and will continue to play a critical role in understanding and quantifying the benefits from these winter maintenance practices. With collaboration and assistance with partner agencies such as Caltrans and El Dorado County, the County continues to review TMDL strategies that both make sense and are cost effective.

**Tahoe Basin Area Plan Implementation**

As outlined in this report, there have been many achievements in implementing the Tahoe Basin Area Plan’s policies related to transportation, mobility, housing, and TMDL efforts that are currently underway.

As such, a Local Government Coordination Report (Report) was developed by TRPA staff to inform the TRPA Governing Board on progress being made toward the development, adoption, and implementation of the TBAP and associated permit delegation Memoranda of Understanding (MOU). Specifically, the Report was prepared, pursuant to TRPA Code, Section 13.8: *Monitoring, Certification, and Enforcement of Area Plans*, to provide the Governing Board a recommendation to either certify, certify with conditions or revoke all or part of the a permit delegation MOU based on audit results. Based on those results the TBAP was recertified by the TRPA Governing Board in December of 2022.

The recertification was determined based on the following. TRPA as a regional agency guides and oversees the implementation of its adopted Regional Plan, Local jurisdiction through adopted Area Plans play a key role in meeting local community needs while accomplishing the broader goals for the Tahoe Region. The Regional Plan specifies TRPA will periodically review the implementation of adopted Area Plans and associated permit delegation MOUs for continuing conformation with the Regional Plan. As such, and as outlined in the Report, during 2021, 233 project applications were submitted to TRPA and 148 project applications were submitted to Placer County within the Placer County Tahoe Basin Area Plan. During the review of the project issued by Placer County on behalf of TRPA, TRPA found that the audit of those projects were in compliance with the MOU, and determined that the pursuant to TRPA Code, Section 13.8.4: *Effect of Annual Review; Annual Report*, that the Governing Board recertify Placer County's MOU.

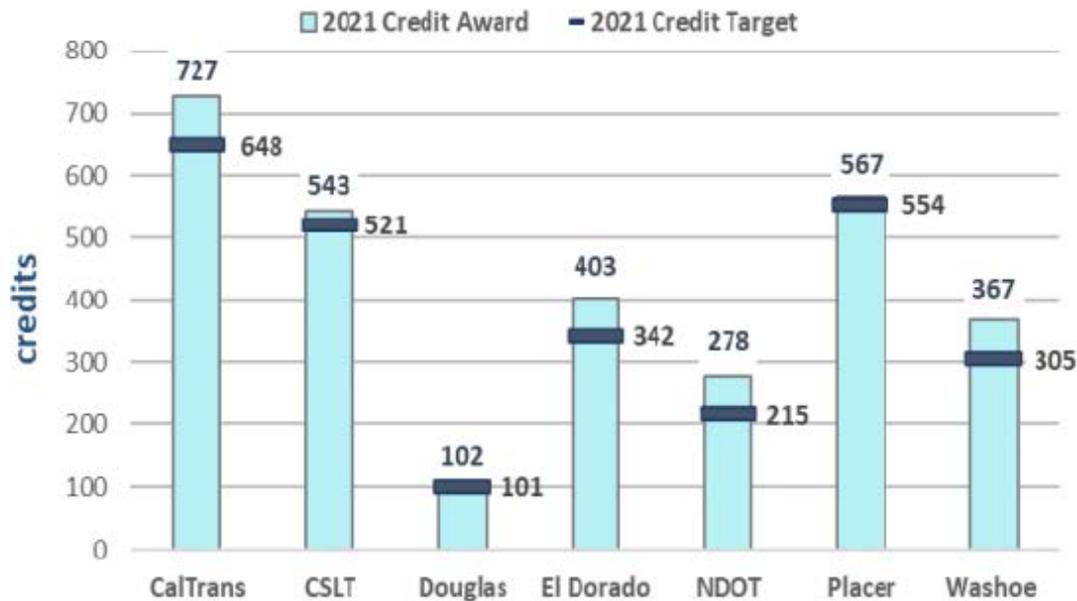
In addition to the 148 project applications submitted to Placer County, the Report highlighted the following Area Plan projects:

- The Tahoe City Lodge Project, a redevelopment project in Tahoe City, has been approved and the original building demolished in 2021. The applicant delayed construction in 2021/2022 due to material and labor costs. An extension of time for the project was approved in October 2022. In July of 2023, construction has commenced with the installation of foundations, vesting the permit.
- 39 North (formerly the Kings Beach Center Project), proposes the redevelopment of two non-contiguous project sites in Kings Beach, totaling 5.15 acres. The proposed project includes a 153 key hotel, 36 market-rate townhomes, 10,500 square feet of retail and restaurant space and a 74-unit deed restricted achievable multi-family development. The project description is being refined in anticipation of a Notice of Preparation and scoping for a joint EIR/EIS in 2023.
- The Boatworks Redevelopment project is a joint EIR/EIS mixed-use project in Tahoe City. The project proposal includes 80 to 85 hotel units, 31 residential condominiums, conference facilities, full-service spa, swimming pool/hot tubs, fitness center, food and beverage outlets and retail space. The project description is being refined in antiicipation of a Notice of Preparation and scoping in 2023.
- Planning for the proposed Dollar Creek Crossing Affordable Housing Project, a multi-family affordable housing project, is underway with an application submittal anticipated in winter 2023.

- Lake View Development is a mid-size mixed use project including 10 market rate multi-family units, 10 tourist accommodation units and 1,455 square feet of professional office in Kings Beach. The project is undergoing a joint review with Placer County and TRPA.
- Tahoe Basin Area Plan Updates to accelerate the production and supply of affordable-achievable housing in the North Tahoe-Placer area were adopted in February 2021.
- Current Tahoe Basin Area Plan updates are under review with the intent of providing more development incentives and flexibility to encourage economic redevelopment and housing in the North Tahoe-Placer area.
- Several Placer County Department of Public Works projects that support Area Plan implementation were either started or completed in 2020/2021, including:
  - SR 28/Hwy 267 Roundabout project/Griff creek watershed restoration (in design)
  - SR 89 / Fanny Bridge Revitalization (second phase with roundabout at the “wye”, Fanny bridge replacement and complete streets improvements) (ready for construction)
  - TART Connect Micor-shuttle service pilot program was successful and extended for another year.
  - Free TRAT services pilot program was successful and extended for another year.
  - Resort Triangle Transportation adopted by Board of Supervisors as an ordinance to expand parking waiver and exemption opportunities with project contribution to transit, shared parking, etc.. Implementation of Adaptive Corridor Management and Parking Management continues.
  - Dollar Creek Shared Use Trail (completed)
  - North Tahoe Bike Trail segments 1 and 3 (in design)
  - West Shore Pedestrian Improvements (completed)
  - Lakeside Trail – Commons Beach to Fanny Bridge (in design)
  - Kings Beach Water Quality Project – Secline Beach Project (in construction)

With regards to TMDL Load Reduction and Four-year Recertification, the Lake Tahoe TMDL Program 2022 Performance Report summarized TMDL Program accomplishments through 2021 and found that all local jurisdictions were meeting or exceeding the credit targets for 2021 further supporting the TRPA’s Governing Boards action to recertify the TBAP. This recertification was based on the Lake Tahoe TMDL Program that is administered by the California Lahontan Regional Water Quality Control Board (Water Board) and Nevada Division of Environmental Protection (NDPE), together with Total Maximum Daily Load (TMDL) Management Agencies. The program is a long term process that guides efforts to restore Lake Tahoe’s clarity to depths of nearly 100 feet. To meet this goal, the program aims to reduce fine sediment particles by 65 percent; total nitrogen loads by 10 percent; and total phosphorous loads by 35 percent. To ensure Area Plans are in conformance with the Lake Tahoe TMDL, TRPA Code, Section 13.8.5: *Four-Year Recertification*, requires TRPA use catchment data and all reports to inform the four-year Area Plan recertification. Specifically, Placer County exceeded the 2021 Credit Target of 554 by 13 credits, with a credit award of 567.

## 2021 CREDIT TARGETS AND AWARDS



Source: Lake Tahoe TMDL Program 2022 Performance Report

The Report also addressed Housing, and acknowledged that in 2020, TRPA formed the Tahoe Living: Housing and Community Revitalization Working Group. This committee, made up of members from local agencies and organizations, housing developers and community members, has and continues to develop policy recommendations to address critical housing issues and further the availability of affordable, moderate-income, and local achievable workforce housing.

### Policy Document - Implementation Plan

In compliance with the TBAP goals and policies, several agencies have accomplished substantial progress or completion of the projects shown in the table below. The table reflects a status update on agencies' projects that are included in the TBAP Implementation Plan. (Updated as of 9/7/23).

Based on responses from lead or coordinating agencies, the following status updates were provided. Projects not shown in the table are pending a status update from the lead agency.,

Project status based on responses from agencies:

**Completed: 21**  
**In progress: 11**

**Not started: 9**  
**Abandoned: 2**

### Completed Projects

Conservation Projects – Water Quality, Soil Conservation and Stream Environment Zones		
Project Name	Project Description	Lead Agency
<b>West Sunnyside Water Quality Improvement Project, Phase I &amp; II</b>	The West Sunnyside area includes steep hillside terrain and a lack of improved drainage conveyance facilities. The project has re-evaluated and investigated effective ways to maximize source control, decrease potential for erosive surface flows, and infiltrate/treat stormwater runoff. The project includes rock-lined channels, piped drainage systems, asphalt dike, concrete curb and gutter, and vegetation. Drainage treatment facilities include sediment traps and detention basins. Phase 1 of the West Sunnyside project includes a large treatment basin for detaining storm water from the Talmont Subdivision. The second phase will include source control effort directly in the Talmont Subdivision to reduce erosion and storm water volume. Construction for Phase 1 is complete and Phase 2 is scheduled to be constructed in 2015 pending available funding.	Placer County
<b>Griff Creek Watershed Water Quality Project</b>	Due to development in the urbanized area of Kings Beach, the once braided stream channel system with natural flood control zones has been forced into a single channel that has resulted in significant bank erosion and incised channels. In addition, the watershed currently has no urban water treatment facilities and the untreated urban runoff is contributing to nutrient sediment and deposition into the creek's outlet, Lake Tahoe.	Placer County
<b>Homewood Erosion Control Project</b>	This project involves treatment of stormwater and slope stabilization through revegetation, rock slope protection, retaining walls, curb and gutter, and sediment basins. Catchment and treatment of sediment is needed. The project began in 2006 with an expected completion date of 2017. The project is located at San Souci Terrace and Sacramento Avenue between Fawn Street and Tahoe Ski Bowl.	Placer County
<b>Soil Erosion Control Planning-Water Fund</b>	This project is funded by a grant from the CTC. The original project was for erosion control measures at the North Tahoe Regional Park. Due to certain aspects of the original scope, the project was changed to identifying high priority areas needing erosion control measures. Three areas were identified: Carnelian Woods Tanks Road, Kingswood West Tank Site, and the Dollar Cove area there the District's Dollar Main sewer lift station is located.	NTPUD
Conservation Projects - Scenic Routes		
<b>Wayfinding Sign Program</b>	Implement the Placer County Wayfinding Signage Plan to improve the visitor experience and reduce auto trips.	Placer County
Conservation Projects – Vegetation and Wildfire Hazards		
<b>North Tahoe Public Utility District Hazardous Fuels Treatment at North Tahoe Regional Park</b>	The NTPUD has developed a forest management plan and implements and carries out fuel reduction on forested areas on District-owned properties.	NTPUD
Transportation Projects		
<b>Dollar Creek Shared Use Trail</b>	This project will result in the construction of a paved 10-foot wide and 2.2 mile long shared-use trail through the Dollar and Firestone properties extending the existing TCPUD multi-use trail (that currently terminates near the intersection of Dollar Drive and SR 28) north to the end of Fulton Crescent Drive. This project is the southern segment of an approximately 8-mile long North Tahoe Bike Trail corridor identified by TRPA to link Tahoe City to Kings Beach. Other connections off of this facility have also been proposed to extend northward to Northstar and Truckee.	Placer County
<b>Homewood Bike Trail Project</b>	TCPUD has proposed improvements for the construction of 4,175 linear feet of Class I trail along the west side of SR 89 from Fawn Street to Cherry Street, with a short 885 linear-foot Class 3 connection between Silver Street and Trout Street along Sans Souci Terrace. The Class I bike trail will be a paved eight-foot wide path with two-foot compacted shoulders. This section requires a new bike and pedestrian bridge over Madden Creek and includes a portion of trail along the frontage of the Homewood Mountain Resort parking lot. The Class III connection along Sans Souci Terrace is a shared motor vehicle/bicycle route that will be indicated with a bike route sign. TCPUD is also leading the effort to fill the "Homewood Hole," a 0.9-mile gap in the west shore between Cherry Street and Fawn Street. Portions directly adjacent to the state highway are planned for construction as part of the Lakeside erosion project, while another portion is planned for construction as part of development of the Homewood Master Resort.	TCPUD

<b>Kings Beach Commercial Core Improvement Project</b>	In addition to the SR 28 improvements noted above, the Kings Beach Commercial Core Improvement Project will result in the construction of sidewalks along SR 28 between SR 267 and Beaver Street, as well as along portions of Brook Avenue, Steelhead Avenue, Minnow Avenue, Fox Street, Coon Street, Deer Street, Secline Street, and Chipmunk Street.	Placer County
<b>Recreation Projects (Also See Trail Projects in the Transportation Section)</b>		
<b>Tahoe Vista Recreation Area (TVRA) Phase 2</b>	The North Tahoe Public Utility District acquired a 3.6 acre parcel with financial assistance from the California Tahoe Conservancy for completion of Phase 2 of the project. Phase 2 will include the addition of parking (24 vehicle with trailer pull-through spaces and 41 vehicle spaces, 65 total), bicycle trails, a bus pullout and transportation shelter, infrastructure for future 2,200 square foot concession space and restrooms, and landscaping. TVRA cannot be fully utilized by the limited parking that was permitted and constructed on the lakeside of the project. The project was approved with the understanding that project support parking would be built on the westerly side of National Avenue to serve the parking needs of the boat launch facility.	NTPUD
<b>Public Service and Facilities Projects</b>		
<b>Zone I Water Storage Tank Project</b>	This is a project in Kings Beach to install a new 1.3 million gallon water tank in Zone I to help meet storage deficiency in Zone 1, and install a booster pump station to boost potable water from Zone I to the Zone 2 water tank.	NTPUD
<b>Carnelian &amp; Dollar Sewer Pump Station Design - Phase I</b>	This project is for a rehabilitation design of the Carnelian and Dollar Main Sewer Pump Stations. Due to the direct relationship between the two stations, they need to be designed together, though construction will be done separately.	NTPUD
<b>Brockway ECP Sewer/Water Improvements</b>	Relocations of some utilities is required due to the improvements proposed as part of the Brockway Erosion Control Project. Additionally, replacement of some District facilities due to their age and close proximity to the proposed improvements is also necessary.	NTPUD
<b>Base Facilities Site Design</b>	This project is necessary to replace outdated buildings and involves the design of an office building to house District operations, recreation, engineering, and administrative staff.	NTPUD
<b>Dollar Pump Station Rehabilitation</b>	This project involves the replacement of an intertie valve between the Dollar Main and Dollar Addition wet wells, demolition of HVAC appurtenances, installation of VFD, demolition of Q-cells and appurtenances, removal and replacement of the #3 pump discharge valve, installation of pressure transducers, grouting floor voids, stabilizing the retaining wall, and SCADA integration.	NTPUD
<b>Kings Beach Watershed Improvement</b>	This project involves the replacement of water and sewer mains as part of the Kings Beach Commercial Core Improvements and Watershed Improvement Projects.	NTPUD
<b>New Kings Beach Water Storage - Zone 1</b>	This project will increase storage in the system, and increase system redundancy and operating efficiencies. It involves installing a new 1.3 million gallon water tank in Zone 1 to help meet storage deficiency in Zone 1, and install a booster pump station to boost potable water from the Zone 1 to the Zone 2 water tank.	NTPUD
<b>Rim Drive Emergency Water Main Replacement Project</b>	This project will complete the emergency water main replacement project that was done in 2011 by replacing the lower portion of Rim Drive. On-going replacement of water mains increases system reliability and reduces leakage.	NTPUD
<b>Dolly Varden Water Main Replacement Project</b>	This project will allow the District to abandon the mid-block water main between Cutthroat and Dolly Varden, and involves the replacement of water mains in Dolly Varden Avenue from Chipmunk to SR 267. The ongoing replacement of water mains increases system reliability and reduces leakage.	NTPUD
<b>Carnelian to Watson Creek Water Main Replacement</b>	This area has deficient water pressure to support current needs and fire suppression. The project involves the replacement of approximately 2,400 linear feet of undersized water mains and the installation of fire hydrants along the south side of SR 28 from Carnelian Bay to Watson Creek.	NTPUD
<b>Tahoe Vista Recreation Area Phase 2</b>	This is the second phase of Tahoe Vista Recreation Area Improvements. The project involves design and construction for the north-side parking area.	NTPUD

### In Progress Projects

Conservation Projects – Water Quality, Soil Conservation and Stream Environment Zones		
Project Name	Project Description	Lead Agency
Pollution Control Management Measures	New High Efficiency Street Sweepers (5.77%)  Additional projects and measures will be identified in future Pollutant Load Reduction	Placer County

	Plans based on TMDL science and methodology. Details for each TMDL Project are described below. (Something seems to be missing here, there is nothing described below).	
<b><i>Kings Beach Water Quality and SEZ Improvement Project</i></b>	The Kings Beach Residential area includes a highly urbanized area with a lack of adequate drainage conveyance and stormwater treatment facilities. This project proposes to improve the quality of stormwater discharging into Lake Tahoe from the Kings Beach community by stabilizing exposed soils with vegetation and/or mulch; improving the existing drainage system with new curbs, gutters, earthen berms and underground pipes; and treating runoff with a variety of methods including fill removal, sediment traps and vaults, swales, infiltration and/or detention basins, and media filters.	Placer County
<b><i>Tahoe Vista-Tamarack Erosion Control Project</i></b>	This project involves water quality improvements and treatment of public right-of-way runoff. The project began in 2013 and expected completion is 2016.	Placer County
<b><i>Tahoe City PUD Access Road BMP and Paving</i></b>	Many TCPUD water supply and sewage transport facilities are accessed by dirt and gravel access roads. These roads are not surfaced and have no storm water treatment or BMPs. In addition, snow must be removed from these roads in winter. The project proposes to pave these access roads and install BMPs for the roadways.	TCPUD
<b><i>Tahoe City PUD BMP Retrofits for District-Owned Facilities</i></b>	The purpose of this program is to retrofit and update existing District-owned facilities through the installation of BMPs for the protection and/or restoration of water quality and attainment of minimum discharge standards. BMP implementation on district owned properties include: paving legally established roads, driveways, and parking areas; installation of drainage conveyances; treatment of surface runoff from land covered; vegetate denuded areas; restriction of vehicular access; and improved delineation of dedicated walkways or circulation paths within district-owned parks.	TCPUD
<b>Transportation Projects</b>		

<p><b>SR 89 / Fanny Bridge Community Revitalization Project</b></p>	<p>This project is a roadway modification and community revitalization plan, approved in May 2015 and developed by the Tahoe Transportation District (TTD) and Placer County for the Fanny Bridge area in Tahoe City. It addresses existing traffic congestion and poor bicycle/pedestrian conditions with a new State highway alignment and bridge over the Truckee River to the south of the existing Fanny Bridge, along with significant pedestrian and bicycle improvements. Construction is scheduled to begin in 2016.</p> <p>The project was approved with the Alternative 1, Option 2 design. New roundabouts are planned at the Tahoe City wye and at both ends of the new roadway segment. Bike Lane and sidewalk connections will be completed between the east and wye roundabout, the west and wye roundabout and the east end of the project area on Highway 28. Multi-use trail improvements will connect the east and west roundabouts and pass under the new bridge on both sides of the Truckee River.</p> <p>It is the joint desire of TRPA, The Tahoe Metropolitan Planning Organization, Tahoe Transportation District (TTD) and Placer County to revitalize the Fanny Bridge and Tahoe City River District Special Planning Area into a pedestrian and bicycle friendly zone. After completion of construction of the SR 89 / Fanny Bridge Community Revitalization Project, the County shall consider special outdoor events and roadway closures of the old SR 89 / Fanny Bridge area thru temporary outdoor event permits, special event encroachment permits, and selected closures determined by Placer County. Potential impacts to local businesses and traffic impacts associated with special events shall be considered and accommodated where feasible on a case by case basis.</p> <p>In order to monitor activity in the SR 89 / Fanny Bridge area, volume count stations will be installed with the SR 89/Fanny Bridge Community Revitalization Project. The County will make collected data from count stations available to local jurisdictional partners upon request. Initial peak and non-peak hour volume data will be obtained after completion of the SR 89 / Fanny Bridge Revitalization Project to establish a volume and mode baseline. Additional monitoring of bicycle and pedestrian activity, sales tax receipts, and other data will be coordinated with TRPA and TTD. Future volume monitoring will be performed consistent with the County roadway monitoring practices and the</p>	<p>TTD</p>
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	Region's Lake Tahoe Bicycle and Pedestrian Monitoring Protocol.	
<b>Tahoe City Mobility Plan</b>	The Tahoe City Mobility Plan is intended to further design for future connectivity and advance solutions for community cohesion in downtown Tahoe City. The Plan addresses pedestrian and bicycle corridor gaps in Tahoe City, including the "missing link" in the shared use path between Commons Beach and the wye. The Plan also provides complete street strategies to improve parking and circulation along SR 28 near Grove Street, and to establish a vibrant pedestrian-oriented downtown with safe crossings along SR 28 to Lake Tahoe, Commons Beach and the Truckee River.	Placer County
<b>Regional Transit Improvements</b>	Placer County is engaged with local stakeholders in developing the North Tahoe Resort Triangle Transit Vision. The Vision Plan would increase transit service by 70% for Placer County's Tahoe Area Regional Transit service by adding over 18,000 vehicle revenue hours of transit service.	TART
<b>Bus Stop Improvements: West Slope and Tahoe</b>	This project involves the addition or retrofit of public bus shelters for Placer County Transit (West Slope) and Tahoe Area Regional Transit (TART). This project represents an ongoing effort to replace or add shelters to enhance transit ridership throughout the County.	TART
<b>The North Tahoe Bike Trail</b>	This project is a northern extension of the Dollar Creek Shared Use Trail and will result in the completion of the eight-mile long multi-purpose	Placer County

	trail corridor identified by TRPA to link Tahoe City to Kings Beach.	
<b>Public Service and Facilities Projects</b>		
<b>Satellite Station Bypass &amp; Valve Replacements - Phase I</b>	This project is the result of field work and condition assessments of all the satellite pump stations. It involves the installation of several check valves and gate valves at all satellite stations and install bypass valve galleries at high-flow satellite stations.	NTPUD

### Not Started Projects

Conservation Projects – Water Quality, Soil Conservation and Stream Environment Zones		
Project Name	Project Description	Lead Agency
<b>Tahoe City Golf Course Restoration</b>	Wetland restoration on portions of the Tahoe City Golf Course is being evaluated and planned. Projects could be completed by public agencies and/or in partnership with Town Center redevelopment projects.	Placer County
<b>Flick Point Erosion Control Project II</b>	This project began in 2014 and involves water quality improvements and treatment of public right-of-way runoff.	Placer County
<b>North Tahoe Public Utility District Erosion Control Projects</b>	This is a combination of a variety of small erosion control projects: one at the District's Dollar Hill D-6 sewer pump station/water lake intake which is on the shore of Lake Tahoe; another at the Dollar Hill D-4 sewer pump station with a road that runs right to Lake Tahoe; and erosion control on the access roads for the two water tanks in Carnelian Bay, Kingswood West Water Tank Access Road. These projects began in 2011.	NTPUD
<b>Tahoe City Snow Disposal Area Siting</b>	The purpose of this project is to evaluate snow removal and disposal for the community, including community planning for snow management, disposal site selection, disposal site characteristics, and disposal site preparation in order to minimize the potential for negative environmental effects.	TCPUD
Transportation Projects		
<b>Lake Forest Bike Trail Improvement</b>	TCPUD is working to construct two short Class I trails in the Lake Forest area connecting the North Shore Trail with Skylandia Park.	TCPUD
<b>National Avenue Bike Path</b>	The National Avenue Bike Path will ultimately consist of a Class I facility along National Avenue from SR 89 to Donner Road. An initial segment	NTPUD

	adjacent to the Tahoe Vista Recreational Area parking area was constructed in 2012.	
<b>Chipmunk to Secline Bike Path</b>	A shared use path is planned along the south (Lake) side of SR 28 between Chipmunk Street and Secline Street, connecting bike lanes on the discontinuous segments of Brockway Vista Road with a separated facility through the State Beach area.	Placer County
<b>Recreation Projects (Also See Trail Projects in the Transportation Section)</b>		
<b>Lake Forest Beach Public Access Improvements</b>	This project began in 2011 and involves the extension of water lines to provide for water service, fire protection, and permanent restrooms at Lake Forest Beach.	TCPUD
<b>Skylandia Park Public Access Improvements</b>	This project involves the reconstruction of water lines to provide for fire protection and the construction of a picnic pavilion with ADA access.	TCPUD

### Abandoned Projects

<b>Conservation Projects – Water Quality, Soil Conservation and Stream Environment Zones</b>		
<b>Project Name</b>	<b>Project Description</b>	<b>Lead Agency</b>
<b>Recreation Projects (Also See Trail Projects in the Transportation Section)</b>		
<b>64 Acres Recreational Access Improvements</b>	This project includes construction of permanent restroom facilities, construction of additional public parking, and installation of barriers to protect vegetation and reduce compaction of natural areas.	TCPUD
<b>Public Service and Facilities Projects</b>		
<b>CIP Sewer Projects Slurry Seal</b>	Slurry seal of pavement to be done one year after CIP project completion as required by Placer County and Caltrans Encroachment Permits. This project fulfills requirements of Placer County and Caltrans linear projects.	NTPUD

### Tahoe Basin Area Plan EIR/EIS & Mitigation

The Tahoe Basin Area Plan EIR/EIS is a programmatic environmental document that provides a regional scale analysis resulting in a framework for mitigation measures associated with future land use implementation. Subsequent private and public projects associated with both land development and infrastructure will be required to perform site-specific environmental review documents as they move through the planning, review, and decision-making process. Since certification of the EIR/EIS in 2017, staff have applied the TBAP EIR/EIS mitigation measures to land development/redevelopment projects that have been approved. However, while there are a number of projects that have been under review since 2017, there are only a limited number of small-scale projects that have been approved since 2017.