

MITIGATION MONITORING AND REPORTING PROGRAM

2025 Regional Transportation Plan/Sustainable Communities Strategy
April 2025

MITIGATION MONITORING AND REPORTING PROGRAM

Introduction

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies “to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment.” A Mitigation Monitoring and Reporting Program (MMRP) is required for approval of the proposed 2025 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Initial Study/Initial Environmental Checklist (IS/IEC), because the IS/IEC identifies potential significant adverse impacts that require mitigation. An MMRP is not required by the National Environmental Policy Act (NEPA) or Tahoe Regional Planning Agency (TRPA) regulations, although it is adopted by TRPA for the 2025 RTP/SCS IS/IEC.

This MMRP contains the mitigation measures that have been developed and included in the 2025 RTP/SCS IS/IEC to reduce potentially significant impacts. However, the impact analysis in the 2025 RTP/SCS IS/IEC also relies upon implementation of mitigation measures that TRPA previously adopted in the 2012 Regional Plan Update Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Therefore, this MMRP incorporates by reference the MMRP that was adopted with the 2012 Regional Plan Update EIS/EIR. The 2012 MMRP is included as Appendix A to this MMRP document.

Purpose of Mitigation Monitoring and Reporting Program

This MMRP has been prepared to monitor the implementation of the mitigation measures in the IS/IEC in connection with the approval of the 2025 RTP/SCS and its use by project proponents. The attached table presents the text of each mitigation measure, the timing of its planned implementation, the implementing entity, and the entity with monitoring responsibility. The numbering of mitigation measures follows the numbering used in the IS/IEC.

Roles and Responsibilities

TRPA is the lead agency responsible for approving the 2025 RTP/SCS. However, many if not most of the individual projects contained in the 2025 RTP/SCS would be carried out by a project proponent that is not TRPA, such as the California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), City of South Lake Tahoe, and Washoe County, as some examples. Unless otherwise specified herein, the project proponent is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The project proponent for each treatment will be responsible for implementation of mitigation measures pursuant to Section 15097 of the State CEQA Guidelines. The project

proponent is responsible for overall administration of the MMRP and for verifying that staff members or contractors have completed the necessary actions for each measure. As applicable, mitigation measures would be incorporated into contracts.

Mitigation Monitoring and Reporting Program Format

This MMRP is arranged in tabular format. The column categories identified in the MMRP table are described below.

Mitigation Measures – This column provides the verbatim text of the applicable mitigation measure from the 2025 RTP/SCS IS/IEC.

Compliance Actions – Steps or actions project proponent must take for compliance with the applicable mitigation measure.

Timing – This column identifies the time frame in which the mitigation measure will be implemented.

Implementing Entity – This column identifies the party responsible for implementing the mitigation measure.

Verifying/Monitoring Entity – This column identifies the party responsible for verifying and monitoring implementation of the mitigation measure.

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Mitigation Measures	Compliance Actions	Timing	Implementing Entity	Verifying/Monitoring Entity
BIOLOGICAL RESOURCES				
<p>BIO 1 Conduct Habitat Assessments and Protocol Surveys for Western Bumble Bee and Implement a Limited Operating Period if Necessary.</p> <p>For construction activities that may occur in suitable habitat for western bumble bee, a qualified biologist shall conduct a habitat assessment in accordance with the current protocol to identify suitable habitat within the project footprint. If suitable habitat is identified, protocol-level surveys shall be conducted. Three surveys shall be conducted, each spaced 2-4 weeks apart, during the Colony Active Period (April-August). Surveys shall be conducted in accordance with the Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023), or the most recent survey protocol. Where bumble bees have been identified by the qualified biologist during the pre-construction surveys, ground disturbing activities shall be restricted to the period when bumble bees are active (during the flight period of listed bee species). No ground disturbance shall occur from November 1st to February 15th to accommodate the overwintering period.</p>	<p>Conduct habitat assessment.</p> <p>If suitable habitat is present, conduct protocol surveys.</p>	<p>Preconstruction.</p>	<p>Project proponent.</p>	<p>Lead agencies, which may include state transportation departments, counties, and cities, for example.</p>
<p>BIO 2 Conduct Habitat Assessments and Protocol Surveys for Sierra Nevada Yellow-Legged Frog, and Special-Status Amphibians and Implement a Limited Operating Period if Necessary.</p> <p>For construction activities that may occur in suitable aquatic habitat for Sierra Nevada Yellow-Legged Frog or other special-status amphibians, a qualified biologist shall conduct a habitat assessment to identify suitable habitat for the species within the project footprint. The habitat assessment shall include an evaluation of Sierra Nevada yellow-legged frog and any other native and/or special status amphibian habitat. If suitable habitat is identified, a preconstruction survey shall be conducted. Surveys may include typical visual encounter surveys, night surveys, clearance surveys, or other USFWS or CDFW amphibian survey protocols. If surveys indicate the presence of special-status amphibians, the following avoidance measures shall be implemented:</p> <ul style="list-style-type: none"> ▪ Instream work shall be limited to the active period for Sierra Nevada yellow-legged frog (April 16 to October 31), when the presence of frogs is more easily detected and tadpoles, subadults, and adult frogs are able to move away from potentially harmful activities. 	<p>Conduct habitat assessment.</p> <p>If suitable habitat is present, conduct preconstruction survey.</p> <p>If preconstruction survey is positive for presence, implement all of mitigation measure, including limiting instream work, following decontamination protocol, avoiding work during rain, and so forth.</p>	<p>Preconstruction for habitat assessment and preconstruction survey</p> <p>During construction for all other parts of mitigation measure, if applicable.</p>	<p>Project proponent.</p>	<p>Lead agencies, which may include state transportation departments, counties, and cities, for example.</p>

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<ul style="list-style-type: none"> ▪ Decontamination protocols shall be implemented and shall follow the fieldwork code of practice developed by the Declining Amphibian Populations Task Force, or other USFWS approved protocol. ▪ No work shall occur during a rain event (over 0.25 inch). If work resumes within 24 hours of a rain event, a qualified biologist shall inspect the site again prior to resuming work. ▪ Prior to the initiation of project activities, a qualified biologist shall conduct an environmental sensitivity training for all construction personnel, which will include a description of the special-status amphibian(s), its critical habitat, and specific measures that are being implemented to avoid adverse effects to the species during the project. This training shall discuss that work shall be stopped in the event a special-status amphibian is identified on site and the appropriate USFWS and CDFW contact information. ▪ A qualified biologist with experience in identification of all life stages of the special-status amphibian, and its critical habitat, shall conduct a pre-activity survey no more than 48 hours before the onset of work activities. ▪ A qualified biologist shall be present during all ground disturbing project activities and inspect all holes and trenches each morning, prior to the start of work. ▪ If a work site is to be temporarily dewatered by pumping, the intake shall be screened with wire mesh not larger than 0.2 inch to prevent any amphibians from entering the pump system. 				
<p>BIO 3 Conduct Habitat Assessments and Preconstruction Surveys for Special-Status Mammals and Implement a Limited Operating Period if Necessary.</p> <p>For construction activities that may occur in suitable habitat for special-status mammals, including Sierra Nevada red fox, a qualified biologist shall conduct a habitat assessment to identify suitable habitat within the project footprint. If suitable habitat is identified, a preconstruction survey shall be conducted. Surveys may include typical visual encounter surveys, camera trapping, track plates, or other USFWS or CDFW small mammal survey protocols.</p> <p>If surveys indicate the presence of special-status mammals, the following avoidance measures shall be implemented:</p> <ul style="list-style-type: none"> ▪ Construction of the 2025 RTP/SCS projects where special-status species are present shall observe a 20-mph speed limit within the vicinity of the project 	<p>Conduct habitat assessment.</p> <p>If suitable habitat is present, conduct preconstruction survey.</p> <p>If preconstruction survey is positive for presence, implement entirety of mitigation measure, including construction speed</p>	<p>Preconstruction for habitat assessment and preconstruction survey</p> <p>During construction for all other parts of mitigation measure, if applicable..</p>	<p>Project Proponent</p>	<p>Lead agencies, which may include state transportation departments, counties, and cities, for example.</p>

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<p>site, except on county roads and State and Federal highways; this is particularly important at night when special-status mammals are most active. To the extent possible, night-time construction shall be minimized. Off-road traffic outside of designated work areas shall be prohibited.</p> <ul style="list-style-type: none"> ▪ To prevent inadvertent entrapment of special-status mammals or other animals during the construction phase of a project, all excavated, steep-walled holes or trenches more than 2 feet deep shall be covered at the close of each working day by plywood or similar materials or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. Any pipes greater than 3 inches in diameter will also be capped when not in use to prevent entrapment or mortality of individuals. If at any time a trapped or injured Sierra Nevada red fox or other special status mammal species is discovered, the USFWS and CDFW will be immediately of the discovery. ▪ All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed at least once a week from a construction or project site. ▪ No firearms or pets shall be allowed on the project site. ▪ Use of rodenticides and herbicides on the project site shall be restricted. This is necessary to prevent primary or secondary poisoning and the depletion of prey populations. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent control must be conducted, zinc phosphide shall be used because of proven lower risk to fox species. 	<p>limits, covering excavations overnight, disposing of trash in closed containers, prohibiting firearms, and restricting the use of rodenticides and herbicides.</p>			
<p>BIO 4 Construction Best Management Practices to Minimize Disruption to Wildlife</p> <p>If a project-specific biological resources assessment determines the project site has potential to serve as a local and/or regional wildlife movement corridor, the following construction best management practices shall be incorporated by the project applicant into all grading and construction plans to minimize temporary disruption of wildlife movement:</p>	<p>When applicable based on a biological resources assessment, implement a construction speed limits, daytime construction schedule, muffler requirements, and</p>	<p>During construction.</p>	<p>Project proponent.</p>	<p>Lead agencies, which may include state transportation departments, counties, and cities, for example.</p>

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<ul style="list-style-type: none"> ▪ A 20-mile-per-hour speed limit shall be designated and posted in all construction areas. ▪ Daily construction work schedules shall be limited to daylight hours only ▪ Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition ▪ All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week ▪ No pets shall be permitted on project site during construction 	<p>closed trash containers. Prohibit workers from bringing pets to the construction site.</p>			
<p>BIO 5 Maintain Connectivity in Wildlife Corridors</p> <p>Permanent structures within any wildlife migration corridor identified by a qualified biologist or regulatory agency, such as a drainage or river, which would impede wildlife movement shall be avoided to the extent feasible. For example, avoidance could include constructing elevated bicycle paths over drainage crossings. In addition, if construction should occur within an area that requires alteration of drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete.</p>	<p>Avoid permanent structures that impede wildlife corridors.</p> <p>Restore preconstruction conditions in drainages.</p>	<p>During and following construction.</p>	<p>Project proponent.</p>	<p>Lead agencies, which may include state transportation departments, counties, and cities, for example.</p>
HAZARDS AND HAZARDOUS MATERIALS				
<p>HAZ -1 Consistency with Emergency Evacuation Plans</p> <p>Prior to the approval of final design plans and commencement of construction of any transportation or land use projects included in the 2025 RTP/SCS the project proponent shall ensure that the proposed transportation project is consistent with all applicable emergency evacuation plans, including but not limited to local, regional, and state emergency response plans. The project proponent shall coordinate with the appropriate emergency response agencies, including local fire departments, law enforcement agencies, emergency management offices, and transportation authorities, to assess potential impacts on emergency evacuation routes.</p> <p>Implementation Actions:</p> <ul style="list-style-type: none"> ▪ Conduct a review of applicable emergency evacuation plans and identify designated evacuation routes within the project area. 	<p>Identify evacuation routes in the project area based on applicable evacuation plans.</p> <p>Coordinate with local emergency response agencies to ensure project does not impair emergency evacuation.</p> <p>Incorporate design modifications as</p>	<p>Prior to commencement of project construction.</p>	<p>Project proponent.</p>	<p>Lead agencies, which may include state transportation departments, counties, and cities, for example.</p>

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<ul style="list-style-type: none"> ▪ Engage with local emergency response agencies to confirm that the project does not obstruct or impair emergency evacuation routes or response times. ▪ Incorporate design modifications, traffic management strategies, or alternative routing as necessary to maintain or improve emergency evacuation capacity. ▪ Develop and implement a Traffic Control Plan (TCP) consistent with Mitigation Measure 3 3.13-5 from the 2012 RPU that ensures emergency access is maintained during all phases of construction. ▪ Submit documentation demonstrating compliance with this mitigation measure to the agency or agencies issuing approval of the final design plans prior to final project approval. <p>Monitoring and Reporting:</p> <p>The agency or agencies issuing approval of the final design plans shall verify compliance with this mitigation measure through plan reviews and consultation with emergency response agencies before issuing final project approvals. Periodic field inspections may also be conducted during construction to ensure emergency access routes remain operational.</p>	<p>needed to make project consistent with applicable emergency evacuation plans.</p> <p>Submit documentation of mitigation compliance to approving agencies.</p>			

Source: 2025 RTP/SCS IS/IEC, April 2025