2025 Regional Transportation Plan & Sustainable Communities Strategy

Final Initial Study – Mitigated Negative Declaration/ Initial Environmental Checklist – Mitigated Finding of No Significant Effect

prepared by

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Executive Summary

This document is the Final Initial Study and an Initial Environmental Checklist (IS/IEC) analyzing the potential environmental effects of the Tahoe Regional Planning Agency (TRPA) proposed 2025 Regional Transportation Plan/Sustainable Communities Strategy (2025 RTP/SCS). An IS is a preliminary environmental analysis used by the lead agency to determine whether an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration is required for a project under California Environmental Quality Act (CEQA) Guidelines. An IEC is a preliminary environmental analysis used to determine whether an Environmental Impact Statement (EIS), a Mitigated Finding of No Significant Effect, or a Finding of Significant Effect (FONSE) is required for a project under TRPA guidelines. This IS/IEC contains an introduction, project description, identification of environmental effects by checklist, explanation of environmental effects, and discussion of mitigation for significant environmental effects.

This document includes an IS-MND, prepared pursuant to CEQA. California Public Resources Code (PRC), Section 21000 et seq. The CEQA lead agency for this project is TRPA as the California Metropolitan Planning Organization for the region. This document also includes an IEC/FONSE determination pursuant to the requirements of Article VI of the TRPA Rules of Procedures and Chapter 3 of the TRPA Code of Ordinances. TRPA serves as the lead agency pursuant to its own regulations.

Project Synopsis

Project Description

The 2025 RTP/SCS is the transportation element of the Lake Tahoe Regional Plan. Every four years, TRPA prepares a regional transportation plan that outlines the overall vision for developing, operating, and maintaining the Lake Tahoe Region transportation system. This 2025 RTP/SCS builds from the 2020 RTP/SCS to offer creative strategies that offset transportation impacts, including micro-mobility strategies such as e-bikes and e-scooters and new or enhanced inter-regional transit service.

Goals and Policies

The 2025 RTP/SCS goals carry over from the 2020 RTP/SCS and are organized around addressing the local community and Tahoe visitors' transportation needs while they meet State and federal planning and reporting requirements. For the 2025 RTP/SCS update, 11 new policies were added and existing policies were reframed for clarity. A comparison of 2020 and 2025 Goals and Policies can be found in Appendix A of the 2025 RTP/SCS. The 2025 RTP/SCS Goals are as follows:

1. **Safety:** Increase safety and security for all users of Tahoe's transportation system.
2. **Environment:** Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas (GHG) emissions.
3. **Mobility:** Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

4. **Prosperity:** Foster economic well, being, sustainability, and community vitality by optimizing the movement of goods and people and advancing transportation solutions in centers and throughout the Tahoe Region.
5. **Resilience:** Provide for the preservation and sustainability of the existing transportation system by actively identifying and pursuing new transportation funding and by performing maintenance activities that support transportation resiliency, water quality, and safety.
6. **Performance:** Provide a dynamic, reliable, and efficient transportation network through coordinated operations, system management, technology, and monitoring.

Policies have been updated in response to new plans implemented since the 2020 RTP/SCS update, to meet federal and State requirements, and for consistency with local planning efforts. Policies support active transportation and connections between recreational access areas; and prioritize an integrated transit system and collaboration with regional and interregional partners. They make efficient use of the existing network through technology, monitoring, increasing safety, and supporting the economic growth and vitality of the Plan Area.

New policies were included to reflect findings of the Transportation Equity Study and to reinforce the Vision Zero Strategy goal of Zero by 2050.

The goals and policies concepts described above were presented to the public and stakeholders, and input from these groups was incorporated into the development of the 2025 RTP/SCS update.

Summary of Impacts and Mitigation Measures

This document examines the environmental consequences of the 2025 RTP/SCS, which updates the 2012 RPU, the 2017 RTP/SCS, and the 2020 RTP/SCS. The analysis contained in this IS/IEC relies largely on the analysis prepared in the 2012 RPU EIR/EIS, 2017 IS/IEC, and 2020 IS/IEC. As discussed throughout this document, many of the environmental issue areas (i.e., agricultural resources, mineral resources, and population and housing) would have less than significant impacts, similar to findings in the 2012, 2017, and 2020 environmental analyses. Other environmental issues areas (i.e., biological resources, cultural resources, hydrology and water quality, and geology and soils) would have potential impacts that would be reduced to less than significant with mitigation from the 2012 RPU EIR/EIS, as included in Appendix B. For those environmental issue areas where the regulatory environment or existing circumstances have changed (i.e., air quality, biological resources, GHG emissions, noise, and transportation), a detailed analysis concludes that new mitigation measures and/or mitigation contained in the 2012 RPU EIR/EIS would be sufficient to reduce impacts for all issues areas, to a less than significant level. Since adoption of the 2017 RTP/SCS IS/IEC in 2017, the *CEQA Guidelines* have been updated to include two new issues areas, Energy and Wildfire. This document includes a detailed analysis of both energy and wildfire impacts, though it should be noted that both those issues were addressed in some manner in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and the 2020 RTP/SCS IS/IEC. Impacts for these two environmental issue areas were determined to be less than significant and no additional mitigation would be required.

1 Introduction

This IS/IEC was prepared in accordance with the *CEQA Guidelines* and the TRPA Guidelines and serves as an IS-MND and IEC-FONSI for the 2025 RTP/SCS.

1.1 Project Background

For designated metropolitan areas to receive federal transportation project funding, federal law requires preparation of a long-range transportation plan, coordinated with air quality statutory requirements, that demonstrates conformity to air quality goals established by a state implementation plan. Federal requirements for the development of an RTP are implemented by the federally designated Metropolitan Planning Organization (MPO); in the Lake Tahoe Region, TRPA acts as the Tahoe Metropolitan Planning Organization (TMPO). California law also requires preparation of RTPs as part of the funding process for transportation projects. The RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system.

In addition to its role as part of the Lake Tahoe Regional Plan, the RTP addresses the federal and state transportation planning laws and regulations. The State of California designated TRPA as the Regional Transportation Planning Agency in 1984 for the California side of the Lake Tahoe Region. In 1999 the U.S. Congress designated TRPA as the MPO for the entire Lake Tahoe Region. At this point, TRPA assumed federal and state transportation planning responsibilities and authorities. The TMPO is responsible for approval of the RTP, which addresses transportation strategies for the entire region consistent with federal law. Therefore, while the RTP remains an element of the comprehensive Lake Tahoe Regional Plan, it has been produced and is periodically updated as a stand-alone plan, in keeping with its multiple purposes and authorities.

TRPA has the responsibility to update the Sustainable Communities Strategy (SCS) as part of the RTP update, pursuant to the requirements of California SB 375 as adopted in 2008. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce GHG emissions from passenger vehicles and light trucks, to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

2012 Mobility 2035 RTP/SCS (2012 RPU)

The TRPA Governing Board and TMPO Governing Board approved an update to the RTP/SCS on December 12, 2012 in conjunction with the 2012 Regional Plan Update. Mobility 2035 included a SCS in accordance with SB 375 (Sustainable Communities and Climate Protection Act). The SCS demonstrated how integrated transportation, land use, and housing strategies would help the Lake Tahoe region meet environmental thresholds and GHG targets for cars and light trucks on the California side of the Lake Tahoe Basin.

An EIR/EIS was prepared for the 2012 Mobility 2035 RTP/SCS for CEQA and TRPA compliance. The 2012 RPU consisted of a land use scenario, a transportation strategy package, and a constrained project list.

2017 Linking Tahoe 2040 RTP/SCS (2017 RTP/SCS)

The 2017 RTP/SCS updated the 2012 RPU by identifying the projects, policies, and programs planned for implementation in the Lake Tahoe region through 2040, as compared to those identified in the Mobility 2035 RTP, which has a planning horizon of 2035. The TRPA Governing Board approved the 2017 RTP/SCS and IS/IEC on April 26, 2017. The vision, goals, and policies in the 2017 RTP/SCS were based on the vision, goals, and policies developed for the 2012 RPU, while drawing from supportive plans such as the 2016 Active Transportation Plan, the 2014 Intelligent Transportation Systems Plan, the draft 2017 Long Range Transit Plan, and local jurisdiction area plans and draft corridor plans.

2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy

The 2020 RTP/SCS provided an update to the 2017 RTP/SCS through limited changes to projects and programs for implementation in the Plan Area through 2045, as compared to a planning horizon of 2040 with the 2017 RTP/SCS. This update built substantially upon the 2017 RTP/SCS and included updated strategies to reduce GHG emissions and vehicle miles traveled, including but not limited to, new transit services, new transportation demand management strategies, and new mobility technologies. This update also utilized updated travel demand model inputs and outputs, including new socioeconomic, travel behavior, and other related data updates and associated model forecast outputs. TRPA has also focused on corridor planning, including State Route (Route) 28 and the Emerald Bay Corridor.

Following the adoption of the 2017 RTP/SCS, the Lake Tahoe Bi-State Working Group on Transportation convened public agency and private sector representatives from TRPA, California, and Nevada to address transportation planning challenges in the Plan Area. This bi-state group endorsed public-private pilot projects to evaluate new transportation technologies. It also evaluated funding options for transit, corridor planning, micro transit pilot projects, and created the 10-Year Action Plan. Additional accomplishments and progress since the 2017 RTP include an update to the Active Transportation Plan, the approval of a Tahoe Safety Strategy, and an update of the Public Participation Plan.

1.2 Document Organization

This document examines the environmental effects of the 2025 RTP/SCS, which updates the 2020 RTP/SCS adopted in April 2021. This environmental analysis relies largely on the analysis prepared under the joint program EIR and EIS that evaluated the environmental effects associated with the adoption and implementation of the 2012 RPU, IS/IEC prepared for the 2017 RTP/SCS, and the IS/IEC prepared for the 2020 RTP/SCS.

This IS/IEC has been prepared to reflect minor updates to projects, and/or TRPA, state, or federal standards that have changed the regulatory framework from the 2020 RTP/SCS to the 2025 RTP/SCS. For impact topic areas, a simple checklist is provided that refers to the relevant 2012 RPU EIS/EIR sections and mitigation measures. A complete list of mitigation measures required for the 2012 RPU, 2017 RTP/SCS EIR/EIS, and 2020 RTP/SCS EIR/EIS is contained in Appendix B.

Once a program CEQA document has been prepared, subsequent activities under the program must be evaluated to determine what, if any, additional CEQA documentation needs to be prepared. If the program CEQA document addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be in the EIR/EIS and IS/IEC scope and

additional environmental documents may not be required (CEQA Guidelines Section 15168(c)). When a program CEQA document is relied upon for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures developed in the CEQA document into the subsequent activities (CEQA Guidelines Section 15168(c)(3)). If a subsequent activity would have effects not addressed in the EIR/EIS or IS/IEC, the Lead Agency must prepare a new environmental document specific to the project.

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2 Project Description

2.1 Project Title

Connections 2050: Regional Transportation Plan & Sustainable Communities Strategy
(2025 RTP/SCS)

2.2 Contact Person and Phone Number

Rebecca Cremeen
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2.3 Lead Agency Name and Address

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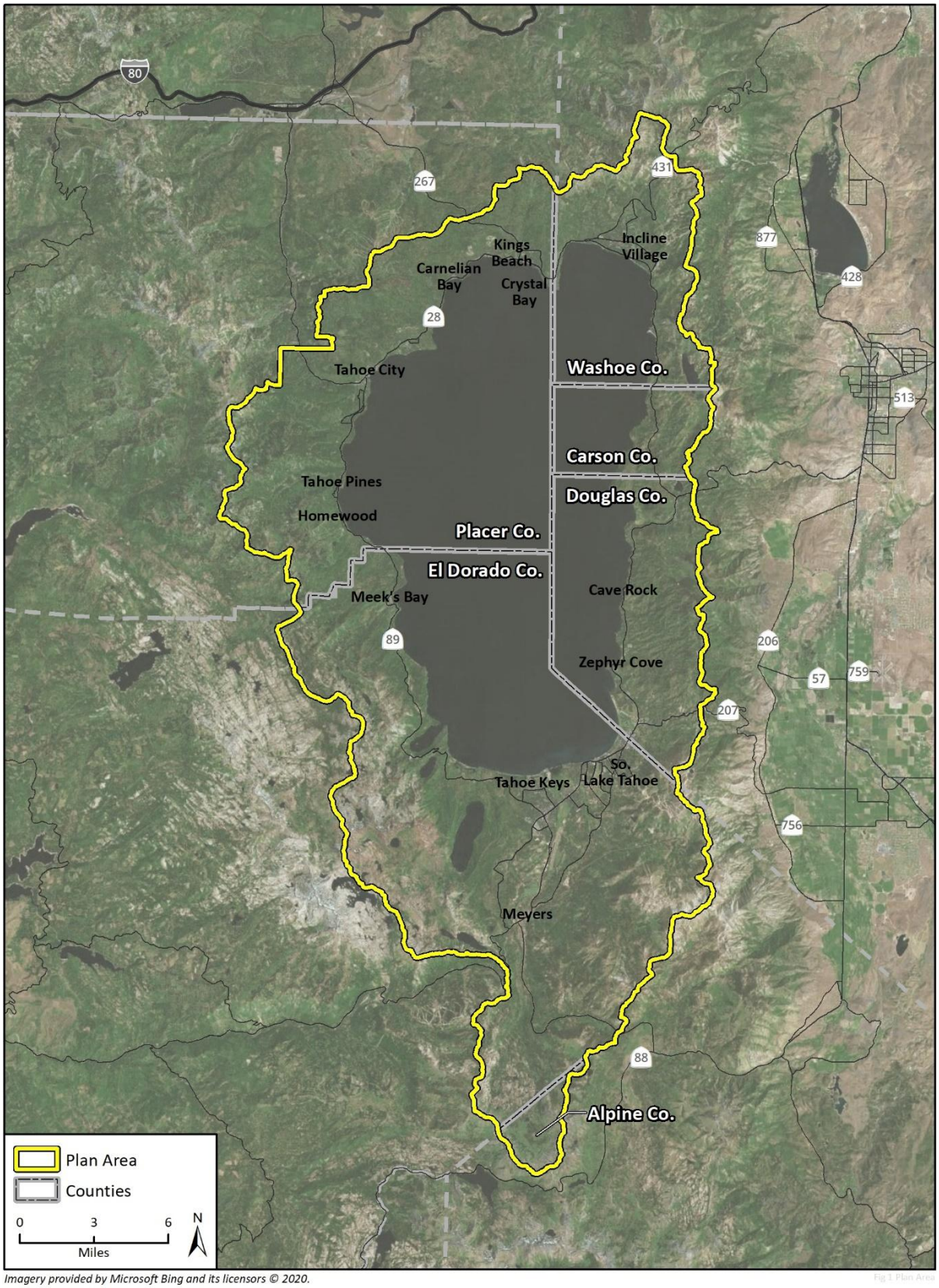
2.4 Project Location

The Plan Area is in the Lake Tahoe Metropolitan Planning Area Boundary and includes areas of Placer, El Dorado, and Alpine counties, and South Lake Tahoe in California, and Washoe and Douglas counties and Carson City in Nevada. The Plan Area consists of approximately 325,000 acres, of which approximately 123,000 acres are the surface of Lake Tahoe. Figure 1 shows the Plan Area.

The Lake Tahoe Region has a robust transportation system that includes local and regional highway networks; public and private fixed route transit, shuttles; demand response services; general aviation transportation via the South Lake Tahoe Airport; and commercial airlines service from Reno Tahoe International Airport in Reno, Nevada. Roadway access to the region is made up of seven access points with a chain of state highway segments surrounding the lake. On the north shore, from Placer County to Washoe Tahoe Area Regional Transit (TART) provides public transit, operated by Placer County. The Tahoe Transportation District (TTD) provides transit service on the south shore between South Lake Tahoe, Douglas County and Carson City, which includes fixed route and demand response transit. TTD also provides service in Washoe County between Incline Village and Sand Harbor in the summer months. Airport shuttle services include the North Lake Tahoe Express, operated by the Truckee North Tahoe Transportation Management Association (TNT-TMA) and the privately operated South Tahoe Airporter, providing shuttle services to the Reno-Tahoe International Airport. On-demand micro-transit service is now provided in North Lake Tahoe by TART, and by the South Shore Transportation Management Association (SSTMA) in South Lake Tahoe and Stateline, Nevada.

Figure 1 Plan Area



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Portions of the region are serviced by bicycle and pedestrian facilities, including several long segments of separated, Class I, shared use trails. Class II and III bicycle facilities, and sidewalks, can be found in town centers and residential areas including South Lake Tahoe, Incline Village, Tahoe Vista, and Tahoe City. The longest segment of the Tahoe Trail extends for 15 miles from Meeks Bay to Dollar Point. Significant Class I trail segments completed since the 2020 Regional Transportation Plan (RTP) include the East Shore Trail from Incline Village to Sand Harbor, Dollar Creek Shared Use Trail, and the South Tahoe Greenway Phases 1b and 2.

Private waterborne excursion and charter services provide cruising opportunities on the lake. Seasonal ski and rafting shuttle services, special event shuttle services, and other services can be found throughout the region, funded by a combination of public and private funds.

2.5 Project Objectives

The Tahoe Regional Planning Agency operates as the federally designated Metropolitan Planning Organization (MPO) for the Lake Tahoe Basin and the Tahoe Metropolitan Planning Organization (TMPO). As such, State law requires TRPA to prepare a long-range (at least 20-year) transportation planning document, known as an RTP, which is an action-oriented document used to achieve a coordinated and balanced regional transportation system. This section summarizes the RTP's objectives and responsibilities, as informed by relevant legislation. Under both federal and State law, TRPA must update its RTP every four years. [1]

TRPA also has the responsibility to update its Sustainable Communities Strategy (SCS) as part of the RTP update, pursuant to the requirements of California SB 375 as adopted in 2008. The California Transportation Commission's (CTC) document *2024 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations* serves as the guidance for RTP development.

Sustainable Communities & Climate Protection Act Requirements (SB 375) Requirements

The Sustainable Communities Strategy and Climate Protection Act, SB 375, is codified in California Government Code, Sections 14522.1, 14522.2, 65080.01, 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588; Public Resources Code Sections 2161.3, 21155, 21159.28. It is a California law passed in 2008 that requires each MPO to demonstrate, through the development of an SCS, how its region will integrate transportation, housing, and land use planning to meet the GHG reduction targets set by the State. It also creates requirements for the CTC and the California Air Resources Board (CARB). Some of these include the following:

- The CTC must maintain guidelines for the travel demand models that MPOs develop for use in the preparation of their RTPs.
- CARB must develop regional GHG emission reduction targets for automobiles and light trucks for 2020 and 2035 by September 30, 2010 (completed).
- Each MPO must prepare an SCS as part of its RTP to demonstrate how it will meet the regional GHG targets.
- Each MPO must adopt a public participation plan for development of the SCS that includes informational meetings, workshops, public hearings, consultation, and other outreach efforts (completed) (TRPA 2019a).

[1] 23 Code of Federal Regulations, Section 450.322(c); California Government Code Section 65080(d).

- If an SCS cannot achieve the regional GHG target, the MPO must prepare an Alternative Planning Strategy showing how it would achieve the targets with alternative development patterns, infrastructure, or transportation measures and policies.
- Each MPO must prepare and circulate a draft SCS at least 55 days before it adopts a final RTP.
- After adoption, each MPO must submit its SCS to the CARB for review.
- CARB must review each SCS to determine whether, if implemented, it would meet the GHG targets. CARB must complete its review within 60 days.

In 2010, CARB set GHG reduction targets for the TMPO region passenger vehicles at a seven percent decrease from 2005 emissions levels by 2020 and a five percent decrease from 2005 emissions levels by 2035. The reduction targets were re-evaluated and approved by CARB in 2018. The 2020 target was updated to an 8-percent reduction and remained at 5 percent for 2035. These targets apply to the TMPO region for all passenger vehicles emissions, and not to individual cities or sub-regions.

SB 375 specifically states that local governments retain their autonomy to plan local General Plan policies and land uses. The 2025 RTP/SCS provides a regional policy foundation that local governments may build upon, if they choose. The 2025 RTP/SCS includes and accommodates the quantitative growth projections for the region. SB 375 also requires that the RTP's forecasted development pattern for the region be consistent with the eight-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation process under State housing law.

This Initial Study/Initial Environmental Checklist (IS/IEC) lays the groundwork for the streamlined review of qualifying development projects. Qualifying projects that meet statutory criteria and are consistent with the 2025 RTP/SCS are eligible for streamlined environmental review pursuant to CEQA under SB 375 and other laws.

Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act, signed into law in November 2021, replaced the Fixing America's Surface Transportation (FAST) Act of 2015. The IIJA provides funding for new initiatives to rebuild, improve, and replace transportation infrastructure such as roads, bridges, and public transit.

Environmental Justice

TRPA is required to address social equity and environmental justice in the RTP. The legal basis for environmental justice stems from the Civil Rights Act of 1964, along with Executive Order 12898 (February 1994), which states that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." TRPA must evaluate how the 2025 RTP/SCS might impact minority and low-income populations and must ensure the 2025 RTP/SCS does not have a disproportionately adverse impact on such populations (see Appendix E of the 2025 RTP/SCS).

Per 23 CFR Section 450.316(a)(1)(vii), the participation plan that TRPA must develop and use must describe explicit procedures, strategies, and desired outcomes for "seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services."

Regional Transportation Plans

As noted, the procedures for developing RTPs are provided in the CTC's Regional Transportation Plan Guidelines (CTC 2024). The guidelines identify the purpose of an RTP to be as follows:

- Providing an assessment of the current modes of transportation and the potential of new travel options within the region
- Projecting/estimating the future needs for travel and goods movement
- Identification and documentation of specific actions necessary to address regional mobility and accessibility needs
- Identification of guidance and documentation of public policy decisions by local, regional, state, and federal officials regarding transportation expenditures and financing and future growth patterns
- Identification of needed transportation improvements, in sufficient detail, to serve as a foundation for the: (a) Development of the Federal Transportation Improvement Program, and the State Transportation Improvement Program, (b) Facilitation of the National Environmental Policy Act (NEPA)/404 integration process, and (c) Identification of project purpose and need
- Employing performance measures that demonstrate the effectiveness of the system of transportation improvement projects in meeting the intended goals
- Promotion of consistency between the CTP, the regional transportation plan and other plans developed by cities, counties, districts, California Tribal Governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs
- Providing a forum for: (1) participation and cooperation and (2) facilitation of partnerships that reconcile transportation issues which transcend regional boundaries
- Involving community-based organizations as part of the public, federal, state, and local agencies, California Tribal Governments, and local elected officials early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

RTPs must include long-term horizons (at least 20 years) that reflect regional needs, identify regional transportation issues/problems, and develop and evaluate solutions that incorporate all modes of travel. RTPs must also recommend a comprehensive approach that provides direction for programming decisions to meet the identified regional transportation needs. RTPs must also be fully consistent with federal and state transportation planning requirements and serve as the foundation of the Federal Transportation Improvement Program.

California Government Code sections 65050, 65400, 65584.01-04, 65587, 65588, and Public Resources Code Section 21155 were amended in January 2009 when SB 375 became law, requiring coordinated planning between regional land use and transportation plans to increase efficiency and reduce GHG emissions.

Project Goals and Strategies

The purpose of the 2025 RTP/SCS is to provide a clear vision of the regional transportation goals, strategies, and policies in the Tahoe region. The 2025 RTP/SCS encompasses the required RTP and the SCS updates. The RTP provides short-term and long-term transportation strategies for implementation, which includes realistic and fiscally constrained alternatives. The purpose of the SCS is to demonstrate the integration of land use, housing, and transportation for the purpose of

reducing GHG emissions from passenger vehicles. Goals and strategies are outlined in the Executive Summary and Introduction of the 2025 RTP/SCS. These goals and strategies are further described below in Section 2.6, Project Characteristics.

2.6 Project Characteristics

As described above, the 2025 RTP/SCS is an update to the current 2020 RTP/SCS adopted in April 2021. The 2025 RTP/SCS reflects minor changes that occurred since adoption of the 2020 RTP/SCS. The 2025 RTP/SCS focuses on continued implementation of the 2020 RTP/SCS, with minor updates to policies, programs, and projects to ensure consistency with federal, State, and local planning requirements.

Policy Updates

As described above, the 2025 RTP/SCS shows how TRPA will meet the transportation needs of the region for the period from 2025 to 2050, considering existing and projected future land use patterns as well as forecasted population and job growth. Regional goals and policies establish the organizing framework for transportation planning at Lake Tahoe. They represent stakeholder feedback and public input, as well as input from previous plans, such as the 2024 Active Transportation Plan, 2024 Vision Zero Strategy and the 2023 Transportation Equity Study. Changes to existing policies include addition of language to prioritize the needs of Tribes and disadvantaged communities, language to support micro-transit and ride-share mobility options within the planning area, and the incorporation of several policies from the 2023 Transportation Equity Study.

The 2025 RTP/SCS includes policies to promote safety and active transportation, which includes sidewalk projects such as those proposed along US 50 and Lake Parkway. Sidewalks are critical infrastructure to achieve the Region's transportation goals and provide low-stress alternative modes of transportation. To that end, an amendment to the TRPA Code of ordinances is included in the proposed project to ensure that sidewalks, as well as non-motorized trails are exempt from land coverage calculations. This amendment is important to ensure that appropriate transportation facilities are constructed and that Class I paths are not installed in communities and town centers that may be better served by a sidewalk.

This code amendment would allow such an exemption only for sidewalks identified in the Active Transportation Plan (ATP) (previously referred to as the Bicycle and Pedestrian Plan). TRPA estimates that a maximum of approximately 615,120 square feet of coverage could be exempted from coverage calculation to accommodate the potential for sidewalks in the projects identified in the ATP for complete streets and or sidewalk improvements. Each new sidewalk would be required to mitigate potential water quality impacts by installing stormwater infrastructure and following TRPA Best Management Practices (BMPs).

Additionally, the 2025 RTP/SCS would include an update to the TRPA Code of Ordinances to facilitate implementation of the employer trip reduction program. The update requires that employers of 50+ employees participate in the program by providing educational resources and performing annual surveys. Those employers with over 100 employees would have an additional requirements such as bicycle parking, preferred carpool parking, and bi-annual consultation to ensure compliance.

The full list of policy and proposed code changes can be found in Appendix C.

The 2025 RTP/SCS plans for and programs approximately $2.4 billion in revenues expected to be available from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of anticipated funding for transportation projects that involve all transportation modes: highways, streets and roads, transit, rail, bicycle, and pedestrian, aviation, and transportation demand management and transportation system management.

Project Updates

The 2025 RTP/SCS transportation improvements project list is an update to the 2020 RTP/SCS project list. As such it removes projects completed since 2020, modifies some projects that remain on the list, and adds approximately 35 new projects to the list.[2] Table 1 shows the new financially constrained projects, those with reasonably foreseeable funding, added to the 2025 RTP/SCS. The RTP/SCS includes active transportation, corridors, operations and maintenance, technology, and transit projects. A list of transportation improvement projects included in the proposed 2025 RTP/SCS is shown in Appendix D.

The land use scenario envisioned by the 2025 RTP/SCS is similar to that contained in the 2020 RTP/SCS. The regional forecast includes minor changes in development, population demographics, and visitation. This land use scenario, consistent with the 2020 RTP/SCS, shows the forecasted growth in population and employment concentrated in already urbanized areas. New development is anticipated to increase through the forecast years 2035 and 2045, in keeping with State-mandated housing (Appendix E). These increases would accommodate slight increases to the full-time residential population and a more robust increase in day and overnight visitors to the Plan Area, which will result in continued and increased use of overnight lodging.

Residential growth forecasts in the region for full-time residents are anticipated to increase slightly as compared to the Region's steady population over the last ten years. This is due to an increase in the number of regional housing units and an increase in residential occupancy rate. Visitation is similarly anticipated to increase in the Plan Area as a result of population growth in the Bay Area, Sacramento, and Reno and the recovery to pre-Covid occupancy rates at hotels. A slight increase in employment is projected as a result of increased visitation, construction of new commercial and tourist accommodation units, and population growth (Appendix E).

[2] Net new count does not include unconstrained projects in the 2020 RTP/SCS.

Table 1 New Financially Constrained Projects Included in the 2025 RTP/SCS

Implementing Agency	Title	Project Description	Project Number	Project Type
California Tahoe Conservancy	Class I Trail-Link Road to Sussex Ave	Replace Trail behind Meeks Lumber with new Class I trail to avoid flooding and create a more direct route	03.02.02.0109	Active Transportation
California Tahoe Conservancy	Van Sickle Phase 3 Shared Use Trails	0.3 mile Class I trail from Stateline Van Sickle park entrance to Stateline monument.	03.01.02.0030	Active Transportation
Caltrans	SR 28 Bicycle and Pedestrian Improvements	Bicycle and pedestrian improvements Carnelian Bay to Kings Beach	03.02.02.0124	Active Transportation
City of South Lake Tahoe	Park Avenue and Lakeshore Blvd Complete Streets	Complete street on Park Avenue from Hwy 50 to Lakeshore Blvd.	03.02.01.0060	Active Transportation
City of South Lake Tahoe	Stateline Ave. Complete Streets	Rehabilitate Stateline Avenue for safer pedestrian and bicycle access.	03.02.02.0096	Active Transportation
City of South Lake Tahoe	Johnson Blvd Complete Streets	Johnson Boulevard Bicycle and Pedestrian Improvements	03.02.02.0093	Active Transportation
City of South Lake Tahoe	Lake Parkway South Sidewalks	0.22 mile of sidewalk on Lake Parkway	03.02.02.0114	Active Transportation
City of South Lake Tahoe	Pioneer Trail-Ski Run to Price	0.5 miles of safety improvements on Pioneer Trail	03.02.02.0113	Active Transportation
El Dorado County	Fallen Leaf Recreational Access Project	Shared use path on Fallen Leaf Road	03.02.01.0054	Active Transportation
Tahoe Transportation District	US Highway 50 from Lake Parkway to SR 207 Intersection	Sidewalk on south side of US50 connecting Lake Parkway to Kingsbury and Class I trail on north side.	03.02.02.0122	Active Transportation
Placer County	Kings Beach Shared Use Path: Brockway Vista KBSRA to SR28	This 0.5 mile segment consists of the segment from the KBSRA to Chipmunk/SR28 on the east side of Kings Beach.	03.02.02.0073	Active Transportation
Tahoe Transportation District	Stateline to Van Sickle Multi-Use Path and Overpass	Multi-use path from casino core at Stateline to Van Sickle Bi-State Park entrance. Includes pedestrian overpass over Lake Parkway.	03.02.02.0122	Active Transportation
Washoe County	Northwood Blvd Bike path	Northwood Blvd Class 1 path in Incline Village	03.02.02.0127	Active Transportation
El Dorado	West Shore Trail-Meeks to DL Bliss	6.5 Class I shared use path from Meeks Bay to DL Bliss State Park	03.02.02.0115	Active Transportation
Nevada Department of Transportation	US 50 Lakeview Drive to Church Street	Safety improvements on US 50 in Incline Village, including speed limit and adaptive signage timing.	4620	Corridor

Implementing Agency	Title	Project Description	Project Number	Project Type
Tahoe Transportation District	SR 28 North Parking, Sidewalk, and Water Quality Improvements	Parking, water quality improvements, and pedestrian path connecting to the East Shore Trail trailhead in Incline Village.	03.02.02.0098	Corridor
Tahoe Transportation District	Corridor Coordination	Corridor based, multi-agency transportation planning and implementation coordination.	4514	Corridor
Tahoe Transportation District	Tahoe Mobility Hub-Washoe County	Mobility Hub in Washoe County to provide a location for regional transit and multi-modal connections.	03.02.01.0021	Corridor
Tahoe Transportation District	SR 28 Spooner Mobility Hub and AIS Inspection Station	The Spooner Mobility Hub at the intersection of SR 28 and SR 50 will include a transit stop, parking, aquatic invasive species inspection station, pedestrian crossing, and 0.5 mile shared use path	03.02.01.0064	Corridor
Placer County	North Tahoe Regional Parking Management	Parking management strategies in Placer County as outlined in the Resort Triangle Transportation Plan.	4612	Corridor
California Department of Transportation	Meeks Creek Bridge	Replace Meeks Creek Bridge, restore creek to address bridge scour and fish passage barriers, add wildlife terrestrial crossing improvement under bridge, and add bicycle and pedestrian improvements.	03.02.02.0103	Operations and Maintenance
California Department of Transportation	PLA-89 West Lake Pavement CAPM-SHOPP	Road and bridge preservation and bicycle/pedestrian improvements on SR 89 from El Dorado County line to Truckee River Bridge.	01.01.01.0219	Operations and Maintenance
California Department of Transportation	SR 28 Sand Vaults	Retrofit sand vaults on SR 28 in Placer County.	4596	Operations and Maintenance
California Department of Transportation	Caltrans SHOPP Minor Program	Install flashing pedestrian beacons on US 50 and SR 89, and traffic camera at Emerald Bay.	04.02.02.0014	Operations and Maintenance
Nevada Department of Transportation	US 50 3R Preservation in the Tahoe Basin	Pavement rehabilitation on 13.26 miles of US 50 in Douglas County from the CA/NV State line to Kings Canyon Rd.	01.01.01.0199	Operations and Maintenance
Nevada Department of Transportation	NDOT Sweeping Program	Annual NDOT street sweeping within the Tahoe Region.	01.01.02.0002	Operations and Maintenance
Nevada Department of Transportation	SR 28 East Shore Tahoe Preservation	Pavement rehabilitation (5.2 miles) on SR 28 from US 50 at Spooner Summit to 0.24 miles north of East Lakeshore Blvd.	01.01.01.0215	Operations and Maintenance
Tahoe Regional Planning Agency	Resilience Improvement Plan/Regional Emergency Communication	Resilience Improvement Plan that assesses the basin's transportation system's vulnerabilities.	02.01.02.0022	Technology

Implementing Agency	Title	Project Description	Project Number	Project Type
Tahoe Transportation District	ITS Sensors and Data Collection (SMART Program)	This project will integrate systems and infrastructure to more effectively collect, share, and manage transportation data across jurisdictions in the Tahoe Region.	04.02.02.0013	Technology
California Department of Transportation	ED Vision Zero Improvements	Safety improvements on US 50 from Old Meyers Grade to Echo Summit Road.	4593	Technology
South Shore Transportation Management Association	Lake Link Microtransit Operations - Short Term 2030	Micro transit service on the South Shore through 2030.	03.02.03.0035	Transit
City of South Lake Tahoe	South Shore Microtransit Electrification	Charging station for Lake Link microtransit. This project is a partnership with the SSTMA.	03.02.01.0062	Transit
City of South Lake Tahoe	Y Mobility Hub	The Y-Mobility Hub would provide multi-modal access to popular destinations within the City and Lake Tahoe beaches along the State Route 89 corridor	03.02.01.0062	Corridor
South Shore Transportation Management Association	South Tahoe Workforce Vanpool Program	Vanpool program supports South Lake Tahoe businesses and employees by providing an alternative commute option.	03.02.01.0073	Transit
Tahoe North Truckee Transportation Management Association	North Tahoe Workforce Vanpool Program	Vanpool program supports eastern Placer county businesses and employees by providing an alternative commute option. The TNT-TMA provides monthly subsidy	03.02.01.0066	Transit

Source: Full project list is included as Appendix D

Caltrans = California Department of Transportation; CTC = California Tahoe Conservancy; Highway 50 = U.S. Highway 50; NDOT = Nevada County Department of Transportation; SR = State Route; TRCD = Tahoe Resource Conservation District; TTD =Tahoe Transportation District, USFS = United States Forest Service

2025 RTP/SCS Organization

TRPA adopted the previous 2020 RTP/SCS in April of 2021. This 2025 RTP/SCS reflects changes in legislative requirements, local land use policies, and resource constraints and is organized into seven sections:

- Planning Context
- The Plan
- Performance Management
- Funding
- Implementation (Moving Forward)

The vision of the 2025 RTP/SCS is to have a transportation system in the Plan Area that is, “interconnected, inter-regional, and sustainable, connecting people and places in ways that reduce reliance on the private automobile.” Regional goals and policies establish the framework of the 2025 RTP/SCS. Goals and policies represent stakeholder feedback, public input, and input from previous plans, such as TRPA’s 2019 Active Transportation Plan. Transportation system management projects are organized into active transportation, corridor, operations and maintenance, technology and transit categories.

2.7 Required Approvals

Approval of the 2025 RTP/SCS is at the discretion of the TRPA Governing Board, but additional environmental review will be conducted by the responsible lead agency prior to implementation of individual projects contained within the 2025 RTP/SCS. Lead agencies for individual projects include, but are not limited to the following:

- California Department of Transportation (Caltrans)
- California Transportation Commission (CTC)
- North Tahoe Public Utility District (NTPUD)
- Tahoe City Public Utility District (TCPUD)
- Carson Area Metropolitan Planning Organization (CAMPO)
- Tahoe Truckee Area Regional Transit (TART)
- Tahoe Resource Conservation District (TRCD)
- Tahoe Transportation District (TTD)
- Cities of: South Lake Tahoe and Carson City
- Counties of: Placer, Washoe, Douglas, and El Dorado
- Nevada Tahoe Conservation District (NTCD)
- Nevada Department of Transportation (NDOT)
- United States Forest Service, Lake Tahoe Basin Management Unit (LTBMU)
- California Department of Parks and Recreation
- Nevada State Parks

The relationship of this IS/IEC to future environmental review of individual transportation projects is further discussed in Section 1.0, *Introduction*.

2.8 Relationship with Other Plans and Programs

The 2025 RTP/SCS provides a sound basis for the allocation of state and federal transportation funds for transportation projects over the subsequent 25 years. The 2025 RTP/SCS follows guidelines established by the CTC and Nevada Department of Transportation (NDOT) to:

- Describe the transportation issues and needs facing the region
- Identify goals and policies for how TRPA will meet those needs
- Identify the amount of funding that will be available for identified projects
- Include a list of prioritized transportation projects to serve the region's long-term needs, consistent with the funds allocated, while considering environmental impacts and planning for future land use

The 2025 RTP/SCS has been evaluated for consistency with the goals, policies and objectives currently being implemented by municipal and county planning agencies within the Tahoe Region. The 2025 RTP/SCS would be implemented with other existing TRPA, municipal, and county programs designed to improve transit access, bicycle and pedestrian facilities and reduce overall vehicle trips.

2.9 Tribal Consultation Pursuant to Public Resources Code Section 21080.3.1

TRPA contacted the State of California's Native Heritage Commission to request a list of tribes with traditional lands or cultural places located in the project area as required by Assembly Bill (AB) 52. TRPA contacted the following tribes:

- Washoe Tribe of Nevada and California
- Susanville Indian Rancheria
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Nevada City Rancheria Nisenan Tribe

TRPA did not receive comments or request for consultation from these tribes.

3 Initial Study/Initial Environmental Checklist

This section of the IS/IEC analyzes the potential environmental impacts of the project and identifies potentially significant impacts that require mitigation to reduce to less-than-significant levels. A "significant effect" is defined by the *CEQA Guidelines* Section 15382 as:

> "…a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment but may be considered in determining whether the physical change is significant."

The following environmental issue areas are evaluated in the 2025 RTP/SCS IS/IEC: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

As an IEC-FONSE, this report analyzes the potential environmental impacts for areas required by the TRPA Environmental Checklist. TRPA topics are analyzed and discussed under related CEQA impact topics as shown in Table 2 below. Although projects proposed in the 2025 RTP/SCS are analyzed throughout this document each individual project would be required to comply with local jurisdiction standards and undergo individual environmental analysis under CEQA, TRPA, and potentially NEPA (if on federal lands) review. The level of documentation for environmental review for each individual project would vary based on site specific conditions.

Table 2 Impact Topics Organization

CEQA	TRPA
Aesthetics	Scenic Resources/Community Design, Light & Glare
Agriculture & Forestry Resources	Vegetation
Air Quality	Air Quality
Biological Resources	Natural Resources, Vegetation, Wildlife
Cultural Resources	Archaeological/Historical
Energy	Energy
Geology/Soils	Land
Greenhouse Gas Emissions	Greenhouse Gas Emissions[1]
Hazards & Hazardous Materials	Risk of Upset, Human Health
Hydrology/Water Quality	Water Quality
Land Use/Planning	Land Use
Mineral Resources	Vegetation
Noise	Noise
Population/Housing	Population, Housing
Recreation	Recreation
Transportation	Transportation/Circulation
Tribal Resources	Archaeological/Historical
Utilities/Service Systems	Utilities, Energy
Wildfire	Risk of Upset, Human Health

[1] While the TRPA checklist does not include specific GHG questions, TRPA does evaluate GHG emissions as they affect environmental thresholds.

The assessment of each issue area begins with a table identifying where the impact was analyzed (the 2020 RTP/SCS IS/IEC, 2017 RTP/SCS IS/IEC, or 2012 RPU EIR/EIS), if proposed changes require major revisions to the 2020 IS/IEC, if any new circumstances would result in major revisions to the IS/IEC, whether new information requires further analysis or results in new or substantially more severe significant impacts, and if adopted mitigation will resolve impacts. The following section discusses the environmental setting related to the issue, which is followed by the impact analysis. In the impact analysis, the first subsection describes each impact of the proposed project starting with CEQA impact topics and followed by related TRPA impact topics, mitigation measures for significant impacts (if any), and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

CEQA

Significant and Unavoidable. An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the *CEQA Guidelines*.

Less than Significant with Mitigation Incorporated. An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the *CEQA Guidelines*.

Less than Significant. An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.

No Impact. The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

TRPA (Section 3.3.2)

TRPA Code Section 3.3.2 indicates that a response of "Data Insufficient" or a determination that a project may have a significant effect on the environment requires additional environmental analysis in the form of an Environmental Assessment or EIS. The Initial Environmental Checklist form requires that all "Yes" and "No, with Mitigation" response require a written explanation. TRPA identifies the following four levels of impacts:

Yes

No

No with Mitigation

Data Insufficient

A list of mitigation measures follows each environmental impact discussion (if required) and the residual effects or level of significance that remains after implementation of the measure(s) is discussed. Appendix B includes all mitigation measures from the 2012 RPU EIR/EIS, 2017 IS/IEC, and 2020 IS/IEC that apply to the proposed project.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

■ Aesthetics	□ Agriculture and Forestry Resources	■ Air Quality
■ Biological Resources	■ Cultural Resources	□ Energy
□ Geology/Soils	■ Greenhouse Gas Emissions	■ Hazards and Hazardous Materials
□ Hydrology/Water Quality	□ Land Use/Planning	□ Mineral Resources
■ Noise	□ Population/Housing	■ Public Services
□ Recreation	■ Transportation	■ Tribal Cultural Resources
■ Utilities/Service Systems	■ Wildfire	■ Mandatory Findings of Significance

CEQA Environmental Determination

Based on this initial evaluation:

□ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

□ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

□ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title

TRPA Environmental Determination

Based on this evaluation:

☐ The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared on accordance with TRPA's Rules of Procedure

■ The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure

☐ The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure.

Signature	Date
Printed Name	Title

4 Evaluation of Impacts

1 Aesthetics

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist						
Would the project:						
a.	Have a substantial adverse effect on a scenic vista?	2012 RPU EIR/EIS Impact 3.9-2	No	No	No	Yes
b.	Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	2012 RPU EIR/EIS Impact 3.9-1 and Impact 3.9-2	No	No	No	Yes
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	2012 RPU EIR/EIS Impact 3.9-1	No	No	No	Yes
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	2012 RPU EIR/EIS Impact 3.9-3	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
TRPA Environmental Checklist: Section 18 – Scenic Resources/Community Design						
Will the proposal:						
a.	Be visible from any state or federal highway, Pioneer Trail or Lake Tahoe	2012 RPU EIR/EIS Impact 3.9-1, 3.9-2	No	No	No	Yes
b.	Be visible from any public recreation area or TRPA designated bicycle trail?	2012 RPU EIR/EIS Impact 3.9-1	No	No	No	Yes
c.	Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	2012 RPU EIR/EIS Impact 3.9-2	No	No	No	Yes
d.	Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?	2012 RPU EIR/EIS Impact 3.9-1	No	No	No	Yes
e.	Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	2012 RPU EIR/EIS Impact 3.9-1 and 3.9-2	No	No	No	Yes
TRPA Environmental Checklist: Section 7 – Light and Glare						
Will the proposal:						
a.	Include new or modified sources of exterior lighting?	2012 RPU EIR/EIS Impact 3.9-3	No	No	No	Yes
b.	Create new illumination, which is more substantial than other lighting, if any, within the surrounding area?	2012 RPU EIR/EIS Impact 3.9-3	No	No	No	Yes
c.	Cause light from exterior sources to be cast off-site or onto public lands?	2012 RPU EIR/EIS Impact 3.9-3	No	No	No	Yes
d.	Create new sources of glare through the siting of the improvements or through the use of reflective materials?	2012 RPU EIR/EIS Impact 3.9-3	No	No	No	Yes

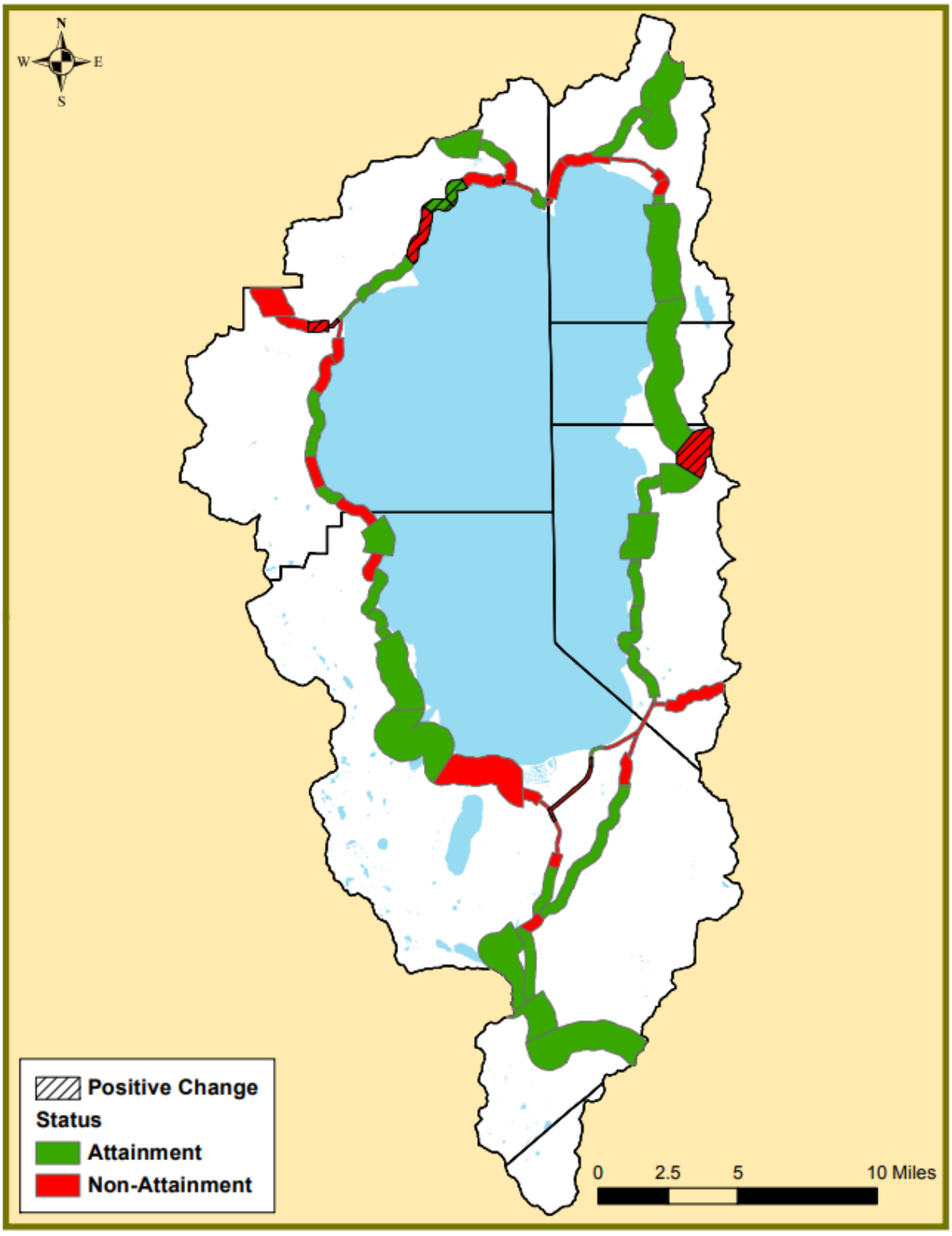
Discussion

This section presents the analyses for potential impacts to aesthetics and visual quality by considering changes to the environment and new projects since the 2020 RTP/SCS checklist. The 2019 Threshold Evaluation is the latest TRPA assessment of visual quality in the Lake Tahoe region (TRPA 2021). It accounts for ongoing improvements in the region relative to ten threshold categories, including scenic resources where the goal is to maintain or improve the quality of view from public, outdoor recreation areas, mainly through the implementation and enforcement of design guidelines (TRPA 1989). Through this program, in conjunction with regional, state, and federal collaboration on the Lake Tahoe Environmental Improvement Program, aesthetic conditions continue to improve, particularly as new development occurs.

According to the 2019 Threshold Evaluation, little to no change in scenic ratings was observed for visual resources within the Plan Area (TRPA 2021). These conditions in visual character are expected to improve as new projects are built and replace development that pre-dates the enforcement of the design standards. Figure 2 shows scenic roadways along with the current attainment status (TRPA 2024b). Areas within the map that are colored green are in “attainment” with the standards established for that area, and areas in red are considered to be in “non-attainment.” Projects proposed in the 2025 RTP/SCS would be subject to these same design standards and review by TRPA’s Permitting and Compliance Division during the permitting process.

Threshold findings would need to be made to ensure that any new transportation project complies with TRPA’s scenic threshold standards. This is accomplished by evaluating the project against the Design Review Guidelines in Chapter 36 of the TRPA Code of Ordinances, which includes specific standards for site design, building design, landscaping, and lighting. Chapter 37 of the Code also establishes height standards to ensure visually compatible development. Chapter 66, Scenic Quality, contains specific standards for roadway travel units, scenic highway corridors, and scenic viewpoints. TRPA’s Scenic Quality Improvement Program (SQIP) contains recommendations for scenic improvements in specific locations based on the current scenic attainment score (TRPA 2019b). TRPA and implementing project partners would consult the SQIP when designing transportation projects that are in the areas identified for improvements. Typical scenic improvement recommendations include undergrounding utilities, vegetation screening, and use of natural building materials.

Figure 2 Scenic Roadways in the Plan Area



Source: TRPA 2024b

Projects would be subject to local jurisdiction scenic and design standards, as well as state and federal standards. These local jurisdictional planning documents were discussed in detail in the 2012 RPU EIR, but some have been updated since. Projects may also be located on U.S. Forest Service lands, California State Parks, or Nevada State Parks lands, some of which have specific design requirements for signage and other improvements associated with transportation projects. The applicable documents are as follows:

- Caltrans Visual Impact Assessment Handbook (2023)
- City of Carson City Master Plan Guiding Principle #3, Stewardship of the Natural Environment (City of Carson City 2006b)
- Douglas County Master Plan Land Use Element (Douglas County 2020)
- Douglas County Design Criteria and Improvement Standards (Douglas County 2017)
- El Dorado County Design and Improvement Standards Manual (El Dorado County 1989)
- El Dorado County Targeted General Plan Amendment and Zoning Ordinance Update, Article 3 Site Planning and Project Design Standards (El Dorado County 2015)
- Nevada Department of Transportation Landscape and Aesthetics Corridor Plan (NDOT 2012)
- Placer County General Plan Land Use Development Form and Design (Placer County 2013)
- City of South Lake Tahoe General Plan Natural and Cultural Resources Element (CSLT 2011)
- City of South Lake Tahoe Design Guidelines (CSLT 2016)
- Washoe County Envision Washoe 2040 Conservation Element (Washoe County 2023)
- U.S. Department of Agriculture, Forest Service Division Visual Standards Guide (USDA 2013)

New, revised, and carry-over policies in the 2025 RTP/SCS that could relate to visual quality impacts are as follows:

- **Policy 1.1:** Design projects to maximize visibility of pedestrians and bicycles, incorporating daylighting, with a focus on vehicular, bicycle, and pedestrian conflict points. Consider increased safety signage, site distance, and other design features from the Lake Tahoe Countermeasures Toolbox.
- **Policy 1.6:** In roadway improvements, construct, upgrade, and maintain active transportation and transit facilities along major travel routes. In constrained locations all design options should be considered, including but not limited to restriping, roadway realignment, signalization, and purchase of right of way.
- **Policy 1.7**: Encourage partners to develop and implement plans coordinating wayfinding, signage, and education campaigns to build awareness of safety and alternative transportation opportunities including transit and active transportation modes.
- **Policy 1.8:** Prohibit the construction of roadways to freeway standards in the Tahoe Region and establish Tahoe specific traffic design standards for project development and analysis.
- **Policy 1.9:** Design roadway corridors, including driveways, intersections, and scenic turnouts, to enhance safety for all modes, minimize impacts to regional traffic flow, transit, and bicycle and pedestrian facilities by using shared access points where feasible.
- **Policy 2.6:** Consider utilizing smart (motion sensor) street lighting to reduce light pollution (i.e., maintaining dark sky) and reduce energy while providing safety for pedestrians and other users.

- **Policy 2.7**: Design transportation infrastructure to avoid conflicts with wildlife and wildlife corridors. This includes minimizing lighting and noise in sensitive areas and incorporating wildlife crossings where ap Flick Point II Water Quality & Ecosystem Improvement.
- **Policy 2.8**: Ensure invasive weed infestations are avoided when constructing and maintaining new transportation infrastructure. Native plant cultivation and weed management should be included in construction and maintenance plans for all projects.
- **Policy 3.1:** Develop standards and guidelines for incorporating multimodal amenities in new development or redevelopment, as part of all plans, including local area plans.

Projects proposed under the 2025 RTP/SCS are intended to implement these policies through adding new facilities, maintaining existing ones, and making those facilities more accessible through parking management and wayfinding signage, as discussed below.

Components of Projects with Potential for Impact

The 2025 RTP/SCS includes a range of projects, including active transportation, transit, corridor, operations and maintenance, and technology projects. Active transportation projects include sidewalks, and paved trails and trail connectors with various supporting components such as border fences, wayfinding signs, and interpretive panels at staging areas. Where project components are at-grade, they would not interfere with access to scenic vistas, but implementation of street lighting, parking, and transit facilities could introduce new buildings and structures with the potential to affect scenic vistas, depending on their placement and design. Scenic mitigation would be required as described in the impact analysis below. Active transportation projects where scenic mitigation could be required include, but are not limited to the South Tahoe Greenway, Fallen Leaf Recreational Access project, Tahoe City Lakeside Trail Missing Link, and the West Shore Tahoe Trail-Meeks to DL Bliss. Additional projects include the Pioneer Trail from Ski Run Boulevard to Price Road project which would add safety improvements, including a Class 2 bicycle lane and dynamic speed warning signs.

Corridor and transit projects, such as the Spooner and Washoe County Mobility Hubs could also include upgraded or additional bus shelters, signage, parking, and other supporting structures. The State Route 89 transit priority lanes project would involve widening the highway to accommodate additional transit-only lanes on SR 89 between Truckee and Tahoe City. Only 5 miles of the project is within the basin along the most constrained roadway segment where the design may need to be modified. The Regional Visual Environments section of the TRPA Design Guidelines gives general descriptions of the desired visual environment in urban, rural transition, and rural areas. Additionally, the Element details scale, style, landscaping, building materials and colors, lighting, and signage preferences for each of these areas, commensurate with the level of human activity that normally occurs there (TRPA 1989).

The counties and City in the Plan Area have adopted general plans and design guidelines that include policies and standards which support consistent development and preservation of the scenic environment. Additionally, USFS and Caltrans offer guidelines for visual assessment and preservation of visual quality on public lands and from public roadways (Caltrans 2016, USDA 2013). These standards for visual assessment govern the analysis in this report, along with TRPAs standards as discussed above.

CEQA Environmental Checklist

a. Would the project have a substantial adverse effect on a scenic vista?

A scenic vista is a viewpoint often accessed from public roadways or active transportation facilities that offers sweeping views of the landscape. Transportation facilities can enhance views from such places when they increase access to public viewing locations or they can detract from these resources, if they introduce a large, industrial feature such as a bridge, where there was none.

The 2012 RPU EIR/EIS found that even though the RTP/SCS has an inherent objective to protect scenic quality, there is potential for significant impacts to occur during project implementation, requiring "considerable discretion… be applied to projects to determine how scenic impacts would be avoided, or if needed, what compensatory mitigation might be required. The 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC made similar findings for scenic quality.

Active transportation projects would likely include primary features that are at-ground level, like paths, and other components that are more elevated such as barrier fences, signage, and interpretive panels along the path. The nature of these types of projects is to facilitate enjoyment of scenic vistas and most elements would not rise very far above the ground surface. Thus, new project components such as paths or fencing would not impede the viewing of scenic vistas. Fencing, signs, and interpretive panels could, however, interfere with views if they create a strong contrast, by means of their materials or color, or if they introduce a visual element out of harmony/unity with the surrounding landscape or that is placed so it creates an awkward element in an otherwise vivid view of the landscape.

Operation and Maintenance projects could affect scenic vistas, however, these projects do not typically require infrastructure improvements that would permanently alter scenic vistas. Rather, most of the proposed operation and maintenance projects include improvements such as roadway repaving and restriping, street sweeping, and snow plowing. In some cases, operation and maintenance projects may include signage along scenic vistas, such as U.S. Highway 50, which could have the potential to adversely affect scenic vistas. However, operations and maintenance projects are exempt from TRPA review. Further, Mitigation Measure 3.1-9b from the 2012 RPU EIR/EIS, which addresses project design review, would apply to above-grade, permanent project components to ensure they are composed in relation to the landscape. Project specific design and/or mitigation would be necessary for operation and maintenance projects that include signage and other features to reduce impacts to a less-than-significant level.

Other Operation and Maintenance projects may introduce equipment used to repair, clean, or clear roadways that could affect scenic vistas. This effect would be temporary due to the nature of the work (e.g., snow plowing or asphalt resurfacing) and therefore would cease to be an issue when the work was completed. Impacts would be less than significant.

Mitigation Measure 3.1-9b from the 2012 RPU EIR/EIS, which addresses project design review, would apply to above-grade, permanent project components to ensure they would be composed in relation to the landscape. Project specific design features and/or mitigation would be necessary for signage and other traffic management components to reduce impacts to a less-than-significant level.

With all these projects, there is potential for visual clutter that could interfere with scenic vistas. Projects implemented under the 2025 RTP/SCS would be similar in size, location, and type to those analyzed in the 2012 EIR/EIS, 2017 IS/IEC, 2020 IS/IEC. Construction of projects proposed under the 2025 RTP/SCS have the potential to result in temporary impacts to scenic quality. Mitigation

Measure 3.9-1a from the 2012 RPU would apply to new and modified projects in the 2025 RTP/SCS and would address short-term construction impacts to scenic resources to ensure construction equipment and projects would be screened and hidden from public view. There is also potential that design for new and modified projects under the 2025 RTP/SCS would impact scenic vistas. Mitigation Measure 3.9-1b from the 2012 RPU EIR/EIS requires specific design review that considers scenic impact avoidance and/or mitigation for any projects with new or remodeled buildings, large signage, and above-grade trail components to ensure massing and orientation would provide a frame for views, or that sight lines would be considered relative to the placement of these above-grade components. This would ensure designs are modified, if needed, and other project-specific measures are implemented to prevent long-term damage to scenic vistas.

Projects would also be required to adhere to TRPA Design Guidelines, local jurisdictional guidance, and industry standards for excellence in trail design. For example, the TRPA Design Guidelines prioritize using the site to determine design, and require that topography, vegetation, natural features, aspect and orientation, and contextual setting, among other conditions, be considered when designing buildings, structures, and associated facilities that could impact the views from a given site. The TRPA Design Guidelines require that form, mass, and profile of individual buildings and architectural features be designed to blend with the natural terrain. They further recommend specific materials for walls, structures, and other associated features, depending on their context. For example, an architectural wall could fit in an urban environment, where a rough-sawn, cedar fence might be appropriate in a rural transition area or a rock wall in a rural environment. For trails and other linear projects, the detailed design review recommended in Mitigation Measure 3.1-9b, described below, would ensure that all components are harmonious with their surroundings.

Other projects with more prominent architectural or engineering features may require more detailed design review, so that design enhances the visual environment. Specifically, the proposed bridge replacement and parking upgrades at Meeks Bay have the potential to obstruct views through the area during construction, although these would be short term, and have the potential to change the nature of views in the area. This project would be subject to Mitigation Measure 3.9-1a during construction and Mitigation Measure 3.9-1b during the design process. Finally, any bridges, elevated paths, trails or walkways, and all new buildings would be subject to Mitigation Measure 3.9-1b, including the SR 28 corridor improvements and the West Shore Trail-Meeks to DL Bliss, among others.

Overall, substantial and adverse impacts to scenic vistas would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

New projects included in the 2045 RTP/SCS are proposed on SR 28 and U.S. Highway 50, state designated scenic highways, such as the U.S. Highway 50 South Shore Community Revitalization project and SR 28 Spooner Mobility Hub and AIS Inspection Station project. These projects have potential to damage scenic resources along a state scenic highway. However, all projects would be subject to the Design Review Guidelines, as well as to local planning documents with policies about

projects that occur within state scenic highways, including TRPA's guidance to include natural features in project design. Mitigation Measure 3.1-9b from the 2012 RPU EIR/EIS, which addresses project design review, would apply to above-grade, permanent project components to ensure they would be composed in relation to the landscape and would not impact aesthetic value along scenic highways. Mitigation would be necessary for specific projects that include above-grade components, structures, and other features, such as the bridge modifications at Chimney Beach near SR 28, to reduce impacts to a less-than-significant level. New and modified projects under the 2025 RTP/SCS would be subject to 2012 RPU EIR/EIS Mitigation Measure 3.9-1a during construction and Mitigation Measure 3.9-1b during the design process. These measures would reduce short-term construction impacts to scenic resources along scenic highways and ensure design review is adequate to the specific site in which a project would occur. Mitigation measures would ensure designs are modified, if needed, and other project-specific measures are implemented, such as construction screening to reduce impacts along scenic highways.

Overall, substantial and adverse impacts to scenic highways would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

TRPA's Design Review Guidelines would apply to all projects implemented under the 2025 RTP/SCS. Many of the projects are proposed to increase connectivity and improve wayfinding, improve existing roadway conditions, and implement safety measures, such as signs that limit vehicle speed. In keeping with the TRPA's goal to "maintain and improve the overall quality of the built environment in the Lake Tahoe region," projects would necessarily be subject to the minimum design standards the agency sets forth (TRPA 1989). Furthermore, TRPA recognizes the importance of the appearance and aesthetic features of the communities in the Plan Area, as these communities depend upon the tourism industry, an economic sector driven in large part by the sense of place that the natural and built environments evoke. All proposed projects are intended to increase the visual quality as well as implement transportation goals.

There is potential for components from all projects proposed under the 2025 RTP/SCS to create visual clutter that could temporarily or permanently interfere with visual quality. These include facilities that support new active transportation projects, such as restrooms, fences, and signage; complete streets components that include industrial transportation features (signal lights, signs, etc.); roadway projects that include buildings and bridges; and technology projects that may implement roadway signage as part of the program. For example, the SR 28 corridor improvements at Thunderbird Cove to Secret Harbor would include signalized pedestrian crossings and a prefabricated bridge. All projects would be required to adhere to TRPA Design Guidelines, local jurisdictional guidance, and industry standards for excellence in trail design, such as those suggested

by American Trails (2006), and be subject to Mitigation Measure 3.1-9b to ensure project design and all associated components enhance visual quality.

For example, the TRPA Design Guidelines prioritize using the site to determine design, and require that topography, vegetation, natural features, aspect and orientation, and contextual setting, among other conditions, be considered when designing buildings, structures, and associated facilities that could impact the views from/of a given site. They further require that form, mass, and profile of individual buildings and architectural features be designed to blend with the natural terrain. They also recommend specific materials for walls, structures, and other associated features, depending on their context. For trails and other linear projects, the detailed design review recommended in Mitigation Measure 3.1-9b will ensure that all components are harmonious with their surroundings.

Additionally, new and modified projects under the 2025 RTP/SCS would be subject to 2012 RPU EIR/EIS Mitigation Measure 3.9-1a during construction and Mitigation Measure 3.9-1b during the design process. Mitigation Measure 3.9-1a would reduce short-term construction impacts to scenic resources to ensure construction equipment and projects are screened and hidden from public view. Any bridges, elevated paths, trails or walkways, and all new buildings would be subject to Mitigation Measure 3.9-1b, including the parking lot upgrades under the SR 28 Central Corridor Improvements. Mitigation Measure 3.9-1b requires specific design review that considers scenic impact avoidance and/or mitigation would be applied to any projects with new or remodeled buildings, large signage, and above-grade trail components to ensure massing and orientation would provide a frame for views, or that sight lines would be considered relative to the placement of these above-grade components. This would ensure designs are modified, if needed, and other project-specific measures are implemented to prevent long-term damage to scenic vistas.

Overall, substantial and adverse impacts to scenic vistas would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

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d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Some projects could introduce new sources of light, including trail lighting, safety lights, and lights from vehicles traveling to, from, and through project areas. Light impacts were evaluated in the 2012 EIR/EIS and re-evaluated in the 2017 IS/IEC and 2020 IS/IEC. Both documents indicate that the existing outdoor lighting standards described in the TRPA Code of Ordinances and other local night sky policies would govern new development. Similarly, new projects listed in the 2025 RTP/SCS would adhere to the lighting standards to reduce impacts that may adversely affect nighttime views. Because projects under the 2025 RTP/SCS would be similar in nature, scale, and location and would require site specific design and mitigation, impacts to new sources of lighting would be less than significant.

Glare occurs when the sun reflects off light-colored surfaces, windows, and the windshields of parked cars. Adherence to the limited color palette prescribed in the TRPA Design Standards would ensure that light-colored surfaces and unshielded glass would not occur, thus preventing glare.

Furthermore, while projects could increase the number of visitors, and thus the number of parked cars. Parking management, vegetation screening, and other measures would ensure that there would be a limited increase in glare from more parked cars. It is possible that components of new facilities would have reflective materials as part of their designs. This could include wayfinding and interpretive signage, windows, and building or structure siding and roof materials. These components would be subject to the TRPA and local jurisdictional design guidelines that include using materials that appear natural and blend with the landscape. Mitigation Measure 3.9-1b from the 2012 RPU EIR/EIS would apply to projects under the 2025 RTP/SCS and requires specific design review that considers visual impact avoidance and/or mitigation, including the use of reflective materials, excessive lighting, and other design attributes that could cause impacts to light and glare. Mitigation Measure 3.9-1b would be applied to any projects with new or remodeled buildings, large signage, and elevated or above-grade trail components to ensure materials are compatible with the surroundings and that they would not create glare or other visual concerns. Mitigation measures from the 2012 RPU would ensure designs are modified, if needed, and other project-specific measures are implemented to prevent undue generation of light or glare.

Overall, substantial and adverse impacts relative to light and glare would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

TRPA Environmental Checklist

Section 18 – Scenic Resources/Community Design

a. Will the proposal be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

Most of the 2025 RTP/SCS projects would occur near or adjacent to a federal highway or within viewing distance of Lake Tahoe. The discussion of impacts related to visibility of projects is included under CEQA item “a” above. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Overall, substantial and adverse impacts relative to visibility would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

b. Will the proposal be visible from any public recreation area or TRPA designated bicycle trail?

Active transportation projects under the 2025 RTP/SCS would occur near or coincidental with TRPA-designated trails to provide connections and expand the existing trail network. The discussion of impacts related to visibility from public recreation areas and trails is included under CEQA items “a,” “b,” and “c” above. Overall, substantial and adverse impacts relative to public recreation visibility would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC,

and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

c. Will the proposal block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

Many of the 2025 RTP/SCS projects would occur within viewing distance of Lake Tahoe or near, adjacent to, or coincidental with public roads and other public areas. The discussion of impacts related to blocking scenic vistas is included under CEQA items "a," "b," and "c" above. Overall, substantial and adverse impacts relative to scenic vistas would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

d. Will the proposal be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

Most of the 2025 RTP/SCS projects have primary components that occur at-grade, but some may include above-grade components, such as signage, restrooms, barrier fences, and other associated features. Each project would be subject to TRPA design review and would be required to comply with TRPA Design Guidelines, as well as local ordinances and guidelines. The discussion of impacts related to design standards is included under CEQA items "a," "b," and "c" above. All projects would be subject to Mitigation Measure 3.1-9b to ensure massing, height, and other design elements would enhance visual quality, consistent with applicable ordinances, design guidelines, and the TRPA Thresholds. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO WITH MITIGATION

e. Will the proposal be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

Each project in the 2025 RTP/SCS would be subject to TRPA design review and would be required to comply with TRPA Design Guidelines, as well as local ordinances and guidelines. All projects would be subject to Mitigation Measure 3.1-9b to ensure they meet or exceed the SQIP and Visual Quality Thresholds. The discussion of impacts related to design standards is included under CEQA items "a," "b," and "c" above. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO WITH MITIGATION

2 Agriculture & Forestry Resources

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	2012 RPU EIR/EIS Section 5.1.1	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	2012 RPU EIR/EIS Section 5.1.1	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	2012 RPU EIR/EIS Section 5.1.1	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	2012 RPU EIR/EIS Section 5.1.1	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	2012 RPU EIR/EIS Section 5.1.1	No	No	No	N/A

Discussion

Agricultural Resources are discussed in the 2012 EIR/EIS Section 5.1.1, *Effects Not Found to Be Significant* as no land is currently designated for agricultural use in the Plan Area. Impacts related to forestry resources are discussed in Section 4, *Biological Resources,* and impacts related to land use and zoning are discussed in Section 11, *Land Use and Planning*, of this IS/IEC.

CEQA Environmental Checklist

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

There is no land zoned for agricultural use in the Plan Area (TRPA 2024). Similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC, there would be no impact to important farmland under the 2025 RTP/SCS. No new significant impacts or substantially more severe impacts would occur.

NO IMPACT

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

There is no land zoned for agricultural use in the Plan Area (TRPA 2024). Similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC, there would be no impact to agricultural uses or a Williamson Act contract under the 2020 RTP/SCS. No new significant impacts or substantially more severe impacts would occur.

NO IMPACT

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The Plan Area includes no lands zoned for timber production (TRPA 2024). Please refer to Section 4, *Biological Resources,* for a discussion of forest land in the Plan Area. Development under the 2025 RTP/SCS would primarily be concentrated in existing community centers that are largely developed or previously disturbed and would likely require less tree removal than new uses outside of urban areas; however, the 2025 RTP/SCS includes approximately 15 miles of trail through previously undisturbed areas. Any proposed transportation or land use project that proposes tree removal would require permits and compliance with TRPA's Code of Ordinances Section 33.6, *Vegetation Protection During Construction*. Additionally, specific provisions for tree removal in the Plan Area are provided in the TRPA Code (Chapters 33,36, 61, and 62) and all tree removal for trees greater than 14 inches dbh requires review and approval by TRPA. TRPA's existing policies and Code provisions would require development and implementation of project-specific measures to minimize or avoid impacts to forestland. Therefore, projects proposed under the 2025 RTP/SCS do not conflict with the use of forest land, timberland, or timberland zoned Timberland Production. Similar to the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC, there would be no impact to forestland or timberland under the 2025 RTP/SCS. No new significant impacts or substantially more severe impacts would occur.

NO IMPACT

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Projects and policies implemented under the 2025 RTP/SCS may result in removal of individual trees but would not result in the conversion of forest land to non-forest use, similar to projects included in the 2012, 2017, and 2020 RTP/SCS. As discussed under CEQA item "c" new and modified projects under the 2025 RTP/SCS would adhere to the TRPA Code and existing policies for forest and tree protection. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

There is no land zoned for agricultural use in the Plan Area and, similar to the 2012 RPU and 2017 and 2020 updates, the 2025 RTP/SCS projects do not conflict with lands zoned as forest land or timberland. There would be no conversion of farmland to non-agricultural use or forest land to non-forest use. No impact would occur, similar to the findings of the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

NO IMPACT

TRPA Environmental Checklist

There are no TRPA environmental checklist items specific to this topic.

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3 Air Quality

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	2012 RPU EIR/EIS Impact 3.4-1	No	No	No	N/A
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	2012 RPU EIR/EIS Impact 3.4-2 and Impact 3.4-3	No	No	No	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	2012 RPU EIR/EIS Impact 3.4-4 and Impact 3.4-5	No	No	No	Yes
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	2012 RPU EIR/EIS Impact 3.4-6	No	No	No	N/A
TRPA Environmental Checklist: Section 2 – Air Quality					
Will the proposal result in:					
a. Deterioration of ambient (existing) air quality?	2012 RPU EIR/EIS Impact 3.4-2 and Impact 3.4-3	No	No	No	N/A
b. The creation of objectionable odors?	2012 RPU EIR/EIS Impact 3.4-6	No	No	No	N/A
c. The alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	2012 RPU EIR/EIS Impact 3.4-7	No	No	No	N/A

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
d.	Increased use of diesel fuel?	2012 RPU EIR/EIS Impact 3.4-2 and Impact 3.4-3	No	No	No	N/A

Discussion

The analysis in this section is based on the Air Quality and Greenhouse Gas Study prepared for the 2025 RTP/SCS by Rincon in April 2025. For detailed information on air quality background, assumptions, and model outputs, please see Appendix F.

Air Quality Background

The Plan Area lies in the Lake Tahoe Air Basin (LTAB), which is primarily a depression between the crests of the Sierra Nevada and Carson ranges at a surface elevation of 6,260 feet above sea level. The mountains surrounding Lake Tahoe are approximately 8,000 to 9,000 feet high, with some reaching over 10,000 feet.

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants, referred to as "criteria pollutants." Under these laws, the U.S. Environmental Protection Agency (USEPA) and the CARB have established ambient air quality standards (AAQS) for criteria pollutants. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere and include carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gasses (ROG)[3], nitrogen oxides (NO_X), fine particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2) and lead (Pb). Secondary criteria pollutants are created by atmospheric chemical and photochemical reactions. ROG, together with NO_X, form the building blocks for the creation of photochemical (secondary) pollutants. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). Air quality specific criteria pollutants is monitored throughout the Plan Area as shown in Table 3.

3 CARB defines VOC and ROG similarly as, "any compound of carbon excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions and the term ROG is used in this report.

Table 3 Air Quality Monitoring in the Plan Area

Monitoring Agency	Location	Pollutants Measured
TRPA	Lake Tahoe Community College[1]	$PM_{2.5}$, PM_{10}, visibility
TRPA	TRPA offices, Stateline	$PM_{2.5}$; CO; NO; ozone
USFS	DL Bliss State Park[1]	$PM_{2.5}$, PM_{10}, visibility
Placer County	Tahoe City[2]	Ozone and $PM_{2.5}$
Washoe County	Incline Village	Ozone
CARB	South Lake Tahoe	Ozone and PM_{10}

[1] Part of national IMPROVE network

[2] Paid for in part by TRPA

NO = nitrogen oxide

A toxic air contaminant (TAC) is an air pollutant that may cause or contribute to an increase in mortality or serious illness or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

Regulations

FEDERAL

The federal Clean Air Act (CAA) governs air quality in the United States, which is administered by the U.S. EPA at the federal level. Air quality in California is also governed by regulations under the California CAA, which is administered by the California Air Resources Board (CARB) at the State level. At the regional and local levels, local air districts such as Air Quality Management Districts (AQMD) and Air Pollution Control Districts (APCD) typically administer the federal and California CAA. The plan area is in attainment for all National Ambient Air Quality Standards (NAAQS).

Pursuant to 176(c) of the federal CAA (42 USC §7506(c)), Metropolitan Planning Organizations (MPO) and the United States Department of Transportation (U.S. DOT) must make a determination that the RTP and the Regional Transportation Improvement Program (RTIP) conform to the SIP for air quality. Section 176(c) of the CAA, as amended (42 United States Code [U.S.C.] 7401 et seq.) prohibits agencies of the Federal Government from engaging in, supporting, providing financial assistance to, or issuing permits for activities, which do not conform to an applicable SIP. The transportation conformity regulations provided in Code of Federal Regulations (CFR) Title 40, Chapter I, Part 51, Subpart T, Section 51.392-51.400, 51.404, 51.410-51.450, 51.460, and 51.462 were adopted by Placer County APCD in Rule 509 and El Dorado County AQMD in Rule 503; however, PCACPD Rule 509 exempts the Lake Tahoe Air Basin portion of Placer County from compliance with this rule. Currently, the Plan Area is in conformance for all criteria pollutants under federal air quality standards.

STATE

In California, CARB is responsible for meeting the State requirements of the federal CAA, administering the California CAA and establishing the California ambient air quality standards (CAAQS). The California CAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. CARB regulates mobile air pollution sources, such as motor vehicles. The agency is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. More recently, CARB developed a new certification fuel for 2015 and newer vehicles, which contains 10 percent ethanol by volume (E10). In addition, the California Legislature enacted SB 656 to reduce public exposure of airborne particulate matter in 2003, which required the CARB to develop and adopt a list of readily available, feasible and cost-effective control measures that could be employed by the CARB and local air districts. The CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level.

In 2004, the CARB approved a revision to the SIP that consists of an update to CO maintenance plan for ten areas within California that had attained the federal air quality standard for CO since the early 1990s. This included North Lake Tahoe and South Lake Tahoe. The 2004 revisions to the Maintenance Plan (2004 CO Maintenance Plan) were an update to the 1998 Carbon Monoxide Maintenance Plan and show how attainment would be maintained through 2018 and beyond. Part of the maintenance strategy involves allocation of transportation emissions budgets to the maintenance areas as approved by the EPA. On March 21, 2018, the U.S. EPA issued a letter stating that as of June 1, 2018, transportation conformity requirements no longer apply for the CO NAAQS for Federal Highway Administration/Federal Transit Association projects as defined in 40 CFR 93.101 in California because the standard 20-year maintenance planning period per 40 CFR 93.102(b)(4) has ended and the maintenance plan does not specify a longer maintenance period (U.S. EPA 2018). Therefore, the Plan Area is in attainment with the SIP.

On April 3, 2012, the State of Nevada submitted to the U.S. EPA a second 10-year limited maintenance plan (LMP) for the Lake Tahoe Nevada Area for the CO NAAQS. An LMP is an option whereby an area's maintenance demonstration is considered to be satisfied for “not classified” areas if the monitoring data show the design value is at or below 7.65 ppm, or 85 percent of the level of the 8-hour CO NAAQS. The 2012 LMP addressed maintenance of the CO NAAQS for a second 10-year period beyond the original 10-year maintenance period, which began in 2003 when the State of Nevada submitted a redesignation request for the Lake Tahoe Nevada Area from nonattainment to attainment for the CO NAAQS. On August 26, 2016, the State amended the 2012 submittal with a supplemental SIP submittal and thereby approved the 2012 plan.

LOCAL

TRPA is a regional planning agency that oversees development in Lake Tahoe. It was created in 1969 by a Bi-State Compact, approved by governors and lawmakers in California and Nevada in 1969 and ratified by the United States Congress. The Bi-State Compact was revised in 1980, giving TRPA authority to adopt standards for environmental quality, Environmental Threshold Carrying Capacities (thresholds) and to develop and enforce a regional plan to achieve the thresholds. The TRPA Governing Board adopted the original thresholds in 1982. TRPA is a separate legal entity

governed by a body of seven voting delegates from California and seven voting delegates from Nevada. There is also a non-voting federal representative to the Governing Board. TRPA prepares the regional land use plan for the Lake Tahoe region, serves as the metropolitan planning organization for the Plan Area, and retains authority over both land use and transportation planning decisions for the Lake Tahoe region.

The Bi-State Compact requires that TRPA establish environmental threshold carrying capacity standards for air quality, and prepare a regional plan to meet those thresholds and attain federal, state, and local air quality standards for the portions of the Plan Area in which they apply. The Air Quality Sub-element and Transportation Element of the TRPA Regional Plan establishes Goals and Policies to achieve and maintain TRPA's air quality thresholds and all applicable federal, state, and local standards for air quality.

In addition to existing permit limits, TRPA has developed a Best Construction Practices Policy for Construction Emissions, pursuant to the requirements of 2012 RPU Environmental Impact Report (EIR)/Environmental Impact Study (EIS) mitigation measures adopted by the TRPA Governing Board. The policy and related conditions were approved at the November 20, 2013, meeting of the TRPA Governing Board. The policy addresses construction-generated emissions of air pollutants and GHGs associated with development under the Lake Tahoe Regional Plan. The overall effectiveness of these measures and other efforts to attain and maintain air quality standards continue to be monitored through a comprehensive multi-agency air quality program.

Significance Thresholds

TRPA

In June 2021, TRPA released its Final 2019 Threshold Evaluation Report, which contains TRPA's air quality thresholds. The 2019 Threshold Evaluation Report was used in the 2020 RTP/SCS IS/IEC to determine the region's attainment of TRPA AAQS. The report generally found that air quality in the region either remained the same or improved for most pollutant standards, similar to the designations made in 2016 except for the highest 24-hour concentration of PM_{10} and highest 24-hour concentration of $PM_{2.5}$, both of which moderately declined since 2016 but had not exceeded TRPA's thresholds. In February 2025, TRPA released its 2023 Draft Threshold Evaluation Report. The latest report findings indicate that the region is in nonattainment for one TRPA Air Quality threshold: Regional Visibility 90th Percentile (Worst Visibility Days). TRPA's air quality threshold standards and how they address CAAQS and NAAQS for regional air quality in the planning area are shown in Table 2 of Appendix F.

PLACER COUNTY APCD

On October 13, 2016, Placer County APCD adopted revised CEQA thresholds of significance for criteria pollutant emissions (Placer County APCD 2016b). The revised thresholds are supported by Placer County APCD's *California Environmental Quality Act Thresholds of Significance Justification Report* released in September 2016 (Placer County APCD 2016b) and were used in the evaluation of impacts related to the 2020 RTP/SCS IS/IEC occurring within the Placer County portion of the LTAB. Based on the Placer County APCD thresholds of significance, a project would result in a significant project-level air quality impact if any of the following would occur:

- A net increase in short-term construction-related emissions of ROG, NOX, or PM10 that exceeds mass emissions of 82 pounds per day in Placer County
- A net increase in long-term operation-related (regional) emissions of ROG or NOX that exceeds mass emissions of 55 pounds per day or a net increase in long-term operation-related (regional) emissions of PM10 that exceeds mass emissions of 82 pounds per day in Placer County
- Exposure of sensitive receptors to TAC emissions that would exceed 10 in 1 million for the carcinogenic risk (i.e., the risk of contracting cancer) or a non-carcinogenic Hazard Index of 1 for the maximally exposed individual

In addition, a project would result in a cumulatively considerable contribution to a cumulative air quality impact if it would result in a net increase in long-term operation-related (regional) emissions of ROG or NO_X that exceed 55 pounds per day or a net increase in long-term operation-related (regional) emissions of PM_{10} that exceeds 82 pounds per day.

EL DORADO COUNTY AQMD

In February 2002, El Dorado County AQMD adopted CEQA thresholds of significance for criteria pollutant emissions. The revised thresholds are supported by El Dorado County AQMD's *Determining Significance of Air Quality Impact Under the California Environmental Quality Act (CEQA)*, released in February 2002, and were used in the evaluation of impacts related to the 2017 RTP/SCS IS/IEC and the 2020 RTP/SCS IS/IEC occurring within the El Dorado County portion of the LTAB. Based on the El Dorado County AQMD thresholds of significance, a project would result in a significant project-level air quality impact if any of the following occurred:

- The project would result in construction or operational emissions of ROG or NOx in excess of 82 pounds per day. Special requirements for determining significance may apply in the LTAB as imposed by TRPA in interpreting its 0.08 ppm one-hour significance threshold for ozone. However, per El Dorado AQMD guidance, "there is no reason to adopt a more stringent significance threshold for individual projects in the Tahoe region for CEQA purposes in light of the TRPA threshold…because there is no direct relationship between the TRPA threshold, which is expressed as an ozone concentration in parts per million, and the CEQA ozone precursor significance thresholds designated above, which are expressed as mass emissions. Accordingly, the same criteria are considered appropriate for the LTAB portion of the county as well as the Mountain Counties Air Basin portion" (El Dorado AQMD 2002).
- The project would result in construction or operation emissions of other pollutants (PM10, CO, SO2, NO2, sulfates, lead, hydrogen sulfide) that could cause or contribute to violations of any applicable NAAQS or CAAQS (including visibility). In the LTAB, the TRPA visibility standard is applied.
- The project would result in construction or operational emissions of TACs that cause a lifetime cancer risk greater than one in one million (10 in one million if best available control technology for TACs is applied), or ground-level concentrations of non-carcinogenic toxic air contaminants with a Hazard Index greater than 1.

The El Dorado CEQA Guide also outlines the following qualitative criteria that would result in a project being found significant:

- The project triggers any of the air quality significance criteria in Appendix G of the CEQA Guidelines.
- The project results in excessive odors, as defined under the California Health & Safety Code definition of an air quality nuisance.
- The project results in land use conflicts with sensitive receptors, such as schools, elderly housing, hospitals or clinics, etc.
- The project, as proposed, is not in compliance with all applicable El Dorado County AQMD rules and regulations.
- The project does not comply with U.S. EPA general and transportation conformity regulations.

In addition, according to El Dorado County AQMD, a project would result in a considerable contribution to a cumulative impact to air quality if one or more of the following conditions is met:

- The project would require a change in the land use designation (general plan amendment or rezone) that increases ROG and NOx emissions as compared to the prior approved use;
- The project would individually exceed the project-level significance thresholds for ROG or NOx;
- For potentially significant air quality impacts, the lead agency for the project does not require the project to implement the emission reduction measures contained in and/or derived from the El Dorado County AQMD Air Quality Attainment Plan.
- The project is located in a jurisdiction that does not implement the emission reduction measures contained in and/or derived from the El Dorado County AQMD Air Quality Attainment Plan.
- For PM10, SO2, and/or NO2:
  - The project is primarily an industrial project or the majority of the emissions of these pollutants is attributable to stationary sources of air pollution subject to regulation by El Dorado County AQMD and one or more of the following conditions are met:
    - Project-level emissions of these pollutants are significant.
    - The project would not comply with all applicable rules and regulations of El Dorado County AQMD.
    - A modeling analysis indicates that the project's impacts would exceed Class III Prevention of Significant Deterioration (PSD) increments (Class II in Lake Tahoe).
  - The project is primarily a development project or the majority of the emissions of these pollutants is attributable to motor vehicle sources and one or more of the following conditions are met:
    - Project-level emissions of these pollutants are significant.
    - The project would not comply with all applicable rules and regulations of El Dorado County AQMD.
    - Project emissions are not cumulatively significant for ROG, NOX, and CO.

The combined TAC concentrations from multiple projects creates a composite lifetime cancer risk greater than one in one million (10 in one million if best available control technology for TACs is applied), or ground-level concentrations of non-carcinogenic toxic air contaminants with a Hazard Index greater than 1. However, in the event that the project-level cancer risk is less than one in one million and the non-cancer Hazard Index is less than 0.5, a project is considered to be a *de minimis*

contributor to the cumulative risk, and the project's contribution to the cumulative impact would not be cumulatively considerable.

Methodology

SHORT-TERM EMISSIONS METHODOLOGY

Emissions from construction activities represent temporary impacts that are typically short in duration depending on the size, phasing and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in localized impacts to air quality. Construction-related emissions are speculative at the RTP/SCS level because such emissions are dependent on the characteristics and timing of individual development projects. However, because construction of the 2025 RTP/SCS would generate temporary criteria pollutant emissions, primarily due to the operation of construction equipment and truck trips, a qualitative analysis is provided.

LONG-TERM EMISSIONS METHODOLOGY

For this analysis, the baseline year is updated to 2022 from the 2018 baseline year used in the 2020 RTP/SCS IEC/IS to accommodate new VMT estimates that characterize updated existing conditions and use TRPA's recently updated Travel Demand Model. In addition, the planning horizon for the 2025 RTP/SCS has been updated to 2050, which is five years longer than the previous projection year of 2045 under the 2020 RTP/SCS. RTP/SCSs are updated every four years and must have a minimum of a 20-year planning horizon.

Air pollutant emissions from on-road mobile sources were calculated using emission factors from CARB's EMFAC2021 model and regional vehicle miles traveled (VMT) from TRPA's Travel Demand Model, shown in Table 4. EMFAC2021 is the most recently adopted model version, and is approved by the U.S. EPA for use in calculating air pollutant emissions[4]. Consistent with the methodology used in the 2017 RTP/SCS IEC/IS and 2020 RTP/SCS IEC/IS, TRPA assumes that the vehicle fleet information contained in the EMFAC model for the Lake Tahoe subareas of Placer and El Dorado counties would be representative of vehicles throughout the LTAB because the factors that determine vehicle choice (e.g., lifestyle, mobility, environmental, and local economic factors) do not differ dramatically throughout the region. Therefore, for the purposes of modeling mobile source criteria pollutant emissions, VMT that crosses the California-Nevada state line are distributed proportionally.

Table 4 2025 RTP/SCS Vehicle Miles Traveled Data

	Annual Daily Average VMT[1]		
	California	Nevada	Total
2022	861,047	543,951	1,404,998
2035	829,451	510,457	1,339,908
2050	857,452	519,342	1,376,795

VMT = vehicle miles traveled

Source: TRPA 2025b

[4] For certain regulatory frameworks, including CARB's SB 375, EMFAC2014 is the preferred model version. GHG emissions calculated pursuant to SB 375 requirements utilize EMFAC 2014, not EMFAC2021.

EMFAC emission factors are established by CARB and accommodate mobility assumptions (e.g., vehicle fleets, speed, delay times, average trip lengths, time of day and total travel time) provided by TRPA's Travel Demand Model and socioeconomic growth projections based on data from the UCLA Anderson Forecast, California Department of Finance, California Board of Equalization, California Energy Commission, U.S. Department of Energy Information Administration, and U.S. Bureau of Economic Analysis. Since the time of the 2020 RTP/SCS IEC/IS, CARB released EMFAC2021, replacing EMFAC2017, the model that was used in the 2020 RTP/SCS IS/IEC to estimate mobile source emissions in California. EMFAC2021 reflects CARB's current understanding of statewide and regional vehicle activities, emissions, and recently adopted regulations such as Advanced Clean Trucks (ACT) and Heavy Duty Omnibus regulations. The updated model accounts for updated fleet characterization, vehicle activity profile, and socio-econometric forecasting data; and new vehicle testing data for emission rates. Table 5 provides a comparison of weighted average running exhaust emissions factors for the LTAB region using EMFAC2017, which was utilized to model emissions in the 2020 RTP/SCS IS/IEC and EMFAC2021, which is used in this analysis. As shown therein, weighted average running exhaust emission factors in EMFAC2021 are generally lower than those of EMFAC2017 with the exception of those for PM2.5 and SOX, which are moderately higher. Projected vehicle emissions on the TRPA transportation network for the year 2050 under the 2025 RTP/SCS were compared with emissions estimated for baseline year 2022.

Table 5 Weighted Average Emissions Factors for Vehicle Travel in the Planning Area in 2050

On-Road Mobile Source Emissions Model	Emissions Rate (grams/mile)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
EMFAC2017	0.017	0.122	0.502	0.0024	0.0015	0.0014
EMFAC2021	0.006	0.069	0.488	0.0025	0.0014	0.0014
Percent Change	(94%)	(55%)	(3%)	4%	(2%)	2%

ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter measuring 10 microns or less in diameter; $PM_{2.5}$ = particulate matter measuring 2.5 microns or less

Note: Weighted average emissions rates are based on RUNEX emissions for each pollutant.

See Appendix A of the Air Quality and Greenhouse Gas Study (Appendix F) for calculations.

CEQA Environmental Checklist

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

For the California portion of the LTAB, the applicable federal air quality maintenance plan for Lake Tahoe is the Carbon Monoxide Maintenance Plan (CO Maintenance Plan) originally adopted in 1996 and revised in 2004 (CARB 2004). The CO Maintenance Plan tiers off the Regional Transportation Plan – Air Quality Plan, adopted by TRPA in 1992. However, as of June 1, 2018, transportation conformity requirements no longer apply for the CO NAAQS for Federal -Aid projects as defined in 40 CFR 93.101 in California because the standard 20-year maintenance planning period per 40 CFR 93.102(b)(4) has ended and the maintenance plan does not specify a longer maintenance period (U.S. EPA 2018). Therefore, no air quality plans are applicable to the 2025 RTP/SCS, and no impact would occur. As such, impacts would be less than those identified under the 2017 RTP/SCS IS/IEC and similar to those identified under the 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Construction

The LTAB is currently in attainment of all NAAQS and CAAQS with the exception of the PM_{10} CAAQS. The types of short-term construction-generated emission activity would generally be the same under the 2025 RTP/SCS as the 2020 RTP/SCS because the differences between the 2020 RTP and the 2025 RTP consist of adding 35 new projects[5] modifying several projects that remain on the list, and removing projects that have been completed since 2020. The 35 new projects are similar in type to those included in the 2020 RTP/SCS and include construction of bikeways, trails, sidewalks; installation of complete streets improvements and variable speed signs; improvements to parking management and wayfinding; and expanded microtransit and vanpool programs. The 2025 RTP would also include the remaining projects included in the 2020 RTP/SCS, some of which are currently being implemented.

One of the two largest infrastructure construction projects in the 2012 RPU State Route 89/Fanny Bridge Community Revitalization Project, has been approved and construction has been initiated since adoption of the IS/IEC in 2017. As discussed in the 2017 RTP/SCS IS/IEC, although the 2012 RPU EIR/EIS concluded that project-related construction impacts on air quality would be significant and unavoidable (see Impact 3.4-2 of the 2012 RPU EIR/EIS), a project-level analysis of the SR 89/Fanny Bridge concluded that construction-related ROG, NO_x, PM_{10}, $PM_{2.5}$, and CO emissions would be less than significant (see Impact 4.2-2 of the SR 89/Fanny Bridge EIR/EIS/EA [TRPA 2015]). Projects listed in the 2025 RTP/SCS would be constructed at an equivalent or smaller scale than the SR 89/Fanny Bridge Community Revitalization Project, based on current project descriptions and a comparison of anticipated construction costs and project type (see 2025 RTP/SCS). Because construction of the SR 89/Fanny Bridge project was determined to have less-than-significant impacts on air quality, project-level construction under the 2025 RTP/SCS would have a similar impact level. This would include construction for all projects identified in the 2017 and 2020 RTP that continue to remain on the constrained list of projects under the 2025 RTP/SCS and new projects added to the 2025 RTP/SCS. Therefore, the maximum daily criteria pollutants and precursor emissions generated by construction activities would not exceed air quality standards at the project-level with the implementation of TRPA's Best Construction Practices Policy (Mitigation Measure 3.4-2 from the 2012 RPU EIR/EIS) and compliance with all applicable Placer County APCD or El Dorado County AQMD rules; and construction emissions would not result in a cumulatively considerable net increase in criteria pollutants for which the LTAB is in nonattainment. Because transportation projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2017 and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

Operation

The LTAB is currently in attainment of all NAAQS and CAAQS with the exception of the PM_{10} CAAQS. In the 2020 RTP/SCS IS/IEC, operational emissions of criteria air pollutants and precursors were evaluated for the entire region using the EMFAC2017 model. The revised region-wide mobile-source emissions modeling was conducted using EMFAC2021 for baseline year 2022 and buildout year 2050

5 Net new count does not include unconstrained projects in the 2025 RTP/SCS.

along with updated VMT data provided by TRPA for 2022 baseline year and 2050 build-out year for the 2025 RTP/SCS. VMT in the Lake Tahoe region would decrease by approximately 28,203 VMT per day by 2050 compared to 2022 conditions under the 2025 RTP/SCS.

Updated emissions modeling results for the 2025 RTP/SCS are summarized in Table 6 for ozone precursors, ROG and NO_X, CO, SO_2, and particulate matter (PM_{10} and $PM_{2.5}$). As shown therein, criteria pollutant emissions modeling for the 2025 RTP/SCS indicates an overall reduction in criteria air pollutants as compared to the 2022 baseline. The estimated reductions in on-road mobile source emissions are primarily due to a reduction in regional daily VMT, in addition to stricter vehicle emissions standards that will phase in over the planning period as reflected in EMFAC2021 emission factors. Thus, the 2025 RTP/SCS would result in a substantial long-term reduction in criteria air pollutant emissions. The emissions modeling results are similar to those in the 2017 RTP/SCS EIR/EIS and 2020 RTP/SCS IEC/IS, which estimated overall reductions in criteria air pollutants (Section 3.4.2 in the 2017 RTP/SCS IEC/IS and Section 3.4.2 in the 2020 RTP/SCS IEC/IS).

Table 6 2025 RTP/SCS Net Change in Daily Basinwide Operational Emissions (2022-2050)

	Daily Emissions (lbs/day)					
Year	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2022 Baseline	972.1	1,597.6	7,942.3	13.2	103.3	44.2
2050	273.6	356.1	2,372.8	8.0	76.3	26.8
Total Net Change (2022-2050)	(698.4)	(1,241.5)	(5,569.6)	(5.2)	(27.0)	(17.4)
Placer County APCD Thresholds	55	55	n/a	n/a	82	n/a
El Dorado County AQMD Thresholds	82	82	n/a	n/a	n/a	n/a
APCD/AQMD Thresholds Exceeded?	No	No	n/a	n/a	No	n/a

( ) denotes a negative number. Totals may not add up exactly due to rounding.

lbs/day = pounds per day; ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter measuring no more than 10 microns in diameter; $PM_{2.5}$ = particulate matter measuring no more than 2.5 microns in diameter; APCD = Air Pollution Control District; AQMD = Air Quality Management District; n/a = not applicable (The air districts have not adopted thresholds for these pollutants.)

[1] Emission modeling completed using EMFAC 2021.

See Appendix B of the Air Quality and Greenhouse Gas Study (Appendix F) for EMFAC results.

TRPA's significance criteria for ozone and PM_{10} are based on achieving concentration-based standards for these pollutants. In order to evaluate how a project or plan would affect regional attainment of concentration-based ambient air quality standards, local air districts frequently rely on mass emission-based significance criteria. However, TRPA has not adopted mass emission-based standards for projects or plans. For example, as discussed in Section 1.1.2, *Regulatory Setting*, Placer County APCD considers a project that would generate emissions less than 55 pounds per day of ROG or NO_X, or 82 pounds per day of PM_{10} to not result a cumulatively considerable net increase of ozone and PM_{10}. In addition, El Dorado County AQMD also considers a project that would generate emissions less than 82 pounds per day of ROG or NO_X to not result a cumulatively considerable net increase of ozone and PM_{10}. These mass emission thresholds of significance are tied to Placer County APCD and El Dorado County AQMD air quality attainment planning efforts for the NAAQS and CAAQS, which are as stringent as TRPA threshold standards for ozone and PM_{10}. Thus, it is appropriate to use Placer County APCD and El Dorado County AQMD significance criteria to evaluate

whether emissions from the 2025 RTP/SCS would exceed TRPA threshold standards. As shown in Table 6, criteria pollutant emissions would not exceed Placer County APCD and El Dorado County AQMD thresholds, which have been established for ROG, NO_X, and PM_{10} emissions. Therefore, operational emissions associated with the 2025 RTP/SCS would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state air quality standards, and impacts would be less than significant, similar to those identified in the 2017 RTP/SCS IEC/IS and 2020 RTP/SCS IEC/IS. Because projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2017 and 2020 RTP/SCS, and would adhere to local air district standards, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IEC/IS and 2020 RTP/SCS IEC/IS.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Exposure of sensitive receptors to elevated localized concentrations of CO or TAC emissions could result in adverse health impacts. Impacts related to each of these pollutants are discussed in the following subsections.

CO Impacts

With respect to localized CO impacts, the Transportation Project-Level Carbon Monoxide Protocol (Garza et al. 1997) states that signalized intersections that operate at an unacceptable level of service (LOS) represent a potential for a CO violation, also known as a “hot spot.” Thus, an analysis of CO concentrations is typically recommended for receptors located near signalized intersections that are projected to operate at LOS E or F.

Consistent with the approach of the 2017 RTP/SCS IS/IEC and the 2020 RTP/SCS IS/IEC, screening criteria are used to evaluate the potential for localized CO impacts in the event that signalized intersections are projected to operate at LOS E or F. In lieu of available data for signalized intersections, the following discussion utilizes LOS data for roadway segments.

Because TRPA, Placer County APCD, and El Dorado County AQMD have not adopted specific thresholds for evaluating the potential for local CO hotspots, this analysis utilizes the Bay Area Air Quality Management District (BAAQMD) screening criteria. Adjusting for the more stringent 8-hour CO standards for the Lake Tahoe area (6 ppm vs. 9.0 ppm [i.e., a 33 percent decrease]), it is appropriate to use the adjusted-BAAQMD screening method for screening of CO impacts for intersections in the LTAB. The applicable screening criteria are as follows (BAAQMD 2022):

> The project would not result in an affected intersection experiencing more than 29,333 vehicles per hour (vph) (reduced by 33 percent from 44,000 vph for the Bay Area);
>
> The project would not result in an affected intersection experiencing more than 16,000 vph where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway) (reduced by 33 percent from 24,000 vph for the Bay Area).

Under the 2025 RTP/SCS and according to the traffic analysis prepared by DKS Associates (2025), 18 of the 24 analyzed roadway segments would operate at LOS D or better by 2050. In addition, although a number of roadway segments would operate at LOS E or F by 2050, the highest ADT for analyzed roadway segments would be 32,200 daily trips. Assuming a peak hour comprises 10

percent of daily trips, the highest vph in the plan area would be approximately 3,220. Therefore, none of studied roadway segments would experience peak hour volumes greater than 29,333 vph. Therefore, the 2025 RTP/SCS would not expose sensitive receptors to substantial CO emissions, and impacts would be less than significant, similar to those identified in the 2017 RTP/SCS IEC/IS and the 2020 RTP/SCS IS/IEC. As a result, because projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2017 and 2020 RTP/SCS, and would meet screening criteria standards for CO, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IEC/IS and the 2020 RTP/SCS IS/IEC.

TAC Impacts

The 2025 RTP/SCS would implement VMT-reducing projects and programs that are designed to reduce associated air pollutant emissions by promoting more efficient travel patterns, facilitating the use of active transportation, and enhancing transit service. The construction and operation of projects would comply with federal and state regulations, the TRPA Code of Ordinances, and other applicable rules, including the TRPA's Best Construction Practices Policy (Mitigation Measure 3.4-2 from the 2012 RPU EIR/EIS). Projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2017 and 2020 RTP/SCS and would result in TAC impacts similar to those under the 2017 RTP/SCS and the 2020 RTP/SCS. In addition, implementation of Mitigation Measure 3.4-5 from the 2012 RPU EIR/EIS would continue to be required for the 2025 RTP/SCS. Therefore, similar to the conclusions of the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC, short-term construction-related and long-term operational exposures of sensitive receptors in the LTAB to TAC emissions associated with buildout of the 2025 RTP/SCS would be less than significant. Because projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2017 and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2017 and 2020 RTP/SCS and would not include any major sources of odors because the project types are not those types of facilities known to produce odors such as landfills or wastewater treatment facilities. In addition, no substantial, existing odor sources are located in the LTAB. Odors associated with diesel exhaust from the use of on-site construction equipment would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Finally, implementation of the 2025 RTP/SCS does not include the siting of new sensitive receptors. Therefore, impacts would be less than significant, similar to those identified in the 2017 RTP/SCS IEC/IS and 2020 RTP/SCS IEC/IS. No new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 2 – Air Quality

a. Will the proposal result in substantial air pollutant emissions?

The 2025 RTP/SCS would implement VMT-reducing projects and programs that are designed to reduce associated air pollutant emissions by promoting more efficient travel patterns, expanding active transportation infrastructure and adopting policies and goals to expand use, improving safety and enhancing transit service. The construction and operation of projects would comply with federal and state regulations, the TRPA Code of Ordinances, and other applicable rules including the TRPA's Best Construction Practices Policy (Mitigation Measure 3.4-2 from the 2012 RPU EIR/EIS). As discussed under Impacts AQ-2 and AQ-3, construction and operational emissions associated with the 2020 RTP/SCS would not exceed Placer County APCD or El Dorado County AQMD thresholds. Because projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2017 and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

NO WITH MITIGATION

b. Will the proposal result in the deterioration of ambient (existing) air quality?

As discussed under CEQA item "b," construction and operational emissions associated with the 2025 RTP/SCS would not exceed Placer County APCD or El Dorado County AQMD thresholds and would not, therefore, result in substantial air pollutant emissions in either California or Nevada. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, 2017 RTP/SCS, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO WITH MITIGATION

c. Will the proposal result in the creation of objectionable odors?

As discussed under CEQA item "d," projects included in the 2025 RTP/SCS would not include any major sources of odors and would not include the siting of new sensitive receptors near existing odor sources. Therefore, impacts would be less than significant, similar to those identified in the 2020 RTP/SCS IEC/IS. No new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2020 RTP/SCS IS/IEC.

NO

d. Result in the alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

The 2020 RTP/SCS IS/IEC determined that the 2020 RTP/SCS program of projects were not of sufficient size to alter the climate of the local project area or the Lake Tahoe Region. The 2025 RTP/SCS proposes projects of similar scope and size to those included in the 2020 RTP/SCS. Thus, implementation of projects included in the 2025 RTP/SCS would not result in the alteration of air movement, moisture, or temperature. Impacts would be less than significant, similar to those

identified in the 2020 RTP/SCS IEC/IS. Potential changes to the climate as a result of greenhouse gas emissions are evaluated in Section 2.6, *Greenhouse Gas Project Impacts and Mitigation Measures* of Appendix F. Because projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2017 and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

NO

e. Will the proposal result in increased use of diesel fuels?

The 2020 RTP/SCS IS/IEC concluded that the anticipated increase in diesel fuel consumption would not be sufficient to result in significant air quality impacts. The 2025 RTP/SCS proposes projects of similar scope and size to those included in the 2020 RTP/SCS. As discussed under CEQA Impacts AQ-2 through AQ-4, these activities would not result in significant air quality impacts, similar to the conclusions of the 2020 RTP/SCS IEC/IS. Because projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2020 RTP/SCS IS/IEC.

NO

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4 Biological Resources

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	2012 RPU EIR/EIS Impact 3.10-4	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	2012 RPU EIR/EIS Impact 3.10-1	No	No	No	Yes
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	2012 RPU EIR/EIS Impact 3.10-1	No	No	No	Yes
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	2012 RPU EIR/EIS Impacts 3.10-3, 3.10-4	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	2012 RPU EIR/EIS Impacts 3.10-2	No	No	No	Yes
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	2012 RPU EIR/EIS Section 5.1.2	No	No	No	N/A
TRPA Environmental Checklist: Section 4 – Vegetation						
Will the proposal result in:						
a.	Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	2012 RPU EIR/EIS Impact 3.7-4	No	No	No	N/A
b.	Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	2012 RPU EIR/EIS Impact 3.10-1	No	No	No	Yes
c.	Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	2012 RPU EIR/EIS Section 5.1.2	No	No	No	N/A
d.	Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?	2012 RPU EIR/EIS Impacts 3.10-3, 3.10-4	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
e.	Reduction of the numbers of any unique, rare or endangered species of plants?	2012 RPU EIR/EIS Impact 3.10-4	No	No	No	Yes
f.	Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	2012 RPU EIR/EIS Impacts 3.10-2, 3.10-3	No	No	No	Yes
g.	Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	2012 RPU EIR/EIS Impact 3.10-2	No	No	No	Yes
h.	A change in the natural functioning of an old growth ecosystem?	2012 RPU EIR/EIS Impact 3.10-2	No	No	No	Yes
TRPA Environmental Checklist: Section 5 – Wildlife						
Will the proposal result in:						
a.	Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?	2012 RPU EIR/EIS Impacts 3.10-3, 3.10-4	No	No	No	Yes
b.	Reduction of the number of any unique, rare or endangered species of animals?	2012 RPU EIR/EIS Impact 3.10-4	No	No	No	Yes
c.	Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	2012 RPU EIR/EIS Impacts 3.10-3, 3.10-4	No	No	No	Yes
d.	Deterioration of existing fish or wildlife habitat quantity or quality?	2012 RPU EIR/EIS Impacts 3.10-3, 3.10-4	No	No	No	Yes

Discussion

Projects that are new for the 2025 RTP/SCS and may impact biological resources include, but are not limited to, , the West Shore Trail- Meeks to DL Bliss and the Fallen Leaf Recreational Access Improvements. These projects, and other similar active transportation and development projects, would introduce new construction and ground disturbance to previously undisturbed or vegetated areas and thus have the potential to impact biological resources. Many projects include safety and complete streets, primarily within the existing road right of way and are not likely to impact biological resources. Other projects, such as the Meeks Creek Bridge replacement would provide benefits to biological resources by improving stormwater management, stream environment zones, and wildlife habitat. Projects that involve new development in areas previously undisturbed would be designed to protect biological resources through site-specific environmental analysis conducted by the local jurisdictions, or other lead agencies such as USFS or Caltrans. Projects would also be subject to local jurisdiction biological resources standards including tree protection ordinances as well as state and federal regulations.

Regulatory Framework

TRPA Thresholds

Changes to the environmental setting that have occurred since preparation of the 2012 RPU EIR/EIS have been documented in the 2019 Threshold Evaluation (TRPA 2016). Vegetation threshold standards have remained largely unchanged from 2020 to 2024. Some vegetation communities continue to be in non-attainment, meaning they do not meet applicable target standards for TRPA adopted environmental thresholds. Those include the common vegetation communities of meadow and wetland, deciduous riparian, yellow pine forest, red fir forest as well as some more rare plant communities.

TRPA Code of Ordinances

All projects under the 2025 RTP/SCS would be required to comply with Chapter 61 of the TRPA Code of Ordinances which includes specific standards regarding vegetation, wildlife, and fisheries. Chapter 61, Vegetation and Forest Health, Section 61.3, Vegetation Protection and Management, provides for the protection of stream environmental zone (SEZ) vegetation, other common vegetation, uncommon vegetation, and sensitive plants in SEZs.

Tree removal is subject to review and approval by TRPA. Provisions for tree removal are provided in the following chapters and sections of Chapter 61, Vegetation and Forest Health; Section 61.1, Tree Removal; Section 61.3.6, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction; Section 61.4, Revegetation; Chapter 36, Design Standards; Chapter 33, Grading and Construction; and Section 33.6, Vegetation Protection During Construction.

Chapter 62 of the TRPA Code sets standards for preserving and managing wildlife habitats, with special emphasis on protecting or increasing habitats of special significance, such as deciduous trees, wetlands, meadows, and riparian areas. Specific habitats that are protected include riparian areas, wetlands, and SEZs; wildlife movement and migration corridors; important habitat for any species of concern; critical habitat necessary for the survival of any species; nesting habitat for raptors and waterfowl; fawning habitat for deer; and snags and coarse woody debris. In addition, TRPA special-interest species (also referred to as “threshold species”), which are locally important because of rarity or other public interest, and species listed under the federal Endangered Species Act (ESA) or California ESA are protected from habitat disturbance by conflicting land uses. TRPA

special-interest wildlife species are northern goshawk (*Accipiter gentilis*), osprey (*Pandion haliaetus*), bald eagle (*Haliaeetus leucocephalus*), golden eagle (*Aquila chrysaetos*), peregrine falcon (*Falco peregrinus anatum*), mule deer (*Odocoileus hemionus*), and waterfowl species.

Chapter 63, Fish Resources, of the TRPA Code includes provisions for the protection of fish habitat, enhancement of degraded habitat, and prevention of the introduction and spread of aquatic invasive species. Section 63.4 of the TRPA Code, "Aquatic Invasive Species," states that "Aquatic Invasive Species (AIS) pose a serious threat to the waters of the Lake Tahoe region and can have a disastrous impact to the ecology and economy of the Tahoe region."

Special Status Species

The California Department of Fish and Wildlife's (CDFW) *California Natural Diversity Database* (CNDDB), California Native Plant Society (CNPS) *Online Inventory of Rare and Endangered Plants*, TRPA GIS data, and USFS GIS data were used as the primary sources to identify and map reported occurrences of special-status species and sensitive natural communities within the Plan Area for the 2012 RPU EIS/EIR. These databases as well as the U.S. Fish and Wildlife Service's (USFWS) *Information for Planning and Consultation* were consulted in October 2024 to identify special-status species recorded since the certification of the 2012 RPU EIS/EIR and adoption of the 2017 and 2020 RTP/SCS IS/IECs.

CEQA Environmental Checklist

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the ESA; those considered "Species of Concern" by the USFWS; those listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California ESA; animals designated as "Species of Special Concern" by the CDFW; and CDFW Special Plants, specifically those occurring on lists 1B and 2 of the California Native Plant Society Inventory of Rare and Endangered Vascular Plants of California.

The 2012 RPU EIR/EIS, 2017 and 2020 RTP/SCS IS/IEC identified 41 special-status plant species and 40 special-status animal species, known or with potential to occur in the Plan Area (Tables 3.10-4 and 3.10-5 of the 2012 RPU EIR/EIS). Based on the database search completed for the 2025 RTP/SCS, an additional 16 special-status plant and seven special-status animal species were documented as having potential to occur in the Plan Area since 2012 and are shown in Table 7 and Table 8, respectively (CDFW 2024a; 2024b; CNPS 2024; USFWS 2024a).

Table 7 Special Status Plant Species Known to Occur or with Potential to Occur in the Vicinity of the Plan Area since 2012

Scientific Name Common Name	Status Fed/State Global Rank/State Rank CRPR	Habitat Requirements
Artermisia tripartite ssp. tripartita Threetip sagebrush	_/_ G5T4T5/S2 2B.3	Upper montane coniferous forest. Openings in the forest. Rocky, volcanic soils. 2285-2440 m. perennial shrub. Blooms Aug
Astragalus austiniae Austin's astragalus	_/_ G2G3/S2S3 1B.3	Alpine boulder and rock field, subalpine coniferous forest. Rocky. 2440-2965 m. perennial herb. Blooms (May) Jul-Sep
Boechera tularensis Tulare rockcress	_/_ G3/S3 1B.3	Subalpine coniferous forest, upper montane coniferous forest. Rocky slopes. 1825-3355 m. perennial herb. Blooms (May) Jun-Jul (Aug)
Botrychium crenulatum scalloped moonwort	_/ _ G4/S3 2B.2	Perennial rhizomatous herb. Bogs and fens, lower montane coniferous forest, marshes and swamps, meadows and seeps, upper montane coniferous forest. Moist meadows, freshwater marsh, and near creeks. Elevations: 4160-10760ft. (1268-3280m.) Blooms Jun-Sep.
Brasenia schreberi watershield	_/_ G5/S3 2B.3	Freshwater marshes and swamps. Aquatic from water bodies both natural and artificial in California. 30-2200 m. perennial rhizomatous herb (aquatic). Blooms Jun-Sep
Carex hystericina Porcupine sedge	_/_ G5/S2 2B.1	Marshes and swamps. Wet places, such as stream edges. 605-960 m. perennial rhizomatous herb. Blooms May-Jun
Chaenactis douglasii var. alpine Alpine dusty maidens	_/_ G5T5/S2 2B.3	Alpine boulder and rock field. Open, subalpine to alpine gravel and crevices; granitic substrate. 2362-3355 m. perennial herb. Blooms Jul-Sep
Claytonia megarhiza Fell-fields claytonia	_/_ G5/S2 2B.3	Alpine boulder and rock field, subalpine coniferous forest. In the crevices between rocks, rocky or gravelly soil. 2600-3335 m. perennial herb. Blooms Jul-Sep
Epilobium palustre marsh willowherb	_/_ G5/S2 2B.3	Perennial rhizomatous herb. Bogs and fens, meadows and seeps. Mesic sites. Elevations: 7220-7220ft. (2200-2200m.) Blooms Jul-Aug.
Eurybia merita Subalpine aster	_/_ G5/S3 2B.3	Perennial herb. Upper montane coniferous forest. Elevations: 4265-6560ft. (1300-2000m.)
Lomantium grayi Gray's lomatium	_/_ G5/S1S2 2B.3	Perennial herb. Great basin scrub, pinyon and juniper woodland. Elevations: 4560-4645ft. (1390-1415m.) Blooms Apr-Jun.
Potamogeton epihydrus Nuttall's ribbon-leaved pondweed	_/_ G5/S2S3 2B.2	Marshes and swamps. Shallow water, ponds, lakes, streams, irrigation ditches. 295-2640 m. perennial rhizomatous herb (aquatic). Blooms (Jun)Jul-Sep
Potamogeton robbinsii Robbin's pondweed	_/_ G5/S3 2B.3	Marshes and swamps. Deep water, lakes. 1525-3495 m. perennial rhizomatous herb (aquatic). Blooms Jul-Aug

Scientific Name Common Name	Status Fed/State Global Rank/State Rank CRPR	Habitat Requirements
Rhamnus alnifolia Alder buckthorn	_/_ G5/S3 2B.2	Meadows and seeps, lower montane coniferous forest, upper montane coniferous forest, riparian scrub. Mesic sites. 1460-2135 m. perennial deciduous shrub. Blooms May-Jul
Rorippa subumbellata Tahoe yellow cress	_/SE G1/S1 1B.1	Perennial rhizomatous herb. Lower montane coniferous forest, meadows and seeps. Sandy beaches, on lakeside margins and in riparian communities; on decomposed granite sand. Elevations: 6200-6250ft. (1890-1905m.) Blooms May-Sep.
Utricularia intermedia Flat-leaved bladderwort	_/_ G5/S3 2B.2	Bogs and fens, meadows and seeps, marshes and swamps, vernal pools. Mesic meadows, lake margins, marshes, fens. 670-2655 m. perennial stoloniferous herb (carnivorous) (aquatic). Blooms Jul-Aug

FT = Federally Threatened
FC = Federal Candidate Species
FE = Federally Endangered
SC = State Candidate Species
SE = State Endangered
ST = State Threatened
SR = State Rare

G-Rank/S-Rank = Global Rank and State Rank as per NatureServe and CDFW's CNDDB RareFind5.

CRPR (California Rare Plant Rank)

1A = Presumed Extinct in California

1B = Rare, Threatened, or Endangered in California and elsewhere

2 = Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension

.1=Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat)

.2=Fairly endangered in California (20-80% occurrences threatened)

.3=Not very endangered in California (<20% of occurrences threatened)

Source: CNDDB (CDFW 2024a; 2024b); CRPR (CNPS 2024); IPaC (USFWS 2024a)

Table 8 Special Status Animal Species Known to Occur or with Potential to Occur in the Vicinity of the Plan Area since 2012

Scientific Name Common Name	Status Fed/State Global Rank/State Rank CDFW	Habitat Requirements
Invertebrates		
Bombus occidentalis Western bumble bee	_/SC G4T1/S1	Once common and widespread, species has declined precipitously from central CA to southern B.C., perhaps from disease.
Amphibians		
Ambystoma macrodactylum sigillatum Southern long-toed salamander	_/_ G5T4/S3 SSC	High elevation meadows and lakes in the Sierra Nevada, Cascade, and Klamath mountains. Aquatic larvae occur in ponds and lakes. Outside of breeding season adults are terrestrial and associated with underground burrows of mammals and moist areas under logs and rocks.
Rana sierrae Sierra Nevada yellow-legged frog	FE/ST G2/S2 WL	Always encountered within a few feet of water. Tadpoles may require 2 - 4 yrs to complete their aquatic development.
Fish		
Xatostomus platyrhynchus Mountain sucker	_/_ G5/S3 SSC	Restricted to the Lahontan drainage system and the north fork of the Feather River. Generally, occupy pool-like habitats. Abundance greatest in areas with dense cover.
Prosopium williamsoni Mountain whitefish	_/_ G5/S3 SSC	Current range in California includes the Lower, Little, and Upper Truckee, East Fork Carson, and East and West Walker river drainages on the east side of the Sierra Nevada, and perhaps the West Fork Carson River as well. They can also be found in natural lakes, including Tahoe, Independence, Cascade, and Fallen Leaf lakes. Frequently shoal in groups of 5 to 20 fish close to the bottom of streams and lakes.
Birds		
Accipiter striatus Sharp-shinned hawk	_/_ G5/S4 WL	Ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats. Prefers riparian areas. North-facing slopes with plucking perches are critical requirements. Nests usually within 275 ft of water.
Mammals		
Vulpes vulpes necator pop. 2 Sierra Nevada red fox - Sierra Nevada DPS	FE/ST G5TNR/S1	Use multiple habitat types in the alpine and subalpine zones including high-elevation conifer dominated by whitebark pine, mountain hemlock and lodgepole pine, as well as meadows and fell-fields; typically in areas of heavy snow cover. Generally above 1,200 meters (3,900 feet).

FT = Federally Threatened
FC = Federal Candidate Species
FE = Federally Endangered
FS = Federally Sensitive
SE = State Endangered
ST = State Threatened
SR = State Rare
SC = State Candidate Species
G-Rank/S-Rank = Global Rank and State Rank as per NatureServe and CDFW's CNDDB RareFind 5.
SSC = CDFW Species of Special Concern
FP = Fully Protected

Sources: CNDDB (CDFW 2024a,2024b); IPaC (USFWS 2024a)

Critical habitat is a USFWS-designated geographic area that is considered essential for the conservation of a threatened or endangered species that may require special management and protection. Critical habitat may include an area that is not currently occupied by the species, but that will be needed for its recovery. Prior to the certification of the 2012 RPU EIR/EIS no designated critical habitat occurred in the Tahoe Basin. However, in 2016 final critical habitat was designated for the Sierra Nevada yellow-legged frog (*Rana sierrae*) and now overlaps with the southwest portion of the Plan Area (USFWS 2016, 2024).

Similar to the 2012 RPU and the 2017 and 2020 RTP/SCS, most of the special-status species known or with potential to occur in the Plan Area are not expected to occur in most of the areas impacted by proposed transportation projects or be affected by implementation of the 2025 RTP/SCS. This is because of the existing levels of disturbance, habitat modifications, and marginal habitat conditions for sensitive species, or lack of recent occurrence records in existing or likely future development areas. However, development projects outside of community centers (e.g., bike and shared use trails) could affect special-status wildlife and plant species. For example, bike trail projects that would traverse more remote areas (SR 89 and SR 28 trail segments, North Tahoe Trail, and South Tahoe Greenway shared use trails) could encroach into buffer zones around TRPA special interest species, including northern goshawk or osprey, and adversely affect other special-status plant and animal species. If special-status plants are present in affected areas, construction activities have the potential to result in vegetation removal or trampling, deposition of dust or debris, soil compaction, or disturbance to root systems that could affect their survival. Construction actions could temporarily disturb foraging, movement, and reproductive activities of special-status wildlife species that may occur in project areas. Potentially disturbing activities could include vegetation removal, noise, dust generation, or other project-related components. Construction could also result in noise, dust, and other disturbances to special-status animals in or near individual project sites, resulting in potential site abandonment and mortality for young. Long-term operation and use of proposed trails may disturb or displace special-status wildlife species. At the project-review level, special-status plant and wildlife species with potential to be affected would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys.

New and modified projects under the 2025 RTP/SCS could cause disturbance or displacement resulting in loss of individuals or disruptions to nesting attempts by special-status species and result in potentially significant impacts for species known to be present in the Plan Area. Mitigation Measure 3.10-4 provided in the 2012 RPU EIR/EIS for pre-construction surveys for special-status plant and animal species would require that special-status species with the potential to occur on individual project sites are accounted for and impacts are avoided, minimized, or compensated. Similar to the 2017 and 2020 RTP/SCS IS/IEC mitigation would apply to any projects with the potential to adversely impact special-status species and would reduce impacts to a less-than-significant level.

Since the 2012 RPU, multiple special-status animal species have been identified to potentially occur within the Plan Area, as shown in Table 8. Most of these species would be covered by mitigation measures within the 2012 RPU EIR/EIS. However, several species, including the Western bumble bee, Sierra Nevada yellow-legged frog, and Sierra Nevada red fox would not be covered under existing mitigation measures. Accordingly, new Mitigation Measures BIO-1, BIO-2, and BIO-3 would be required.

Overall, substantial and adverse impacts to special-status species fish, bird, and bat would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local regulations, as well as applicable federal laws. This may include consultation with regulatory agencies, jurisdictional standards, and requiring relevant permits, which would further reduce impacts. However, significant impacts may occur for invertebrate, amphibian, and mammal species. With implementation of additional mitigation measures these impacts would be reduced to less than significant.

Mitigation Measures

BIO 1 Conduct Habitat Assessments and Protocol Surveys for Western Bumble Bee and Implement a Limited Operating Period if Necessary.

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.

BIO 2 Conduct Habitat Assessments and Protocol Surveys for Sierra Navada Yellow-Legged Frog, and Special-Status Amphibians and Implement a Limited Operating Period if Necessary.

For construction activities that may occur in suitable aquatic habitat for Sierra Navada 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 Navada 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:

- Instream work shall be limited to the active period for Sierra Navada 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.
- 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.

BIO 3 Conduct Habitat Assessments and Preconstruction Surveys for Special-Status Mammals and Implement a Limited Operating Period if Necessary.

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.

If surveys indicate the presence of special-status mammals, the following avoidance measures shall be implemented:

- 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 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.
- 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.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

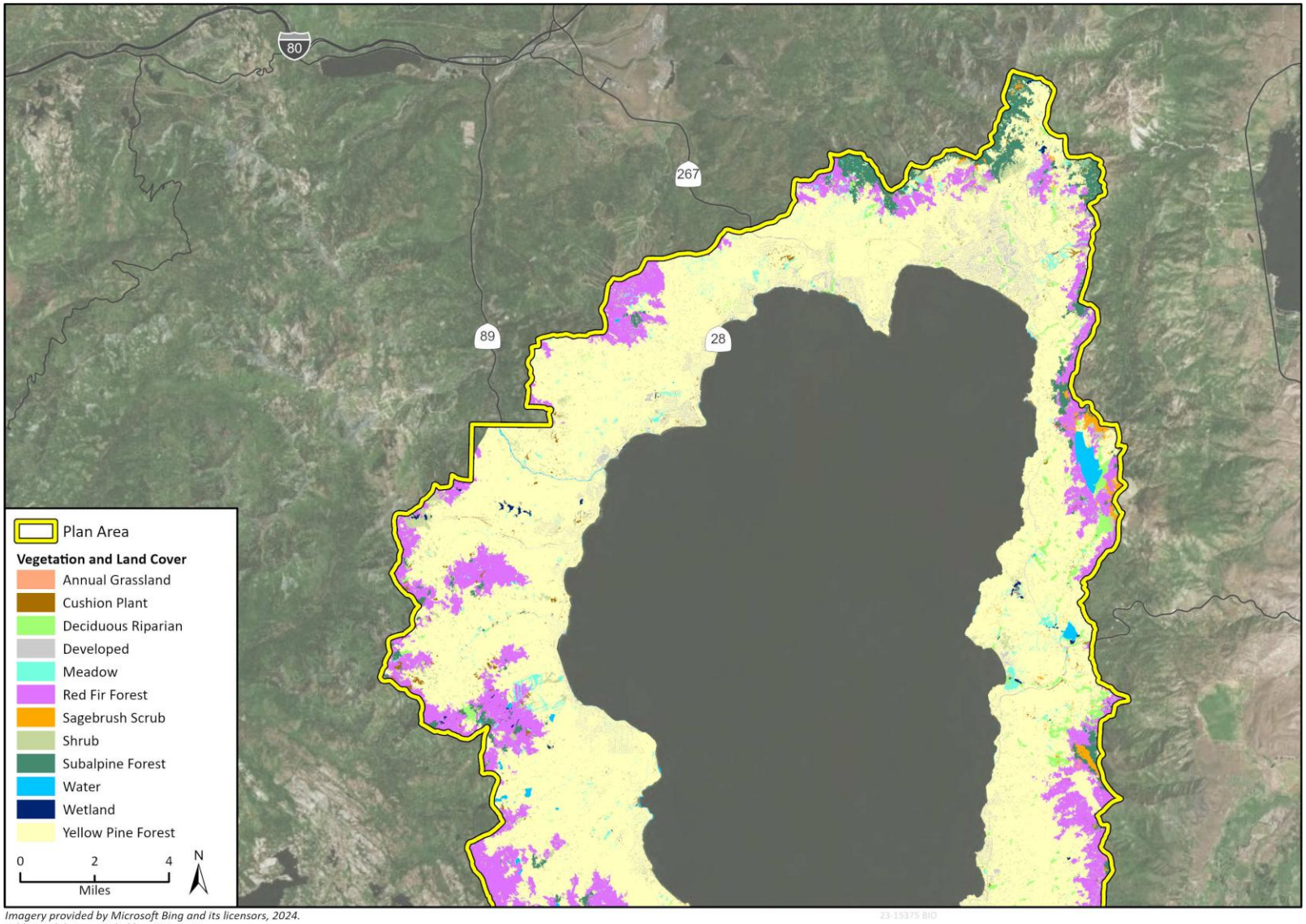
b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The hydrologic, topographic, and elevation gradients present in the Plan Area support a diverse mix of vegetation communities and wildlife habitats. For example, more than 50 vegetation types and 22 California Wildlife Habitat Relationships System (CWHR) habitat types are recognized in the Plan Area. Figure 3 and Figure 4 show the distribution of these habitat types in the Plan Area. Sensitive habitats in the Plan Area include a variety of wetland and riparian communities such as wet meadows, riparian zones along streams, marshes, seasonal wetlands, drainages, springs, fens, bogs, and deep-water plant communities of Lake Tahoe. TRPA designates most of these communities as SEZs and habitats of special significance. Other sensitive habitats include late seral/old growth forest.

Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the Clean Water Act (CWA), the TRPA Code of Ordinances, Sections 1600 et seq. of the California Fish and Game Code, and other applicable regulations. Depending on specific locations of projects, development under the 2025 RTP/SCS could result in the removal or disturbance of sensitive natural communities including riparian habitats and protected wetlands. Most ground disturbances resulting from the construction of transportation facilities would occur within urban areas existing transportation corridors, and existing residential communities. Because ground disturbances would be limited mostly to these existing disturbed areas, potential impacts to sensitive habitats could be relatively minor. However, construction-related disturbances could occasionally occur in or otherwise directly or indirectly affect areas that may support sensitive habitats, particularly SEZs, outside of existing disturbed areas.

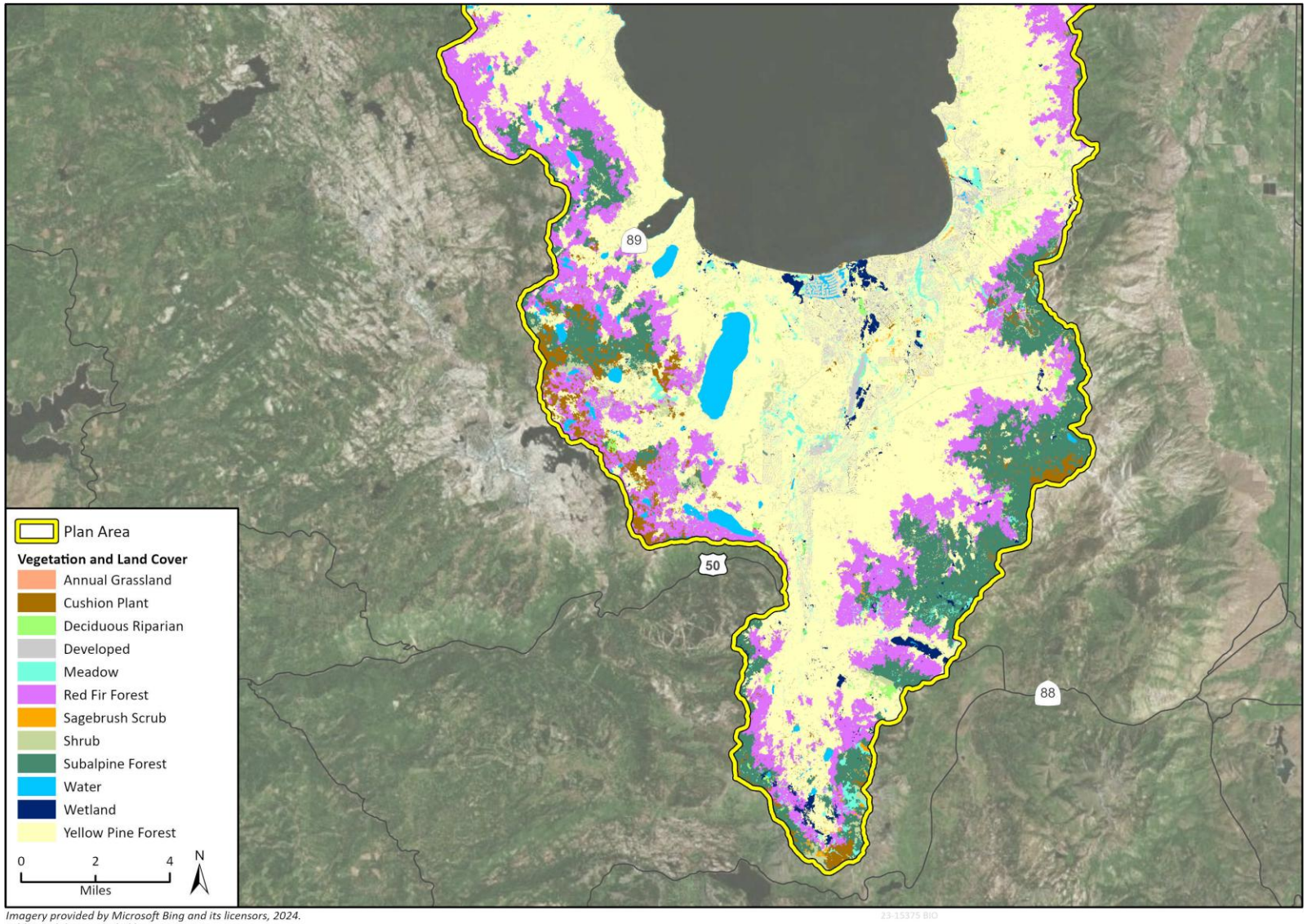
Most of the SEZ, wetland, and riparian habitats affected by implementation of the 2025 RTP/SCS would likely be considered jurisdictional by U.S. Army Corps of Engineers and, in California, the Lahontan Regional Water Quality Control Board (LRWQCB) under Section 404 of the federal CWA and the state's Porter-Cologne Act. Fill or reconfiguration of jurisdictional waters of the United States requires a permit from U.S. Army Corps of Engineers pursuant to Section 404 of the CWA. In addition, the deciduous riparian vegetation within most or all SEZs would likely be considered jurisdictional habitat by the U.S. Army Corps of Engineers and would need a permit and project-specific mitigation. On the California side of the Plan Area, CDFG has jurisdiction over activities affecting the bed and bank of drainages. Habitats consisting of deciduous trees, wetlands, and meadows (i.e., riparian, wetland, and meadow habitats) are designated by TRPA as habitats of special significance. The TRPA threshold standard for habitats of special significance is non-degradation while providing opportunities to increase the acreage of these habitats (TRPA 2019b).

Figure 3 Vegetation Communities and Wildlife Habitats in the Northern Plan Area



Imagery provided by Microsoft Bing and its licensors, 2024.
Additional data provided by TRPA, 2024.

Figure 4 Vegetation Communities and Wildlife Habitats in the Southern Plan Area



Imagery provided by Microsoft Bing and its licensors, 2024.
Additional data provided by TRPA, 2024.

Similar to the 2012 RPU EIS/EIR, 2017, and 2020 RTP/SCS, new development or redevelopment projects could result in the construction-related disturbance or removal of existing wildlife habitats. Vegetation types affected by projects in the 2025 RTP/SCS include: yellow pine, meadow, lacustrine, lodgepole pine, montane chaparral, montane riparian, perennial grassland, Sierran mixed conifer, wet meadow, and white fir. The potential for loss of riparian or sensitive habitats would be potentially significant. Mitigation Measure 3.10-1 provided in the 2012 RPU EIR/EIS requires vegetation protection and revegetation as well as conducting wetland delineations for projects in areas with sensitive or riparian habitats, such that appropriate individual permits and authorization as well as revegetation plans are in place. Mitigation would apply to new and modified projects proposed under the 2025 RTP/SCS.

Prior to approving any project subject to environmental review requirements, TRPA would, in accordance with Chapter 4, *Required Findings*, of the TRPA Code or Ordinances, make written findings supported by substantial evidence in the record that the project is consistent with, and would not adversely affect implementation of the Regional Plan, Goals and Policies, plan maps, TRPA Code, and other plans and programs; and that it would not cause Environmental Threshold Carrying Capacities to be exceeded. Because of the mandatory nature of TRPA environmental review requirements, TRPA Code compliance, and permit approvals, it is reasonable to expect that existing procedures, performance standards, and environmental safeguards such as TRPA threshold standards, TRPA Code compliance requirements, federal/state/local regulations, and permit approvals would be effective in avoiding or mitigating potentially significant project-specific impacts, and/or that projects would be required to be modified so as to achieve such standards prior to approval. Substantial and adverse impacts to riparian and sensitive habitats would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. Individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Depending on specific locations of projects, development under the 2025 RTP/SCS could result in the removal or disturbance of potential jurisdictional wetlands. Refer to item “b” above for a discussion of protected wetlands. Substantial and adverse impacts to state or federally protected wetlands would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. Individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Aquatic Habitat

Lakes and streams are the two primary aquatic habitats that support fish in the Plan Area. Stream and lake fish habitats are protected by the TRPA Code of Ordinances and state regulations. TRPA's existing policies and Code provisions address potential impacts to fisheries and aquatic habitats, which include aquatic wildlife corridors, through site specific environmental review. Therefore, new and modified projects in the 2025 RTP/SCS would require development and implementation of project-specific measures to minimize or avoid impacts to fisheries through the design process and would provide compensatory or other mitigation for any significant effects on fish habitat as a condition of project approval. Specifically, the TRPA Code of Ordinances requires protecting prime and other fish habitat and implementing the fish habitat provisions in Sections 63.3.1 and 63.3.2. Per TRPA's Rules of Procedure, these sections require mitigation to avoid significant impacts to fisheries as needed as a condition of project approval. Depending on the type and magnitude of a significant impact to aquatic habitat, mitigation measures could include fish rescue/relocation, best management practices (BMP) specifically designed to protect aquatic habitats and species, enhance habitat, control and manage invasive species, and secure funding or otherwise contribute to aquatic habitat restoration projects.

Additionally, the Shorezone Subelement of the Conservation Element of the Goals and Policies requires TRPA to regulate the placement of new piers, buoys, and other structures in the nearshore and foreshore of Lake Tahoe to avoid degradation of fish habitats and other types of impacts. The Goals and Policies also require TRPA to conduct studies, as necessary, to determine potential impacts to fish habitats and apply the results of such studies, as well as previous studies on shoreline erosion and Shorezone scenic quality, when determining the number of, location of, and standards of construction for facilities in the nearshore and foreshore. Section 80.4 of the TRPA Code states that TRPA would not approve a project in the shorezone or lakezone unless TRPA finds that the project will not adversely affect fish spawning, onshore wildlife habitat, littoral processes, or backshore stability. Projects in the shorezone that could support waterborne transit would be subject to Chapter 84 of the TRPA Code of Ordinances.

Because the 2025 RTP/SCS would allow some level of new development, aquatic habitats could be affected by individual project construction activities associated with development and redevelopment near aquatic habitats. Construction could result in temporary increases in turbidity and downstream sedimentation, small amounts of fill placed in aquatic habitats, and the release and exposure of construction-related contaminants. Chapter 63.3, Fish Habitat Protection, of the TRPA Code of Ordinances includes protection for lake habitat such that projects and activities in the shorezone of lakes may be prohibited, limited, or otherwise regulated in areas determined by TRPA to be vulnerable or critical to the needs of fish. Section 63.3.1 requires that physical alteration of the substrate in areas of prime fish habitat be mitigated. Additionally, Chapters 80 through 85 of the TRPA Code of Ordinances provide development standards for structures and construction in the shorezone as well as permissible uses within the shorezone for the protection of aquatic and fish habitat.

Projects included in the 2025 RTP/SCS would be required to comply with the TRPA Code as well as Mitigation Measure 3.10-3, requiring individual projects to conduct preconstruction surveys and develop native fish capture and transportation plans would apply to projects under the 2025

RTP/SCS. Compliance with TRPA's existing policies and Code provisions, along with implementation of Mitigation Measure 3.10-3 would minimize or avoid impacts to fish and aquatic habitat. Substantial and adverse impacts to fish movement would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

Wildlife Movement Corridors

Similar to the 2012 RPU, the overall land use pattern and amount of new development proposed under the 2025 RTP/SCS would not create barriers to wildlife movement locally or regionally. the 2025 RTP/SCS is not anticipated to affect wildlife movement in areas of existing paved and disturbed rights-of-way. Generally, wildlife can cross a pedestrian or bicycle path with relative ease, and the level and speed of path use is not a substantial overall deterrent to wildlife movement across the proposed path. Adverse effects on the movement of terrestrial species would be temporary and limited to specific activities including installation of temporary fencing, night lighting, construction noise, construction of active transportation projects, and the presence of construction personnel during working hours. However, significant impacts may occur during construction activities and for projects that occur within wildlife migration corridors. With implementation of Mitigation Measures BIO-4 and BIO-5, these impacts would be reduced to less than significant.

Mitigation Measures

BIO 4 Construction Best Management Practices to Minimize Disruption to Wildlife

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:

- 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

BIO 5 Maintain Connectivity in Wildlife Corridors

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.

Under implementation of the 2025 RTP/SCS distribution of urban development, and amount and connectivity of open space regionally would not change substantially relative to critical movement requirements of native wildlife. Therefore, implementation of the 2025 RTP/SCS would not create new barriers to wildlife movement or substantially affect any known important wildlife corridors locally or regionally. Furthermore, the 2025 RTP/SCS includes Policy 2.7 which requires design transportation infrastructure to avoid conflicts with wildlife and wildlife corridors through measures such as minimizing lighting and noise in sensitive areas and incorporating wildlife crossings where appropriate. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. The mitigation measures above would reduce impacts to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Similar to the 2012 RPU, 2017 RTP/SCS, and 2020 RTP/SCS, construction of development projects under the 2025 RTP/SCS may require the removal of native trees. Development would primarily be concentrated in existing community centers which are largely developed or previously disturbed and would likely require less tree removal than new uses outside of urban areas. Shared use and bike trails proposed in the 2025 RTP/SCS would likely involve some disturbance to native trees. However, final trail design may be designed to avoid or retain trees in future alignments in accordance with TRPA standards. Any proposed transportation or land use project that proposes tree trimming or removal would require permits and compliance with TRPA's Code of Ordinances Section 33.6, *Vegetation Protection During Construction*.

New and/or modified projects in the 2025 RTP/SCS, such as proposed bike and pedestrian trails, that traverse remote areas could result in substantial tree removal. Regardless of the magnitude or biological effects of tree removal, native trees are protected in the Plan Area, particularly those greater than 24- and 30-inches diameter at breast height (dbh) in eastside and westside forest types, respectively, or in SEZs. Specific provisions for tree removal in the Plan Area are provided in the TRPA Code of Ordinances (Chapter 61, and Chapters 36, 33, 62) and all tree removal for trees greater than 14 inches dbh requires review and approval by TRPA.

A harvest or tree removal plan is required by TRPA where implementation of a project would cause "substantial" tree removal. "Substantial" tree removal is defined in Chapter 61 of the TRPA Code as: 1) removal of more than 100 live trees 14 inches dbh or larger on project areas of three acres or more; or 2) tree removal that, as determined by TRPA after a joint inspection with appropriate state or federal forestry staff, does not meet the minimum acceptable stocking standards set forth in Chapter 61. For the purpose of late seral/old growth ecosystem protection, the TRPA Code specifies that no tree greater than or equal to 24 and 30 inches dbh in eastside and westside forest types, respectively, will be cut. However, the TRPA Code provides an exception for private landowners by allowing for a limited forest plan to be prepared if 10 percent or less of the trees greater than or equal to 24 inches dbh in eastside forest types within a project area are proposed to be cut within the life of the plan.

TRPA's existing policies and code provisions address tree removal through site specific environmental review and would require development and implementation of project-specific measures to minimize or avoid impacts through the design and permitting process and would provide compensatory or other mitigation for any significant effects as a condition of project approval. Specifically, the TRPA Goals and Polices and Code of Ordinances includes provisions for limiting tree removal and protecting late seral/old growth forests; and TRPA's Rules of Procedure require mitigation for any significant impact as a condition of project approval. Additionally, TRPA cannot approve projects that would cause a significant adverse effect on the late seral/old growth ecosystem threshold without appropriate mitigation.

Removal of native trees as part of specific projects implemented under the 2025 RTP/SCS would be a potentially significant impact. As such, Mitigation Measure 3.10-2 of the 2012 RPU EIR/EIS requiring individual projects to minimize tree removal and develop a tree removal and management plan would apply to projects under the 2025 RTP/SCS. Implementation of Mitigation Measure 3.10-2 would ensure compliance with existing TRPA regulations and policies to identify potentially significant tree removal, minimize or avoid those impacts through the design and permitting process, and provide mitigation for any significant effects.

Overall, substantial and adverse impacts to tree removal would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

This impact area was included in the 2012 RPU EIR/EIS Section 5.1 *Effects Found Not To Be Significant* as there are no adopted habitat conservation plans, natural community conservation plans in the planning area. No new plans have been adopted since 2020.

Pursuant to 23 CFR 450.324(g)(1&2), each MPO, when developing content for new and updated transportation plans, must consider consistency with State conservation plans as well as inventories of natural resources. The State Wildlife Action Plan (SWAP; 2015) identifies conservation actions, several of which are beyond CDFW's jurisdiction, and as such CDFW collaborated with partners in different sectors to create companion plans to achieve the SWAP's goals. The SWAP 2015 Transportation Companion Plan presents shared priorities for achieving the statewide goals including maintaining and increasing abundance and richness of native species, enhancing ecosystem conditions, and maintaining and improving ecosystem function. the 2025 RTP/SCS incorporates high-level conservation priorities consistent with these goals through proposed policies, projects, and compliance with existing regulations.

Specifically, the TRPA Goals and Policies and TRPA's Code of Ordinances require protection of habitats and vegetation through establishment of setbacks, BMPs, or other measures and protection of late seral/old growth forests and other sensitive habitats. These regulations and procedures address potential construction-related impacts to sensitive habitats and the distribution and abundance of species through site-specific environmental review; require development and

implementation of project-specific measures to minimize or avoid impacts through the design and permitting process; and require compensatory or other mitigation for any significant effects as a condition of project approval and permitting. New transportation and land use projects proposed in the 2025 RTP/SCS would be required to comply with the TRPA Code of Ordinances and would therefore be consistent with the SWAP. In addition, new transportation and land use projects proposed in the 2025 RTP/SCS would allow continued wildlife movement because new projects would include active transportation, corridor improvements, operations and management, and technology projects. As such, implementation of the 2020 RTP/SCS would be consistent with the SWAP and no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 4 – Vegetation

a. Will the proposal result in removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES systems?

Similar to the 2012 RPU, 2017, and 2020 RTP/SCS, transportation and land use projects proposed in the 2025 RTP/SCS would require some vegetation removal. As discussed above under CEQA item "e," projects would be required to comply with vegetation removal standards included in the TRPA Code of Ordinances, Goals and Policies, and Rules of Procedure, as well as development and implementation of revegetation plans required by Mitigation Measure 3.10-1 of the 2012 RPU EIR/EIS. Additionally, projects included in the 2025 RTP/SCS would be subject to the same Individual Parcel Evaluation System (IPES) standards which limit the amount of development permitted in sensitive areas while retiring some sensitive parcels altogether. Overall, substantial and adverse impacts to native vegetation would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

b. Will the proposal result in removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

As described in CEQA items "b" and "c," the 2012 RPU EIR/EIS concluded that construction of approved development would have a less-than-significant impact with mitigation incorporated to riparian habitat, other sensitive natural communities, and protected wetlands. Mitigation Measure 3.10-1 provided in the 2012 RPU EIR/EIS requires vegetation protection and revegetation as well as conducting wetland delineations for projects in areas with sensitive or riparian habitats, such that appropriate individual permits and authorization as well as revegetation plans are in place. Mitigation would apply to new and modified projects proposed under the 2025 RTP/SCS. Overall, substantial and adverse impacts to native vegetation would remain less than significant with

implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. Individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

c. Will the proposal result in an introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

Similar to the 2012, 2017, and 2020 RTP/SCS, projects included in the 2025 RTP/SCS would not require excess fertilizer or water and would not introduce vegetation that would provide a barrier to the normal replenishment of existing species. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and general location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

d. Will the proposal result in a change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

Transportation and land use projects proposed in the 2025 RTP/SCS could result in short-term impacts including vegetation removal or disturbance that could temporarily affect sensitive habitats or the distribution and diversity of plant species. As discussed under CEQA item "b," any new development or redevelopment project would be required to comply with existing TRPA, federal, and state regulations, permitting requirements and environmental review procedures that protect sensitive habitats. Specifically, the TRPA Goals and Policies and TRPA's Code of Ordinances require protection of habitats and vegetation through establishment of setbacks, BMPs, or other measures and protection of late seral/old growth forests and other sensitive habitats. These regulations and procedures address potential construction-related impacts to sensitive habitats through site-specific environmental review; require development and implementation of project-specific measures to minimize or avoid impacts through the design and permitting process; and require compensatory or other mitigation for any significant effects as a condition of project approval and permitting.

Individual projects would be required to comply with Mitigation Measure 3.10-1 in the 2012 RPU EIR/EIS relating to vegetation protection and revegetation in areas with sensitive habitats. Overall, substantial and adverse impacts to species distribution would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

e. Will the proposal result in a reduction of the numbers of any unique, rare or endangered species of plants?

As described above in CEQA item "a," project-level planning and environmental analysis for individual transportation projects would identify potentially significant effects to special-status species of plants, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of approval. Mitigation Measure 3.10-4 provided in the 2012 RPU EIR/EIS requiring pre-construction surveys for special-status plant and animal species would ensure that special-status species with the potential to occur on individual project sites are accounted for and impacts are avoided, minimized or compensated. Mitigation would apply to projects with the potential to adversely impact special-status species to reduce impacts to a less-than-significant level.

Overall, substantial and adverse impacts to special-status species would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. Individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

f. Will the proposal result in removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

Transportation and land use projects proposed in the 2025 RTP/SCS could result in short-term impacts during construction including vegetation removal or disturbance that could temporarily affect stream bank and/or backshore vegetation. Any new development or construction of projects would be required to comply with existing TRPA, federal, and state regulations and permitting requirements protecting sensitive habitats and vegetation including stream bank and backshore vegetation. As described under CEQA items "b" and "c" above, existing regulations and permitting requirements would minimize the loss of sensitive habitats during construction and provide habitat compensation for the loss of riparian, wetland, and other sensitive habitats through CWA Section 404, TRPA, and other permitting and review processes. This would ensure that proposed projects would not result in permanent removal of stream bank or backshore vegetation in the Plan Area.

Mitigation Measure 3.10-1 provided in the 2012 RPU EIR/EIS addresses vegetation protection and revegetation as well as conducting wetlands delineation would be applied to projects in areas with sensitive or riparian habitats, such that appropriate individual permits and authorization as well as revegetation plans are in place. Mitigation would apply to projects with the potential to adversely impact riparian or sensitive habitats to reduce impacts to a less-than-significant level. Substantial and adverse impacts to riparian and sensitive habitats would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. Individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

g. Will the proposal result in removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

As described above under CEQA item "e," shared use and bike trails proposed in the 2025 RTP/SCS would likely involve some disturbance to native trees which may be 30 inches or greater in dbh. Any proposed transportation or land use project that proposes tree trimming or removal would require permits and compliance with TRPA's Code of Ordinances including Section 33.6, *Vegetation Protection During Construction*. Additionally, Mitigation Measure 3.10-2 of the 2012 RPU which requires individual projects to minimize tree removal and develop a tree removal and management plan would apply to projects under the 2025 RTP/SCS. Implementation of Mitigation Measure 3.10-2 would ensure compliance with existing TRPA regulations and policies to identify potentially significant tree removal, minimize or avoid those impacts through the design and permitting process, and provide mitigation for any significant effects.

Overall, substantial and adverse impacts to tree removal would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

h. Will the proposal result in a change in the natural functioning of an old growth ecosystem?

As described above under CEQA item "e," project-level planning, environmental analysis, and compliance with existing TRPA regulations and policies would identify potentially significant tree removal; minimize or avoid those impacts through the design, siting, and permitting process; and provide mitigation for any significant effects as a condition of project approval and permitting. Specifically, the TRPA Goals and Policies and TRPA's Code of Ordinances require protection of old growth habitats through establishment of setbacks, BMPs, or other measures and protection of late seral/old growth forests and other sensitive habitats. Additionally, Mitigation Measure 3.10-2 of the 2012 RPU requiring individual projects to minimize tree removal in old growth ecosystems and develop a tree removal and management plan would apply to projects under the 2025 RTP/SCS. Implementation of Mitigation Measure 3.10-2 would ensure compliance with existing TRPA regulations and policies to identify potentially significant tree removal, minimize or avoid those impacts through the design and permitting process, and provide mitigation for any significant effects, including in old growth ecosystems.

Overall, substantial and adverse impacts to tree removal would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

Section 5 – Wildlife

a. Will the proposal result in a change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

As described above under CEQA items "a" and "d," project-level planning and environmental analysis for individual projects would identify potentially significant effects to special-status wildlife species, minimize or avoid impacts to their habitats through the design process, and require mitigation for any significant effects as a condition of approval. Additionally, as described above under CEQA item "a", multiple special-status animal species have been identified to potentially occur within the Plan Area, as shown in Table 8. Most of these species would be covered by mitigation measures within the 2012 EIR/EIS. However, several species, including the Western bumble bee, Sierra Nevada yellow-legged frog, and Sierra Nevada red fox would not be covered under existing mitigation measures. Accordingly, Mitigation Measures BIO-1, BIO-2, and BIO-3 would be required. Furthermore, Mitigation Measures 3.10-3 and 3.10-4 from the 2012 RPU EIR/EIS would require preconstruction surveys for special-status animal species including fish and implement avoidance and minimization measures. As such, substantial and adverse impacts to the diversity or distribution of species would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

b. Will the proposal result in reduction of the number of any unique, rare or endangered species of animals?

As described above under CEQA item "a," project-level planning and environmental analysis for individual projects would identify potentially significant effects to special-status wildlife species, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of approval. Mitigation Measure 3.10-4 provided in the 2012 RPU EIR/EIS requiring pre-construction surveys for special-status animal species would ensure that special-status species with the potential to occur on individual project sites are accounted for and impacts are avoided, minimized or compensated. Mitigation would apply to active transportation projects with the potential to adversely impact special-status species to reduce impacts to a less-than-significant level.

Overall, substantial and adverse impacts to special-status species would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. Individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

c. Will the proposal result in an introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

As described above under CEQA item "d," similar to the 2012, 2017, and 2020 RTP/SCS the overall land use pattern and amount of new development proposed under the 2025 RTP/SCS would not create barriers to wildlife movement locally or regionally. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

d. Will the proposal result in a deterioration of existing fish or wildlife habitat quantity or quality?

Please refer to CEQA items "a" and "b" for a discussion of wildlife habitat quantity and quality. As described under CEQA item "d" above, because the 2025 RTP/SCS would allow some level of new development, aquatic habitats could be affected by individual project construction activities associated with development and redevelopment near aquatic habitats. Construction could result in temporary increases in turbidity and downstream sedimentation, small amounts of fill placed in aquatic habitats, and the release and exposure of construction-related contaminants.

TRPA's existing policies and code provisions address potential impacts to fisheries and aquatic habitats through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid those impacts through the design process, and require compensatory or other mitigation for any significant effects on fish habitat as a condition of project approval. Specifically, provisions of the TRPA Code of Ordinances require protecting prime and other fish habitat and require mitigation to avoid significant impacts to fisheries if needed; TRPA's Rules of Procedure require mitigation for any significant impact as a condition of project approval. The 2012 RPU EIR/EIS concluded that temporary impacts to stream or lake habitats could be potentially significant, because of potential shorezone construction disturbance required for Lake Tahoe Waterborne Transit Project facilities.

the 2025 RTP/SCS would include the North Shore Water Taxi Project, which would provide new waterborne transit access to provide companion service to the Crosslake Ferry service. Facilities developed to support waterborne transit would potentially impact aquatic habitats. As described above under CEQA item "d," projects would be required to adhere to the development standards for structures and construction in the shorezone included in Chapters 80 through 85 of the TRPA Code. Additionally, Mitigation Measure 3.10-3, requiring individual projects to conduct preconstruction surveys and develop native fish capture and transportation plans would apply to projects under the 2025 RTP/SCS. Compliance with TRPA's existing policies and Code provisions, along with implementation of Mitigation Measure 3.10-3 would minimize or avoid impacts to fish and aquatic habitat. Substantial and adverse impacts to fish movement would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. Individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

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5 Cultural Resources

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	2012 RPU EIR/EIS Impact 3.15-1	No	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	2012 RPU EIR/EIS Impact 3.15-2	No	No	No	Yes
c. Disturb any human remains, including those interred outside of formal cemeteries?	2012 RPU EIR/EIS Impact 3.15-3	No	No	No	Yes
TRPA Environmental Checklist: Section 20 – Archaeological/Historical					
Will the proposal result in:					
a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	2012 RPU EIR/EIS Impacts 3.15-1, 3.15-2	No	No	No	Yes
b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	2012 RPU EIR/EIS Impacts 3.15-1, 3.15-2	No	No	No	Yes
c. Is the property associated with any historically significant events and/or sites or persons?	2012 RPU EIR/EIS Impact 3.15-1	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
d.	Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	2012 RPU EIR/EIS Impact 3.15-5	No	No	No	Yes
e.	Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	2012 RPU EIR/EIS Impact 3.15-5	No	No	No	Yes

Discussion

Projects that are new for the 2025 RTP/SCS and that may impact cultural resources by introducing new construction and ground-disturbing activities include, but are not limited to, transit priority lanes on State Route 89, and the construction of shared use paths along SR 28 and the West shore trail from Meeks Bay to DL Bliss State Park. The project development and site design for all projects would include an inventory of historic resources and development of mitigation measures, if necessary, in consultation with the California and Nevada State Offices of Historic Preservation (SHPO).

The 2012 Regional Plan calls for the identification and preservation of sites of historic, cultural, and architectural significance for the region. TRPA recognizes "designated" and "determined eligible" historic and cultural resources across the Lake Tahoe Basin. The 1987 Regional Plan designated over 70 historic resources retaining a high level of historic or cultural integrity and significance for the Tahoe Region. Since that time, historic and cultural resources have been assessed on a case-by-case basis. Prior to any project potentially impacting a historic or cultural resource over 50 years of age, an historic determination must be completed through TRPA. Additionally, the TRPA Code has identification and protection measures in place should an historic, pre-historic, or paleontological resource be discovered during project or grading activity.

All projects implemented under the 2025 RTP/SCS must comply with Chapter 67 of the TRPA Code of Ordinances which includes specific standards to protect significant cultural, historical, archaeological, and paleontological resources. Regulations include protection of such resources in project areas in which they are known or suspected. Chapter 67 also provides for consultation with state historical agencies and the Washoe Tribe. Additionally, Standard 33.3.7 in Chapter 33 (Grading and Construction, Section 33.3, Grading Standards) addresses discovery of historical resources. Projects would also be subject to local jurisdiction cultural resource protection standards as well as state and federal regulations.

CEQA Environmental Checklist

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

TRPA maintains a Historic Resources Map and inventories that identify known archaeological, ethnographic, and historical sites. Geographic Information System (GIS) data is currently used by TRPA to map known resources. TRPA recognizes 112 sites of historical or archaeological significance, all of which were accounted for in the 2012 RPU EIR/EIS. Cultural resources or archaeological sites are categorized by physical types as linear features and non-linear features. Linear features account for 33 of the recognized sites and non-linear features account for the remaining 79 sites. Linear features include roads, grades, passes, railroads, trestles, flumes, and trails. Non-linear features include houses, lodges, chapels, ranger stations, ranches, toll houses, sawmills, bridges, dairies, historic districts, logging/lumber camps, railroad tunnels, cabins, taverns, mansions/estates, piers, hotels, resorts, beaches, points, creek/river mouths, marshes, Native American function sites, springs, bays, and harbors. In addition to linear and non-linear features shown on the Historic Resources Map, many small sites are known around Lake Tahoe where a variety of artifacts have been discovered. Refer to TRPA Environmental Checklist item "b" below, for a discussion of archaeological resources in the Plan Area.

Similar to the 2012, 2017, and 2020 RTP/SCS, implementation of the 2025 RTP/SCS would authorize new development, which could occur on or adjacent to properties that contain known historical resources, or be associated with historically significant events or individuals, or result in adverse physical or aesthetic effects to a significant historical site, structure, object, or building. Because the 2025 RTP/SCS would result in new construction over the planning period, disturbance, disruption, or destruction of historical resources could occur through implementation of specific projects.

Projects under the 2025 RTP/SCS would be required to comply with federal and state regulations and TRPA Code standards for the protection of historical resources and provide processes to avoid or minimize impacts to these resources. TRPA reviews the historic and cultural integrity of sites, structures, buildings, and objects 50 years or older. Specifically, TRPA Code Standard 67.3.2 requires that projects in areas with known or newly discovered sites of cultural or historic significance include a site survey performed by a qualified archaeologist prior to TRPA approval and TRPA Code Standard 67.3.4 prohibits grading, operation of equipment or other soil disturbance in areas where a designated historic resource is present, or could be damaged, except in accordance with a TRPA-approved resource protection plan. Additionally, upon discovery of a previously unknown site, object, district, structure or other resource, potentially meeting criteria designating it as a historic resource (as outlined in TRPA Code Standard 67.6) TRPA would consult with the applicable SHPO. The SHPOs play an advisory role to TRPA during project review. TRPA staff request comment in such circumstances and often coordinate with the applicable SHPO on required study and mitigation measures. TRPA also consults with the applicable SHPO during the scoping process for all EISs and CEQA documents and submits these documents for comment during the public comment period.

At the federal level, Section 106 of the National Historic Preservation Act of 1966 guides cultural resources investigations by federal agencies and requires considerations of effects on properties that are listed in, or may be eligible in, the National Register of Historic Places. At the state level, both California and Nevada have processes in place to protect and avoid historical resources. The California Register of Historic Resources identifies historic resources and indicates which properties are encouraged to be protected. On California state-owned lands, historical and archaeological resources are subject to the requirements of PRC Section 5024.5, which requires notification of the

California SHPO during the planning process. If the SHPO determines that a proposed action would have an adverse effect on a listed historical resource, State Parks and the California SHPO must adopt prudent and feasible measures that will eliminate or mitigate the adverse effects.

In Nevada, the SHPO reviews projects for potential impacts upon historic properties. The Nevada SHPO keeps an inventory of the state's cultural resources to assist federal, state, and local agencies in planning projects so as to avoid impacts to important cultural resources; the agency also acts as a clearinghouse for nominations of sites and features to the National Register of Historic Places.

Historical resources impacts are site specific and depend on the location and type of development and individual effect on resources. Although standards are in place to protect these resources, project activities could still damage or destroy resources. Additionally, project designs could include alignments that overlap existing historical resources. Therefore, impacts to historical resources would be potentially significant and Mitigation Measures 3.15-1a through 3.15-1c of the 2012 RPU EIR/ EIS would be required. These measures would require individual projects to prepare site-specific historic resources inventory reports, survey of historic resources not previously listed, and record historic buildings or structures where adverse effects to historic resources cannot be avoided.

Implementation of Mitigation Measure 3.15-1 would reduce potentially significant impacts to historic resources, similar to the 2017 and 2020 RTP/SCS, because site-specific cultural resources inventory reports and surveys for historic resources would be used in coordination with the appropriate federal, state, and/or local agencies to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. Overall, substantial and adverse impacts to historical resources would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, and the 2017, and 2020 RTP/SCS IS/IEC. Individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Similar to the 2012 RPU EIR/EIS, 2017, and 2020 RTP/SCS, implementation of the 2025 RTP/SCS would authorize new development, which could occur on properties that contain known or unknown archaeological resources and/or human remains or result in adverse physical effects to significant archaeological sites or features. Because the 2025 RTP/SCS would result in new construction over the planning period, disturbance, disruption, or destruction of archaeological resources could occur through implementation of specific projects. Projects under the 2025 RTP/SCS would be required to comply with federal and state regulations and TRPA Code standards for the protection of archaeological resources and provide processes to avoid or minimize impacts to these resources. Specifically, TRPA Code Standard 67.3.1 requires evaluation of any potential archaeological, cultural, or historical resources discovered during project construction by a qualified archaeologist.

Archaeological resources impacts are site specific and depend on the location and type of physical changes, specifically ground-disturbing activities. Although standards are in place to protect these resources, implementation of new or modified projects under the 2025 RTP/SCS could still uncover

or damage resources during grading and excavation, pile driving, and heavy equipment use. Therefore, impacts to archaeological resources would be potentially significant, similar to the 2017 and 2020 RTP/SCS, projects under the 2025 RTP/SCS would be required to adhere to Mitigation Measures 3.15-2a, 3.15-2b, 3.15-2c, and 3.15-2d from the 2012 RPU EIR/EIS. These measures would require individual projects to prepare site-specific archaeological resources inventory reports, conduct archaeological testing and data recovery, conduct archaeological monitoring during construction, and stop work in the event of an archaeological discovery.

Implementation of Mitigation 3.15-2 would reduce potentially significant impacts to archaeological resources, similar to the 2017 and 2020 RTP/SCS, because mitigation would be developed in coordination with the appropriate federal, state, and/or local agencies to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. Overall, substantial and adverse impacts to historical resources would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS and 2017 and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, as well as applicable federal regulations, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Similar to the 2012, 2017, and 2020 RTP/SCS, implementation of the 2025 RTP/SCS would authorize new development, which could occur on properties that contain known or unknown human remains or result in adverse physical effects to human remains. Because the 2025 RTP/SCS would result in new construction over the planning period, disturbance, disruption, or destruction of known or unknown human remains could occur through implementation of specific projects.

For projects in California, Section 7050.5(b) of the California Health and Safety Code specifies protocol when human remains are discovered. The code includes requirements that, if human remains are discovered, work shall cease within the immediate area; the County Coroner be notified; and, if the remains are determined to be of Native American origin, a qualified archaeologist work with the Coroner's Office to identify the Most Likely Descendant, who will assist in making a decision about further treatment of the remains as required in PRC Section 5097.98. Similarly, Nevada Revised Statuses (NRS) Chapter 383, Historic Preservation and Archaeology, provides protection of Indian burial sites discovered in Nevada. NRS requires, among other things, immediate consultation with the appropriate tribal authorities upon discovery of a native burial site. Although standards are in place to protect human remains, development of new or modified projects under the 2025 RTP/SCS could still result in accidental discovery during grading and excavation. Therefore, impacts would be potentially significant and Mitigation Measure 3.15-3 in the 2012 RPU EIR/EIS would be required for projects under the 2025 RTP/SCS. This measure requires projects to stop work immediately if human remains are discovered or recognized in any location on an individual project site.

Implementation of Mitigation 3.15-3 would reduce potentially significant impacts to human remains because mitigation would be developed in consultation with the appropriate federal, state, and/or local agencies to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. Overall, substantial and adverse impacts to human remains

would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS and 2017 and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

TRPA Environmental Checklist

Section 20 – Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object, or building?

Refer to CEQA items "a" and "b" above for a discussion of potential physical impacts to archaeological and historic sites, structures, objects and buildings. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and implementation of mitigation measures from the 2012 RPU EIR/EIS, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS , 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO WITH MITIGATION

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

Refer to CEQA items "a" and "b" above for a discussion of potential impacts to archaeological and historic resources. Similar to the 2012, 2017, and 2020 RTP/SCS, implementation of the 2025 RTP/SCS would authorize new transportation and land use projects, which could occur on or adjacent to properties that contain known cultural, historical, and/or archaeological resources. Because the 2025 RTP/SCS would result in some new construction over the planning period disturbance, disruption, or destruction of these resources could occur through implementation of specific transportation projects. Projects under the 2025 RTP/SCS would be required to comply with federal and state regulations and TRPA Code standards for the protection of historical, cultural, and archaeological resources and provide processes to avoid or minimize impacts to these resources. As described above under CEQA items "a" and "b," TRPA Code Standards 67.3.1 through 67.3.4 of the Historic Resource Protection chapter require projects to be evaluated on a site-by-site basis for potential archaeological, cultural, or historic resources and adhere to a resource protection plan as necessary.

Implementation of Mitigation Measures 3.15-1 through 3.15-3 in the 2012 RPU EIR/EIS would reduce potentially significant impacts to cultural, historical, and/or archaeological resources because mitigation would be developed in consultation with the appropriate federal, state, and/or local agencies to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. Overall, substantial and adverse impacts to historical, archaeological, and cultural resources would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects

would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

c. Is the property associated with any historically significant events and/or sites or persons?

Refer to TRPA Environmental Checklist item "b" above for a discussion of potential impacts to archaeological and historic resources. Substantial and adverse impacts to historical resources would remain less than significant with implementation of Mitigation Measures 3.15-1 through 3.15-3 from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

Implementation of the 2025 RTP/SCS would authorize new development that has the potential to cause physical changes that would affect unique ethnic cultural values in the region. Because the 2025 RTP/SCS would result in some new construction over the planning period, new development has the potential to disturb, disrupt, or restrict ethnic and cultural uses and values through implementation of specific projects. Projects under the 2025 RTP/SCS would be required to comply with federal and state regulations and TRPA Code standards for the protection of tribal resources and provide processes to avoid or minimize impacts to these resources. As described under TRPA Environmental Checklist item "a," Code Standard 67.3.2 requires projects in areas with known or newly discovered sites of cultural significance include a site survey prior to TRPA approval. This standard also requires consultation with the Washoe Tribe on all site surveys to determine if tribally significant sites are present. If resource(s) are discovered and deemed significant, then a resource protection plan is required. TRPA Code Standard 67.3.3 requires this plan be prepared by a qualified professional and may provide for surface or subsurface recovery of data and artifacts and recordation of structural and other data.

However, as identified above under CEQA items "a" and "b," implementation of new or modified projects in the 2025 RTP/SCS could still uncover or destroy historic or archaeological resources during grading and excavation, pile driving and heavy equipment use or include alignments that overlap existing historical resources. Additionally, as described in CEQA Environmental Checklist item "c," although standards are in place to protect human remains, project activities could still result in accidental discovery during grading and excavation. Accidentally discovered remains could be of Native American origin. Therefore, impacts to ethnic and cultural values would be potentially significant and implementation of all mitigation measures included in the 2012 RPT/SCS and as described above under the CEQA Environmental Checklist would be required for projects included in the 2025 RTP/SCS.

Implementation of Mitigation Measures 3.15-1a, 3.15-1b, 3.15-1c, 3.15-2a, 3.15-2b, 3.15-2c, 3.15-2d, and 3.15-3 from the 2012 RPU would reduce impacts to cultural and ethnic values because they would require consultation with the Native American Heritage Commission and the Washoe Tribe;

require avoidance, preservation in place, excavation, documentation, and/or data recovery of historical and archaeological resources; and require assessment of and adherence to a formal recommendation for any discovered human remains. Overall, substantial and adverse impacts to unique ethnic cultural values would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

Implementation of the 2025 RTP/SCS would authorize new development that has the potential to cause physical changes that restrict historic or prehistoric religious or sacred uses within the region. Because the 2025 RTP/SCS would result in some new construction over the planning period, new development has the potential to disturb, disrupt, or restrict pre-historic religious or sacred uses through implementation of specific projects. However, as described above under TRPA Environmental Checklist item “d,” implementation of Mitigation Measures 3.15-1a, 3.15-1b, 3.15-1c, 3.15-2a, 3.15-2b, 3.15-2c, 3.15-2d, and 3.15-3 would reduce impacts to cultural resources. Overall, substantial and adverse impacts to historic or pre-historic religious or sacred uses would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

6 Energy

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	2020 RTP/SCS IS/IEC	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	2020 RTP/SCS IS/IEC	No	No	No	N/A
TRPA Environmental Checklist: Section 15 – Energy					
Will the proposal result in:					
a. Use of substantial amounts of fuel or energy?	2020 RTP/SCS IS/IEC	No	No	No	N/A
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	2020 RTP/SCS IS/IEC	No	No	No	N/A

Discussion

The 2012 EIR/EIS and 2017 IS/IEC did not include a separate section analyzing potential environmental impacts related to the topic of Energy because it was not required under the *CEQA Guidelines* in effect at the time of the 2012 and 2017 analysis. The topic of electrical and natural gas use was addressed in Impact 3.13-4 of the 2012 EIR/EIS. However, the updated State CEQA Guidelines Appendix G published in December of 2018 (and also in 2024 version) require that environmental analysis includes a discussion of the potential energy impacts of proposed projects, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Accordingly, the 2020 RTP/SCS addressed energy impacts within Section 6, *Energy*, of the 2020 RTP/SCS IS/IEC.

Projects new to the 2025 RTP/SCS that would require energy use during construction include roadway projects, bikeway improvements, new bike trails, new pedestrian paths and sidewalks, new transit terminals, and new traffic signage. Projects that would require energy use during operation include the new shuttle and electric bus operation and road maintenance projects implemented by local and state agencies.

CEQA Environmental Checklist

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction of 2025 RTP/SCS projects would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Construction would also use building materials that would require energy use during the manufacturing and/or procurement of that material. However, building materials such as concrete, steel, lumber, or other building materials would be evaluated on a project-level basis during environmental review and permitting of projects. Energy use during demolition and construction would be temporary in nature, and also evaluated on a project-level basis. Construction activities would utilize fuel-efficient equipment consistent with state and federal regulations, including the Corporate Average Fuel Economy (CAFE) standards, Energy Policy and Conservation Act of 1975, pollution standards for light-duty vehicles under Section 202 of the Clean Air Act, Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, and would comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. Therefore, project construction activities would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Energy demand from project operation would include fuel consumed by transit vehicles resulting from new transit routes or stops, and electricity used for charging vehicles, lighting at new transit facilities, and safety lighting along proposed trails. The 2025 RTP/SCS would not increase the capacity of roadways in the Plan Area; would primarily add projects that would reduce vehicle use and improve bicycling, pedestrian, and transit facilities; and would implement VMT-reducing projects and programs. In addition, all new buses proposed under the 2025 RTP/SCS would run on clean energy such as electric and hydrogen fuel. Finally, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce energy use. Energy usage resulting from 2025 RTP/SCS projects during operation would not be considered wasteful, inefficient, or unnecessary and fuel usage would decrease from reduced VMT.

Because projects included in the 2025 RTP/SCS would not increase capacity and would implement VMT reducing projects and programs, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As described in Section 2, *Project Description*, above, the 2025 RTP/SCS is an update to the current 2020 RTP/SCS and includes changes in transportation projects to address the needs of the region and future land use patterns. The 2025 RTP/SCS land use scenario concentrates the forecasted growth in population and employment in already urbanized areas. Much of the residential multi and single family forecasted units are assumed to be developed in vacant buildable lots throughout the region in compatible zones similar to the 2020 RTP/SCS. New transportation projects included in the 2025 RTP/SCS involve the construction of active transportation facilities including trails, bikeways, pedestrian facilities, and other non-motorized paths. The provision of non-motorized routes would promote walking and cycling, reducing the region's reliance on vehicles and thus gasoline and diesel fuels. The 2025 RTP/SCS also includes projects that would construct complete streets, install transportation demand management measures, fund electric buses, and improve bus transit facilities. These project features are consistent with regional and statewide goals to achieve energy use reductions, including California Energy Efficiency Action Plan fuel efficiency standards, building energy efficiency standards, and clean energy usage goals. The projects also support TRPA Regional Plan goals and policies to construct energy efficient buildings, facilitate the use of electric and zero emissions vehicles, and increase energy conservation. Impacts would be less than significant and no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 15 – Energy

a. Will the proposal result in use of substantial amounts of fuel or energy?

Refer to Section 2, *Project Description*, and *item (b)* of the CEQA Environmental Checklist, above, for types of projects included in the 2025 RTP/SCS, which would reduce the consumption of fuel in the region. 2025 RTP/SCS projects would not result in a substantial increase in the use of fuel, and would encourage the use of renewable energy sources, such as through the funding of electric buses for the Bike and Pedestrian Facilities Operations and Maintenance Project. The 2025 RTP/SCS would not increase the capacity of roadways in the Plan Area; would primarily add projects that would reduce vehicle use and would improve bicycling, pedestrian, and transit facilities; and would implement VMT-reducing projects and programs. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce fuel and energy use. Therefore, no new utility consumption not previously analyzed would occur.

NO

b. Will the proposal result in substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

Refer to Section 2, *Project Description*, and *item (b)* of the CEQA Environmental Checklist, above, for types of projects included in the 2025 RTP/SCS, which would reduce the long-term consumption of fuel in the region. This is similar to the conclusions of the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC,

and 2020 RTP/SCS IS/IEC, which found that increased fuel usage would only occur during construction and increasing fuel efficiency standards as well as the decrease in VMT would decrease the long-term consumption of fuel. These projects would not substantially increase the demand on sources of energy or require the development of new energy sources because the 2025 RTP/SCS would not increase the capacity of roadways in the Plan Area; would primarily add projects that would reduce vehicle use and would improve bicycling, pedestrian, and transit facilities; and would implement VMT-reducing projects and programs. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts. The 2025 RTP/SCS would not increase energy demands beyond the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, or 2020 RTP/SCS IS/IEC because the 2025 RTP/SCS would decrease long-term VMT in the Plan Area. Therefore, no new utility consumption not previously analyzed would occur.

NO

7 Geology and Soils

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	2012 RPU EIR/EIS Impact 3.7-2	No	No	No	N/A
ii. Strong seismic ground shaking?	2012 RPU EIR/EIS Impact 3.7-2	No	No	No	N/A
iii. Seismic-related ground failure, including liquefaction?	2012 RPU EIR/EIS Impact 3.7-2	No	No	No	N/A
iv. Landslides?	2012 RPU EIR/EIS Impact 3.7-2	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	2012 RPU EIR/EIS Impact 3.7-1	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	2012 RPU EIR/EIS Impact 3.7-1 and 3.7-3	No	No	No	N/A

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
d.	Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	2012 RPU EIR/EIS Impact 3.7-1	No	No	No	N/A
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	2012 RPU EIR/EIS Page 3.13-5	No	No	No	N/A
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	2012 RPU EIR/EIS Impact 3.15-4	No	No	No	N/A
TRPA Environmental Checklist: Section 1 – Land						
Will the proposal result in:						
a.	Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation (IPES)?	2012 RPU EIR/EIS Impact 3.7-4	No	No	No	N/A
b.	A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	2012 RPU EIR/EIS Impact 3.7-1	No	No	No	N/A
c.	Unstable soil conditions during or after completion of the proposal?	2012 RPU EIR/EIS Impact 3.7-1	No	No	No	N/A
d.	Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	2012 RPU Impact 3.7-1	No	No	No	N/A
e.	The continuation of or increase in wind or water erosion of soils, either on or off the site?	2012 RPU Impact 3.7-1	No	No	No	N/A

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
f.	Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	2012 RPU EIR/EIS Impact 3.7-1 and 3.8-5	No	No	No	N/A
g.	Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	2012 RPU EIR EIS Impact 3.7-1, 3.7-2, 3.7-3	No	No	No	N/A

Discussion

Transportation and land use projects included in the 2025 RTP/SCS would involve construction, disturbance of soils and in some instances, changes to topography. Larger scale projects in the 2025 RTP/SCS that are more likely to have impacts to geology and soils, due to more ground disturbance, include the West Shore Trail-Meeks to DL Bliss, South Tahoe Greenway segments, North Tahoe Regional Bike Trail -Segment 1, and the Flick Point II Water Quality & Ecosystem Improvement. Overall, the 2025 RTP/SCS would include approximately 33 miles of active transportation projects, including 17 miles of revitalization/complete streets projects and 15 miles of trails through previously undisturbed areas, and operations and maintenance projects on all highways and the majority of roadways. The majority of these projects, other than the 15 miles of trails through previously undisturbed areas would be within existing urbanized areas and road right of ways. Projects would also be subject to local jurisdiction grading and earthwork standards and state and federal requirements.

All projects implemented under the 2025 RTP/SCS must comply with the land coverage standards and limitations set forth in Chapter 30 of the TRPA Code of Ordinances. Chapter 53 of the TRPA Code establishes the IPES and related procedures, in accordance with the 1987 Regional Plan. In accordance with Chapter 53, vacant residential parcels within the Plan Area are evaluated, assigned a numerical IPES score, and ranked within each local jurisdiction from most suitable to least suitable for development.

Chapter 60 of the TRPA Code sets forth requirements for installation of BMPs for the protection or restoration of water quality and attainment of minimum discharge standards. Projects are required to comply with temporary and permanent BMP programs as a condition of approval. Chapter 33 of the TRPA Code describes the various standards and regulations that protect the environment against significant adverse effects from excavation, filling, and clearing, due to such conditions as exposed soils, unstable earthworks, or groundwater interference.

CEQA Environmental Checklist

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The Plan Area lies within a tectonically active, asymmetric half-graben, a depressed block of land bordered by a major fault. Evidence shows that Tahoe Basin faults have had pre-historic earthquakes of a magnitude of 7.0 within the past 10,000 years (Segale and Cobourn 2005). The Carson Range fault system is one of the largest fault systems east of the Plan Area and runs for 60 miles along the east face of the Carson Range from Reno to Markleeville. The probability of at least one magnitude ≥6.0 event occurring in the Reno-Carson City urban corridor over a 50-year period is estimated to be between 34 percent and 98 percent (dePolo et al. 1997).

According to the Earthquake Potential Map for Portions of Eastern California and Western Nevada (California Geological Survey 2005), the Plan Area is considered to have a relatively low to moderate potential for ground shaking caused by seismic-related activity. However, earthquakes occurring nearby, such as in the Reno-Carson urban corridor, have the potential to trigger secondary hazards in the Plan Area.

Hazards related to seismic activity, which could affect future development in the Plan Area under the 2025 RTP/SCS, are the same hazards that were analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. Proposed transportation improvements in the 2025 RTP/SCS would be consistent with the existing land use scenario and would continue to concentrate development within urbanized areas. The residential and visitor populations within the plan area are anticipated to increase slightly. However as discussed in Section 14, *Population and Housing*, the population would be within the assumptions used in the 2012 RPU EIR analysis and increases in the Plan Area population would be limited by the development rights and allocations. As described in Section 16, *Recreation*, the 2025 RTP/SCS would provide additional recreational opportunities for residents and visitors. Although more individuals may be exposed to hazards from seismic activity, the potential of seismic hazards is low, and projects would be required to complete individual project review and comply with local standards to reduce seismic hazards. Therefore, there would not be a significant increase in exposure of people in the Plan Area to risk of loss, injury, or death involving seismic activity.

Furthermore, all proposed development under the 2025 RTP/SCS would be assessed on a project-by-project basis and would be required to conform to all existing regional and local regulations to minimize impacts due to adverse effects involving liquefaction, landslides, or rupture of a known earthquake fault. Per requirements of TRPA Code of Ordinances Section 33.4, future development would be required to undergo site-specific geotechnical analysis, and if applicable, employ design standards that consider seismically active areas and comply with current California and Nevada building codes and local jurisdictional seismic standards. Because projects included in the 2025 RTP/SCS would result in a comparable level of risk related to ground rupture, ground shaking, liquefaction, and landslides as previously analyzed, and would similarly require site specific design per regional and local regulations, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The risk of soil erosion increases with increasing slope, precipitation, ground disturbance, and decreasing vegetative cover. The 2025 RTP/SCS would result in new construction over the planning period that could result in soil erosion through implementation of specific transportation projects. Removal of soil and vegetation exposes bare earth and could cause unstable conditions, resulting in soils that are easily disturbed by equipment and eroded by rain and wind. Additionally, proposed road/trail alignments situated on steep slopes in areas underlain by unstable geology or sensitive soils are prone to higher erosion hazard that could result in erosion of surface soils.

Implementation of projects under the 2025 RTP/SCS would include temporary disturbance of soil, exposure of disturbed areas to storm events, and/or excavation more than five feet below ground surface. Similar to the 2012 RPU and the 2017, and 2020 RTP/SCS, future project development activities would likely include grading, excavations, cut and fill, and trenching, all of which could alter existing topography or ground surface of individual sites throughout the Plan Area. As discussed further in Section 10, Hydrology and Water Quality, construction projects in the Plan Area would be required to meet multiple requirements and regulations of the TRPA, LRWQCB (in California), Nevada Division of Environmental Protection, and federal and local agencies. These requirements include preparation of a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II Stormwater Program for projects larger than one acre and the implementation of BMPs for sediment and erosion control.

Additionally, Chapter 33 of the TRPA Code of Ordinances requires the preparation of soil reports to determine the effects of proposed grading activities on soil stability and groundwater where there have been recorded landslides or topographical evidence of landslides and where proposed or existing cuts or fills will exceed 20 feet. Chapter 33 identifies various standards and regulations related to grading to protect against significant adverse effects from excavation, filling, and clearing. TRPA Code Section 33.3.6 prohibits excavation more than 5 feet below ground surface (or less in areas of known high groundwater) because of the potential for groundwater interception or interference, except under certain defined and permitted conditions. TRPA requires that final construction plans be submitted for review and conformance with TRPA rules, regulations, and ordinances as part of standard conditions of approval of a project. The existing procedure for granting grading season exceptions would remain unchanged for projects under the 2025 RTP/SCS. Additionally, an assessment of site- and weather-specific conditions would be required to be performed prior to issuing grading season exceptions.

The 2025 RTP/SCS includes site-specific projects designed to improve erosion control within the context of the planned transportation facilities. All development pursuant to the 2025 RTP/SCS would be required to adhere to existing regulations and permit requirements, which reduce the potential for substantial soil erosion or loss of topsoil. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, the 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Development of land use and transportation projects under the 2025 RTP/SCS would likely require grading or earthwork, which would increase the propensity for soils to become unstable, thereby increasing the risk to people or structures. However, as mentioned above under CEQA items “a” and “b” and similar to the 2012 RPU, and the 2017, and 2020 RTP/SCS, all proposed projects would be assessed on a project-by-project basis and would be required to conform to existing regional and local regulations to minimize excessive grading and soil instability. Through adherence to existing laws and regulations, developments associated with the 2025 RTP/SCS would be required to undergo site-specific geotechnical analysis, pursuant to TRPA Code Section 33.4, and if applicable, would employ all standard design, grading, and construction practices to avoid or reduce geological hazards, including those associated with unstable soils and slope failure. Corrective measures such as structural reinforcement and using engineered fill to replace unstable soils would be applied to the design of individual future projects. All site designs would be reviewed and approved by the appropriate agencies. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and the 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Development of land use and transportation projects under the 2025 RTP/SCS could be located on expansive soil, thereby increasing the risk to life or property. However, as mentioned above under CEQA item “c,” all proposed projects would be assessed on a project-by-project basis and would be required to undergo site-specific geotechnical analysis, pursuant to TRPA Code Section 33.4, and employ all standard design, grading, and construction practices to avoid or reduce geological hazards, including those associated with unstable soils. Additionally, corrective measures to replace unstable soils or implement structural reinforcement would be applied to the design of individual projects. All site designs would be reviewed and approved by the appropriate agencies. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, and would incorporate site specific design and

mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The 2025 RTP/SCS does not propose to install septic systems as part of any of the new or modified projects or as part of the RTP/SCS. There would be no impact.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As stated in the 2012 RPU EIR/EIS, surfaces in the Plan Area were created by geologic uplift and have deep granitic bedrock and shallow surface soils. Because the Plan Area is not underlain with sedimentary rock formations (which are most likely to contain fossils), it is not likely to contain major paleontological resources. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Therefore, new and modified projects proposed as part of the 2025 RTP/SCS would not destroy a unique paleontological resource. There would be no impact.

NO IMPACT

TRPA Environmental Checklist

Section 1 – Land

a. Will the proposal result in compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

Similar to the 2012 RPU and the 2017, and 2020 RTP/SCS, new and modified projects included in the 2025 RTP/SCS have the potential to increase coverage in the Plan Area. All projects in the Plan Area are required to adhere to TRPA Code of Ordinances Chapter 30, *Land Coverage*, which sets forth regulations for the permissible amount of land coverage in the Plan Area, including land capability districts (LCDs), prohibition of additional land coverage in certain LCDs, and transfer and mitigation of land coverage. Therefore, all new or modified projects included in the 2025 RTP/SCS that result in additional coverage would either be limited to the percent coverage allowed for each LCD set forth in TRPA Code of Ordinances Chapter 30 or required to compensate for added coverage in excess of the base allowable by identifying, purchasing, and transferring coverage from offsite parcels in accordance with TRPA Code of Ordinances Chapter 30.

In addition, proposed bicycle and pedestrian facilities (such as the SR 28 and SR 89 west shore trail, South Tahoe Greenway segments, and North Tahoe Trail projects) could extend into stream environment zones (SEZ) within the Plan Area. TRPA policy generally does not allow any new land coverage within SEZs but does provide certain exceptions, including public outdoor recreation facilities and Linear Public Service Facilities that meet certain criteria. Any future proposed bike and/or pedestrian trails that would result in new land coverage in an SEZ would be required to meet

these specific criteria and to fully mitigate all potential impacts associated with its construction and operation.

The 2025 RTP/SCS land use scenario would continue to concentrate development within community centers, consistent with the current development pattern, and the location, distribution, density, and growth of the human population in the Plan Area would be expected to remain similar to those under the existing conditions. The 2025 RTP/SCS would facilitate the development of approximately 39 revitalization/complete streets projects which would be located primarily in urbanized areas and would be generally consistent with the current development pattern of the area. Therefore, new areas of the Plan Area would not be opened up to substantial development or land coverage and, as described in Section 14, *Population and Housing*, increases in the Plan Area population would be limited by the development rights and allocations of the Individual Parcel Evaluation System (IPES). In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would result in a comparable level of land coverage on highly capable lands as what was previously analyzed and would similarly require site specific design per regional and local regulations, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/ EIS, 2017 RTP/SCS EIR/EIS, and 2020 RTP/SCS IS/IEC.

NO

b. Will the proposal result in a change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

Please refer to CEQA item "b" above, for a full discussion of potential changes in the topography or ground surface relief features of individual sites of development under the 2025 RTP/SCS.

Similar to the 2012 RPU and the 2017, and 2020 RTP/SCS, future project development activities under the 2025 RTP/SCS would likely include grading, excavations, cut and fill, and trenching, all of which could alter existing topography or ground surface of individual sites throughout the Plan Area. Projects proposed under the 2025 RTP/SCS would be assessed on a project-by-project basis and would be required to conform to existing regional and local regulations to minimize excessive grading and soil instability. Therefore, impacts resulting from changes in the topography or ground surface relief features on individual sites would be less than significant. Projects under the 2025 RTP/SCS would additionally meet the requirements and regulations of TRPA, LRWQCB, Nevada Division of Environmental Protection (NDEP), and federal and local agencies, which include coverage restrictions, implementation of BMPs, and grading and excavation permits. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

c. Will the proposal result in unstable soil conditions during or after completion of the proposal?

Please refer to CEQA item "c" above for a discussion of impacts to unstable soil conditions from development under the 2025 RTP/SCS. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially

more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

d. Will the proposal result in changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

Please refer to CEQA item "b" above, for a full discussion of potential changes in the undisturbed soil, native geologic substructures or grading in excess of five feet from development under the 2025 RTP/SCS.

As described under CEQA item "b," the 2025 RTP/SCS would include temporary disturbance of soil, exposure of disturbed areas to storm events, and/or excavation more than 5 feet below ground surface. Similar to the 2012 RPU and the 2017, and 2020 RTP/SCS, future project development activities would likely include grading, excavations, cut and fill, and trenching, all of which could alter undisturbed soil or geologic substructures of individual sites throughout the Plan Area. Additionally, some projects such as SR 28, SR 89 West Shore trail segments, SR 89 transit only lanes, and portions of the North Tahoe Trail may result in large cut slopes. All proposed projects would be assessed on a project-to-project basis and would be required to conform to existing regional and local regulations to minimize excessive grading and soil instability. Therefore, impacts due to soil disturbance or grading in excess of five feet would be reduced. Projects under the 2025 RTP/SCS would similarly meet the requirements and regulations of TRPA, LRWQCB, NDEP, and federal and local agencies, which include coverage restrictions, implementation of BMPs, and grading and excavation permits. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

e. Will the proposal result in the continuation of or increase in wind or water erosion of soils, either on or off the site?

Please refer to CEQA item "b" above, for a discussion of impacts from potential wind or water erosion on- or off-site of individual sites for development under the 2025 RTP/SCS. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

f. Will the proposal result in changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

Please refer to CEQA item "c" in Section 10, *Hydrology and Water Quality*, for a discussion of impacts from erosion of beach sand, or changes in solution, deposition or erosion which may modify the channel of a river, stream, or the bed of a lake. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020

RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

g. Will the proposal result in exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

Development of land use and transportation projects under the 2025 RTP/SCS would likely require grading or earthwork, which would increase the risk for people or property to be exposed to geologic hazards. As mentioned above under CEQA items “a” and “c” and similar to the 2012 RPU and the 2017, and 2020 RTP/SCS, all new and modified projects under the 2025 RTP/SCS would be assessed on a project-by-project basis and would be required to conform to existing regional and local regulations to minimize excessive grading and soil instability. Through adherence to existing laws and regulations, developments associated with the 2025 RTP/SCS would be required to undergo site-specific geotechnical analysis, pursuant to TRPA Code Section 33.4, and if applicable, would employ all standard design, grading, and construction practices to avoid or reduce geological hazards, including earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards. Corrective measures such as structural reinforcement and using engineered fill to replace unstable soils would be applied to the design of individual future projects. All site designs would be reviewed and approved by appropriate agencies. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

8 Greenhouse Gas Emissions

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	2012 RPU EIR/EIS Impact 3.5-1 and Impact 3.5-2	No	No	No	Yes
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	2012 RPU EIR/EIS Impact 3.5-2	No	No	No	Yes
TRPA Environmental Checklist: Section 2 – Air Quality					
Will the proposal result in:					
a. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	2012 RPU EIR/EIS Impact 3.5-1 and Impact 3.5-2	No	No	No	Yes

Discussion

The analysis in this section is based on the Air Quality and Greenhouse Gas Emissions Study prepared for the 2025 RTP/SCS by Rincon in April 2025. For detailed information on greenhouse gas (GHG) background, assumptions, and model outputs, please see Appendix F.

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed

acceleration in the rate of warming over the past 150 years. The United Nations Intergovernmental Panel on Climate Change (IPCC) expressed a high degree of confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (IPCC 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

GHGs are emitted by natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are usually by-products of fossil fuel combustion, and CH_4 results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and SF_6 (United States Environmental Protection Agency [U.S. EPA] 2022a). Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its global warming effect is 28 times greater than carbon dioxide on a molecule per molecule basis (IPCC 2014).

Greenhouse Gas Emissions Inventory

Federal Emissions Inventory

United States GHG emissions were 6,343.2 MMT of CO_2e in 2022 or 5,489.0 MMT CO_2e after accounting for sequestration. Emissions increased by 0.2 percent from 2021 to 2022. The increase from 2021 to 2022 was driven by an increase in CO_2 emissions from fossil fuel combustion across most end-use sectors due in part to increased energy use from the continued rebound of economic activity after the height of the COVID-19 pandemic. In 2022, the energy sector (including transportation) accounted for 76.4 percent of nationwide GHG emissions while agriculture, industrial and waste accounted for approximately 23.6 percent of nationwide GHG emission (U.S. EPA 2024d).

California Emissions Inventory

Based on a review of the California Air Resource Board (CARB) California Greenhouse Gas Inventory for the years between 2000-2021, California produced 381.3 MMT of CO_2e in 2021, which is 12.6 MMT of CO_2e higher than 2020 levels. The 2019 to 2020 decrease and the 2020 to 2021 increase in emissions is likely due in large part to the impacts of the COVID-19 pandemic. Emissions levels in 2020 are anomalous to the long-term trend, and the one-year increase from 2020 to 2021 should be considered in the broader context of the pandemic and subsequent economic recovery that took place over 2021. The major source of GHG emissions in California is the transportation sector, which comprises 38 percent of the state's total GHG emissions. The industrial sector is the second largest source, comprising 19 percent of the state's GHG emissions while electric power accounts for approximately 16 percent (CARB 2023).

California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction goals as emissions fell below 431 MMT of CO_2e. The annual 2030 statewide target emissions level is 260 MMT of CO_2e (CARB 2017).

Nevada Emissions Inventory

The Nevada Division of Environmental Protection (NDEP) prepares GHG emissions inventory for the State of Nevada pursuant to Nevada Revised Statutes (NRS) 44B.380 and Senate Bill 254 passed in 2019. The 2024 report includes an updated inventory of actual GHG emissions through 2022 and projection of GHG emissions through 2044 for the largest emitting sectors (transportation and electricity generation) as well as other key emitting sectors (industry, residential and commercial, waste, agriculture, and land use, land use change, and forestry). Based on NDEPS's Greenhouse Gas Inventory and Projections, 1990 to 2044, Nevada produced 37.46 MMT of CO_2e in 2022 (NDEP 2024). The major source of GHG emissions in Nevada is transportation, contributing to 35 percent of the state's total GHG emissions. Electricity generation is the second largest source, contributing approximately 29 percent. The emissions reduction targets for the State are 28 percent by 2025, 45 percent by 2030, and net-zero by 2050 (compared to a 2005 GHG emissions baseline).

Local Emissions Inventory

The Lake Tahoe Sustainable Communities Program's 2021 Greenhouse Gas Inventory Update estimated that total emissions for the Lake Tahoe region were 795,793 MT of CO_2e in 2018. Electricity consumption, natural gas consumption, and transportation contribute approximately 75 percent of GHG emissions in the Region. The energy sector was the largest source of GHG emissions at 59 percent, followed by on-road transportation at 36 percent, and solid waste generation at 5 percent. The Tahoe Region surpassed the initial target of 15 percent GHG emission reduction by 2020. The 2014 Sustainability Action Plan set additional GHG reduction targets of 49 percent by 2035, and net-zero by 2045. Additional reduction actions are needed to meet the region's 2045 net-zero carbon emissions target. (TRPA 2021).

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. The year 2022 was the sixth warmest year since global records began in 1880 at 0.86°C (1.55°F) above the 20th century average of 13.9°C (57.0°F). This value is 0.13°C (0.23°F) less than the record set in 2016 and it is only 0.02°C (0.04°F) higher than the last year's (2021) value, which now ranks as the seventh highest (National Oceanic and Atmospheric Administration 2023). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature obtained from station observations jointly indicate that Land Surface Air Temperature and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014, 2018).

Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years. California's Fourth Climate Change Assessment includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the State and regionally specific climate change case studies (California Natural Resources Agency [CNRA] 2019). However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary of some of the potential effects that climate change could generate in California is provided in Appendix F.

Regulatory Background

Federal

The U.S. Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al*. ([2007] 549 U.S. 05-1120) held that the USEPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that establishes the GHG permitting thresholds that determine when CAA permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

In 2014, the U.S. Supreme Court in *Utility Air Regulatory Group v. EPA* (134 S. Ct. 2427 [2014]) held that USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a PSD or Title V permit. The Court also held that PSD permits that are otherwise required (based on emissions of other pollutants) may continue to require limitations on GHG emissions based on the application of Best Available Control Technology (BACT).

State

CALIFORNIA

AB 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, USEPA granted the waiver of CAA preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the Low Emissions Vehicles (LEV), Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs, and should provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt

regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT CO2e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014 (CARB 2014). The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT CO2e by 2030 and two MT CO2e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017). The 2017 Scoping Plan was superseded by CARB's 2022 Climate Change Scoping Plan in November 2022, as discussed in the following subsection.

AB 1279, the California Climate Crisis Act, was passed on September 16, 2022, and declares the State would achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. In addition, the bill states that the State would reduce GHG emissions by 85 percent below 1990 levels no later than 2045.

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (CARB 2022). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Gavin Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon

neutrality as a science-based guide for California's climate work. As stated in the 2022 Update, "The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's NWL and using a variety of mechanical approaches" (CARB 2022c). Specifically, the 2022 Update:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document
- Incorporates the contribution of NWL to the State's GHG emissions, as well as their role in achieving carbon neutrality
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture
- Evaluates the substantial health and economic benefits of taking action
- Identifies key implementation actions to ensure success

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Update includes emissions and carbon sequestration in NWL and explores how NWL contribute to long-term climate goals. Under the Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet our GHG emissions reduction goals and achieve carbon neutrality no later than 2045. The 2022 Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

SB 375 enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPOs) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. TRPA was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 5 percent reduction in GHGs from transportation sources by 2035.

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with CARB, to adopt regulations that achieve:

- 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020
- 75-percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2025

The bill also mandates various state and local agencies to develop further strategies to reduce emissions generated by specific industries such as agriculture. The stated goal is to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

NEVADA

On April 10, 2007, Nevada Governor Jim Gibbons signed an executive order that created the Nevada Climate Change Advisory Committee (NCCAC). The executive order directed the NCCAC to develop recommendations for reducing Nevada's GHG emissions. The NCCAC released its final report on May 31, 2008 in which it identified recommendations to reduce GHG emissions in sectors such as agriculture, energy, waste management, commercial and residential building, and transportation.

In 2019, the Nevada state legislature passed SB 254, which requires the State Department of Conservation and Natural Resources to issue an annual report concerning GHG emissions in Nevada. The annual reports also include policies that could inform future policy development initiatives designed to reduce GHG emissions statewide. The inaugural report was released for 2019, with proposed policies including the adoption of California vehicle emissions standards, adopting a goal of achieving 100 percent electricity from renewable sources by 2050, and reducing methane emissions from the waste and wastewater sectors.

- On March 21, 2023, Nevada Governor Joe Lombardo signed Executive Order 2023-073. The Executive Order outlines Nevada's energy policy objectives aimed at:
- Achieving 50 percent renewable energy portfolio standard by 2030, as established by SB 358 in 2019
- Developing and maintaining a diverse energy supply portfolio and a balanced approach to affordability and reliability for consumers
- Developing sufficient in-state electric generation resources to ensure the needs of all Nevadans are met and ensuring that Nevada has sufficient electric generation resources to mitigate risks during peak usage periods

In addition, on August 8, Governor Lombardo announced the launch of Nevada's Climate Innovation Plan, a strategic initiative designed to propel Nevada towards a sustainable future.

SB 254 and these executive orders, together with the increased Renewable Portfolio Standard approved by the Legislature in 2019, form the foundation of Nevada's efforts to address climate change through reducing GHG emissions from all parts of the economy, while driving innovative technologies and pursuing an inclusive and equitable transition to a sustainable, low-carbon economy.

The state of Nevada and its jurisdictions follow the air quality policies and regulations set forth by the Federal Highway Administration and the U.S. EPA when evaluating the greenhouse gas emissions generated by the construction of road projects (Federal Highway Administration 2013).

Local

TRPA

In 1982, TRPA adopted nine environmental threshold carrying capacities (thresholds), which set environmental standards for the Lake Tahoe region and indirectly define the capacity of the Plan Area to accommodate additional land development. Thresholds define the environmental quality goals that the Regional Plan is required to achieve for matters including water quality, air quality, soil conservation, vegetation protection, fisheries, wildlife, scenic resources, noise and recreation. TRPA has not specifically identified any Environmental Threshold Carrying Capacities related to GHG emissions or climate change. The Lake Tahoe Regional Plan Goals and Policies document, which is designed to achieve and maintain adopted environmental thresholds, has one policy pertaining to GHG emissions (Policy AQ-1.3) that encourages the reduction of GHG emissions from motor vehicles and motorized machinery in the Plan Area. The TRPA Code of Ordinances includes a provision requiring that a GHG reduction strategy be incorporated into area plans adopted by local jurisdictions (TRPA Code Section 13.5.3.E) to reduce emissions of GHGs from operation and construction.

TRPA adopted a Sustainability Action Plan in December 2013, which provides tools to assist local governments, agencies, businesses, residents, visitors, and community groups with prioritizing and adopting consistent sustainability actions throughout the Region. The Sustainability Action Plan represents an integrated approach to reducing GHG emissions and striving toward zero-impact in all aspects of sustainability. The document includes the revised GHG emissions inventory, reduction targets, and climate change and adaptation strategies; however, it is not a CEQA-qualified GHG reduction plan under which GHG impact analysis can be streamlined for new development projects. Local jurisdiction partners at Placer County and City of South Lake Tahoe have adopted CEQA-qualified GHG reduction plans for their portions of the Tahoe Basin.

PLACER COUNTY APCD

Placer County APCD has adopted CEQA thresholds of significance for evaluating whether the GHG emissions of different types of projects would be a cumulatively considerable contribution to climate change in their *California Environmental Quality Act Thresholds of Significance Justification Report* (Placer County APCD 2016a). Placer County APCD recommends an array of GHG thresholds for determining whether a project's GHG emissions would be cumulatively considerable. Placer County APCD's recommendations are discussed in detail below.

CITY OF SOUTH LAKE TAHOE

The Natural and Cultural Resources Element of the South Lake Tahoe General Plan provides city-wide goals and polices aimed at reducing GHG emissions and promoting sustainable development (City of South Lake Tahoe 2011). Relevant goals and policies include incorporating bicycle and

pedestrian facilities in city transportation planning and new development projects (Policy NCR-5.1), consideration of traffic-calming measures where needed (Policy NCR-5.5), encouraging interconnected bicycle, pedestrian, and bus transit circulation in development projects (NCR-5.8), supporting appropriately located mixed-use development sites within walking distance of each other (NCR-5.9), and mitigating carbon emissions during project-level CEQA review for individual projects (NCR-5.15). The General Plan also encourages conservation in new and existing development to reduce GHG emissions (Goal NCR-6); this goal is supported by policies that encourage use of "EPA Energy Star" certified appliances for new private development and public facilities (NCR-6.14), and a requirement to prepare a waste diversion plan to address the construction phase for certain projects (NCR6.16).

Methodology

For this analysis, the baseline year is updated to 2022 from the 2018 baseline year used in the 2020 RTP/SCS IS/IEC. The 2022 baseline includes new VMT estimates that characterize more current conditions and use TRPA's recently updated Travel Demand Model. In addition, the planning horizon for the 2025 RTP/SCS has been updated to 2050, which is five years longer than the previous projection year of 2045 under the 2020 RTP/SCS.

Mobile Source Emissions Modeling

GHG emissions from on-road mobile sources were calculated using emission factors from CARB's EMFAC2021 model and VMT from TRPA's Travel Demand Model, shown in Table 9. Consistent with the methodology used in the 2017 RTP/SCS IS/IEC and 2020 IS/IEC, TRPA assumes that the vehicle fleet information contained in the EMFAC2021 model for the Lake Tahoe subareas of Placer and El Dorado counties would be representative of vehicles throughout the LTAB because the factors that determine vehicle choice (e.g., lifestyle, mobility, environmental, and local economic factors) do not differ dramatically throughout the region. Therefore, for the purposes of modeling GHG emissions, VMT from trips that cross state lines, trips that start in Nevada and end in California were distributed proportionally.

Table 9 2025 RTP/SCS Annual Vehicle Miles Traveled Data

Year	California	Nevada
2005	333,255,698	228,932,039
2022	314,282,155	198,542,261
2035	302,749,652	186,316,696
2050	312,969,944	189,560,122

Source: TRPA 2025b

EMFAC2021 emission factors are established by CARB and incorporate mobility assumptions (e.g., vehicle fleets, speed, delay times, average trip lengths, time of day and total travel time) provided by TRPA's Travel Demand Model and socioeconomic growth projections based on data from the UCLA Anderson Forecast, California Department of Finance, California Board of Equalization, California Energy Commission, U.S. Department of Energy Energy Information Administration, and U.S. Bureau of Economic Analysis. Projected vehicle emissions on the TRPA transportation network for the year 2050 under the 2025 RTP/SCS were compared with emissions estimated for baseline year 2022.

Table 10 provides a comparison of weighted average running exhaust emissions factors for CO2 for the TRPA region using EMFAC2017 (utilized to model emissions in the 2045 RTP/SCS IS/IEC) and EMFAC2021 (utilized in this analysis). As shown in Table 10, the weighted average running exhaust emission factor in EMFAC2021 for CO_2 is 4 percent higher than that of EMFAC2017.

Table 10 Weighted Average Emissions Factors for Vehicle Travel in the TRPA Jurisdiction in 2050

On-Road Mobile Source Emissions Model	CO_2 Emissions Rate (grams/mile)
EMFAC2017	248.35
EMFAC2021	256.84
Percent Change	4%

CO_2 = carbon dioxide

Note: Weighted average emissions rates are based on RUNEX emissions for each pollutant.

See Appendix A of the Air Quality and Greenhouse Gas Study (Appendix F) for calculations.

SB 375 Analysis

To determine whether the 2025 RTP/SCS would allow TRPA to meet its SB 375 reduction targets, per capita CO_2 emissions were calculated by multiplying the emission factors by the VMT from passenger vehicles and dividing by the region's population. As discussed in Section 1.2.2, *Regulatory Setting*, TRPA was assigned targets of an eight percent reduction in per capita GHGs from passenger vehicle sources by 2020 and a five percent reduction by 2035.

For this analysis, emission factors were generated using the SB 375 template in EMFAC, which deactivates Advanced Clean Cars (Pavley) and Low Carbon Fuel Standards. For the purposes of this analysis, the year 2005 is used as the baseline year per the requirements of SB 375. In accordance with CARB guidance, the same methodology and version of EMFAC as used for SB 375 analysis in the 2020 RTP/SCS (i.e., EMFAC2014) was utilized for SB 375 modeling for the 2025 RTP/SCS to provide a consistent comparison of per capita CO_2 emissions with the SB 375 targets. In addition to estimating per capita passenger vehicle emissions for years 2035 and 2050, emissions were recalculated for baseline year 2005 to account for updates made to the TRPA Travel Demand Model in 2020, which included calibrating and validating the model against traffic counts that represent a typical early/late summer weekday. The purpose of the updates were to create consistency between observed traffic counts, the original model design, the model inputs, and the subsequent model outputs. The result of these adjustments is a model that better represents on-the-ground travel conditions. In comparison, the former travel demand model originally used to calculate the SB 375 baseline for the year 2005 was validated with data that more closely represented a busy summer weekend. Per CARB guidance, the 2025 scenario outputs from the 2020 RTP/SCS were utilized for the 2025 RTP/SCS.

Significance Thresholds

On October 13, 2016, Placer County APCD adopted revised CEQA thresholds of significance for evaluating whether the GHG emissions of different types of projects would be a cumulatively considerable contribution to climate change (Placer County APCD 2016). These revised thresholds are supported by Placer County APCD's *California Environmental Quality Act Thresholds of Significance Justification Report* released in September 2016 (Placer County APCD 2016). Placer County APCD's proposed GHG thresholds reflect the CEQA projects reviewed by Placer County APCD

over the last 13 years (2003 to 2015) and the CEQA significance thresholds adopted by other air districts in the Sacramento Area (Placer County APCD 2016a). Placer County APCD recommends the following hierarchy of GHG thresholds for determining whether a project's GHG emissions would be cumulatively considerable. No thresholds of significance for evaluating GHG emissions have been adopted by the El Dorado County AQMD or the State of Nevada; therefore, for the 2025 RTP/SCS, the net change in GHG emissions from existing conditions in the Plan Area was evaluated in light of the following Placer County APCD thresholds, consistent with the analysis in the 2020 RTP/SCS IS/IEC:

1. To start, the operational emissions of a land use project should be compared to *de minimis* level of 1,100 MT of CO_2e per year. If the *de minimis* level if not exceeded, the project's GHG emissions would be less than cumulatively considerable. No further analysis is necessary.
2. If project emissions exceed the *de minimis* level but emissions are less than the bright-line threshold of 10,000 MT of CO_2e per year, the operational emissions of a land use project should be compared to the thresholds contained in the efficiency matrix, which provides four efficiency thresholds for use depending on whether the project is rural or urban and residential or non-residential (e.g., 4.5 MT of CO_2e per year per capita and 26.5 MT of CO_2e per year per 1,000 square feet for residential and non-residential land uses in urban areas, respectively) (Placer County APCD 2016a). If the applicable efficiency threshold is not exceeded, the project's GHG emissions would be less than cumulatively considerable.
3. If a land use project's construction emissions or a stationary source project's construction and operational emissions exceed the bright-line threshold of 10,000 MT of CO_2e per year, the project's GHG emissions would be cumulatively considerable regardless of the project's GHG efficiency.

CEQA Environmental Checklist

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction Emissions

The types of short-term construction-generated emission activity would generally be the same under the 2025 RTP/SCS as the 2020 RTP/SCS. The differences between the 2020 RTP and the 2025 RTP consist of adding 35 new projects[6] modifying several projects that remain on the list, and removing projects that have been completed since 2020. The new projects are similar in type to those included in the 2020 RTP/SCS and include construction of bikeways, trails, sidewalks; installation of complete streets improvements and variable speed signs; improvements to parking management and wayfinding; and incorporation of microtransit and expanded vanpool programs. The 2025 RTP would also include the majority of the remaining yet-to-be-completed projects as under the 2020 RTP/SCS, some of which are currently being implemented.

The 2025 RTP/SCS would result in construction related GHG emissions associated with several transportation infrastructure projects. One of the two largest infrastructure construction projects in the 2012 RPU, State Route 89/Fanny Bridge Community Revitalization Project, has been approved and construction has been initiated, with two of three traffic circles completed. As discussed in the 2017 RTP/SCS IS/IEC, the project-level analysis of the SR 89/Fanny Bridge concluded that construction-related GHG emissions would be less than significant (see Impact 4.6-1 of the SR

6 Net new count does not include unconstrained projects in the 2025 RTP/SCS.

89/Fanny Bridge EIR/EIS/EA [TRPA 2015]). Projects listed in the 2025 RTP/SCS would be constructed at an equivalent or smaller scale than the SR 89/Fanny Bridge Community Revitalization Project, based on current project descriptions and a comparison of anticipated construction costs and project type (see 2025 RTP/SCS). As discussed in the 2020 RTP/SCS IS/IEC, although detailed construction information for transportation projects in the RTP is not known at this time, use of heavy-duty equipment, construction worker commute trips, material deliveries, and vendor trips would be involved. These activities would result in GHG emissions that would be finite in duration, but when all the construction projects are considered together over the implementation period of the RTP, construction-related emissions of GHGs could be substantial without environmentally protective policies and/or mitigation measures. However, implementation of Mitigation Measure 3.5-1 from the 2012 EIR/EIS has occurred via the adoption of TRPA's Best Construction Practices Policy, which provides environmental protections. As noted in Section 1.2.2, *Greenhouse Gas Regulatory Setting*, projects would have to demonstrate compliance with TRPA's Best Construction Practices Policy as a condition of approval. The policy would require reductions in construction generated GHGs.

Overall, substantial and adverse impacts from construction-related GHG emissions would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

Operational GHG Emissions

The 2012 RPU EIR/EIS found that the 2012 RPU (Alternative 3 analyzed in the 2012 RPU EIR/EIS) would result in a substantial long-term increase in GHG emissions and therefore concluded that impacts would be significant and unavoidable. The 2017 RTP/SCS IS/IEC updated the mobile source emissions modeling of the 2012 RPU EIR/EIS with updated VMT estimates and EMFAC2014 emission factors and found that mobile source GHG emissions would be substantially reduced in the long-term, thereby concluding that impacts of the 2017 RTP/SCS would be less than significant.

In the 2020 RTP/SCS IS/IEC, region-wide mobile-source emissions modeling was conducted using EMFAC2017 (including off-model adjustments to account for the SAFE Vehicles Rule). This analysis was conducted using the EMFAC2021 model along with updated VMT data provided by TRPA for 2022 baseline year and 2050 build-out year for the 2025 RTP/SCS. VMT in the Lake Tahoe region would decrease by approximately 28,203 VMT per day by 2050 compared to 2022 conditions under the 2025 RTP/SCS.

Updated GHG emissions modeling results are summarized in Table 11. No thresholds of significance for evaluating GHG emissions have been adopted by the El Dorado County AQMD or the State of Nevada; therefore, the net change in GHG emissions from existing conditions in the Plan Area is compared to the Placer County APCD de minimis level of 1,100 MT of CO2e per year, consistent with the air quality analysis in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

Table 11 2025 RTP/SCS Net Change in Daily Basinwide Operational Emissions (2022-2050)

Year	Emissions (MT of CO_2e/year)
2022 (Baseline)	220,227
2050	133,892
Total Net Change (2022-2050)	**(88,814)**
Placer County APCD *De Minimis* Level	1,100
Threshold Exceeded?	No

( ) denotes a negative number.

MT = metric tons; CO_2e = carbon dioxide equivalents; APCD = Air Pollution Control District

Emission modeling was completed using EMFAC 2021.

See Appendix B of the Air Quality and Greenhouse Gas Study (Appendix F) for EMFAC results.

As shown in Table 11 GHG emissions modeling for the 2025 RTP/SCS indicates a reduction of approximately 88,814 MT of CO_2e as compared to the 2022 baseline. The estimated reduction in mobile source emissions is primarily due to the reduction in regionwide VMT, fleet mix shifts to cleaner hybrid/electric vehicles and zero emissions vehicles, in addition to stricter fuel efficiency and vehicle emissions standards such as the Advanced Clean Trucks ACT and Heavy Duty Omnibus regulations standards that will phase in over the planning period as reflected in EMFAC2021 emission factors. Because emissions would decrease as compared to 2022 baseline conditions, emissions associated with the 2025 RTP/SCS would not exceed Placer County APCD's recommended *de minimis* level of 1,100 MT of CO_2e per year. Therefore, operational GHG emissions associated with the 2025 RTP/SCS would be less than significant and would not be cumulatively considerable, similar to those identified in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

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b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Construction-Generated Greenhouse Gas Emissions

As discussed under CEQA item "a," the types and amount of GHG-generating construction activity under the 2025 RTP/SCS would be mitigated to less-than-significant conditions under the implementation of TRPA's Best Construction Practices Policy and Mitigation Measure 3.5-1 from the 2012 EIR/EIS. The effectiveness of TRPA's Best Construction Practices Policy is demonstrated in the environmental analysis of the SR 89/Fanny Bridge Community Revitalization Project, one of the largest projects under the 2012 RPU, which concluded that construction-related GHG emissions would be less than significant (see Impact 4.6-1 of the 2012 RPU EIR/EIS; TRPA 2015). Thus, construction-related emissions of projects under the 2025 RTP/SCS, which are similar in scope to projects in the 2012 RPU, 2017 RTP/SCS, and 2020 RTP/SCS, would not result in a substantial contribution to global climate change and would not conflict with the 2022 Scoping Plan. Thus, the 2025 RTP/SCS would not result in emissions that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Operational Greenhouse Gas Emissions

The RTP/SCS's consistency with SB 375 targets and State goals for the California portion of the Lake Tahoe region were evaluated in Section 3.5 of the 2012 RPU EIR/EIS, Section 3.4.3 of the 2017 RTP/SCS IS/IEC, and Section 4.8 of the 2020 RTP/SCS IS/IEC. The 2020 IS/IEC found that the RTP/SCS would meet SB 375 requirements and California GHG reduction goals.

As discussed in Section 1.2.2, *Greenhouse Gas Regulatory Setting* of Appendix F, CARB assigned updated targets to TRPA of an 8 percent reduction in GHG emissions from per capita passenger vehicles by 2020 and a 5 percent reduction in GHG emissions from per capita passenger vehicles by 2035, relative to a 2005 baseline (CARB 2020). The 2017 RTP/SCS IS/IEC determined that the region would reduce per capita GHG emissions from passenger vehicles by 8.8 percent by 2020 and 5.0 percent by 2035. The 2020 RTP/SCS IS/IEC determined that the region would reduce per capita GHG emissions from passenger vehicles by 12.4 percent by 2035.

VMT for the California portion of the Lake Tahoe region under the 2025 RTP/SCS were obtained from the TRPA travel demand model (TRPA 2025b). As discussed in Section 2.4, *Greenhouse Gas Methodology* of Appendix F, per capita GHG emissions associated with passenger vehicles for baseline year 2005 were calculated for the purposes of this analysis using the TRPA Travel Demand Model, which was also used to calculate VMT forecasts for years 2035 and 2050.

Mobile-source emissions associated with VMT from automobiles, light-duty trucks were estimated using the SB 375 Scenario Analysis tool in EMFAC2014 to provide a consistent comparison with the SB 375 targets per CARB's guidance. Results of mobile-source GHG emissions modeling from automobiles and light-duty trucks are summarized below in Table 12. As shown therein, the 2025 RTP/SCS would result in an approximately 10.9 percent reduction in per capita CO_2 emissions from passenger vehicles by 2035, which would achieve the mandated five percent reduction under SB 375. The 2025 RTP/SCS is therefore consistent with SB 375.

Table 12 Per Capita Carbon Dioxide Emission Comparison: Passenger Vehicles

	2005 Baseline (per SB 375)	2035
Annual Average Daily Passenger Vehicle Miles Traveled per Capita[1]	19.8	17.6
Passenger Vehicle GHG Emissions (tons/day)	408.6	358.2
Population[1]	41,338	40,664
Per Capita Passenger Vehicle GHG Emissions (pounds/person/day)	19.8	17.6
Percent Change from in Per Capita GHG Emissions from 2005	–	-10.9%
SB 375 Target[2]	–	-5%
SB 375 Target Met?	–	Yes

[1] Source: TRPA 2025b

[2] SB 375 targets have not been adopted for post-2035 years.

See Appendix B of the Air Quality and Greenhouse Gas Study (Appendix F) for SB 375 calculations.

The 2025 RTP/SCS would implement a suite of transportation improvement projects and facilitate a land use scenario that is consistent with the transportation sustainability goals of the 2022 Scoping Plan. The land use scenario envisioned by the 2025 RTP/SCS concentrates the forecasted growth in population and employment in already urbanized areas in an effort to reduce VMT. Much of the residential multi and single family forecasted units are assumed to be developed in vacant buildable lots throughout the region in compatible zones similar to the 2020 RTP/SCS. These objectives would

be consistent with the 2022 Scoping Plan that states under Chapter 5, *Challenge Accepted,* "*[state funding] strategies aid in developing new technologies, in ramping up access for all, and in shifting to cleaner, modes of transport; for instance, by supporting investments in walkable, bikeable communities and transit, as well as in vehicles."* Appendix D of the Scoping Plan discusses local actions that can occur to support State GHG reduction goals. Included in this discussion is a key priority area of vehicle miles traveled (VMT) reduction that calls for increasing *"public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking"* and *"amend(ing) zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development,"* which the 2025 RTP/SCS would support. Appendix E of the 2022 Scoping Plan, which discusses sustainable and equitable communities, states that part of the vision of the 2022 Scoping Plan to help meet the State carbon neutrality goal no later than 2050 and advance equity is to provide *"complete networks of safe and accessible bicycle and pedestrian infrastructure to make those modes of transportation the preferred travel mode for short distances."*

Projects included in the 2025 RTP/SCS would implement complete street design policies that prioritize transit, biking, and walking along State Routes 28 and 89, Meyers Corridor, and U.S. Highway 50, as well as at select locations in Tahoe City and the Nevada portion of the region. In addition to the Corridors projects, Active Transportation projects would increase the number, safety, and connectivity, and attractiveness of biking and walking facilities by adding sidewalks, trails, bike lanes, crosswalks, intersection improvements, pedestrian bridges, and signage throughout the Lake Tahoe region. Furthermore, the 2025 RTP/SCS includes transit projects designed to maintain and enhance transit service offered by the two public transit agencies, the Tahoe Transportation District, and the Tahoe Area Regional Transit, micro-transit operated by the South Shore Transportation Management Association, and private operators. In conjunction with the Corridors and Active Transportation projects, the transit projects would provide the availability of low carbon mobility options in the majority of the region.

The 2017 RTP/SCS IS/IEC found that the 2017 RTP/SCS would result in a net decrease in GHG emissions of approximately 100,452 MT of CO_2e per year, and the 2020 RTP/SCS IS/IEC found that the 2020 RTP/SCS would result in a net decrease in GHG emissions of approximately 77,995 MT of CO_2e per year. The 2025 RTP/SCS would result in a net decrease in GHG emissions of approximately 88,814 MT of CO_2e per year as shown in Table 11. Emissions would be substantially lower than those analyzed in the 2020 RTP/SCS IS/IEC and would result in a net decrease in GHG emissions compared to baseline conditions. Therefore, the 2025 RTP/SCS would be consistent with the goals of the 2022 Scoping Plan as it would decrease GHG emissions compared to existing conditions. Impacts would be less than significant, consistent with those identified in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

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TRPA Environmental Checklist

Section 2 – Air Quality

c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

Similar to the conclusions of the 2020 RTP/SCS IS/IEC, the 2025 RTP program of projects are not of sufficient size to alter the climate of the local project area or the Lake Tahoe Region. Please see the

discussion under CEQA items “a” and “b” for an analysis of GHG emissions. Because projects included in the 2025 RTP/SCS would be similar in nature, scale and location as under the 2017 and 2020 RTP/SCS, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

NO WITH MITIGATION

9 Hazards and Hazardous Materials

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	2012 RPU EIR/EIS Impact 3.14-1	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	2012 RPU EIR/EIS Impact 3.14-1	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	2012 RPU EIR/EIS Impact 3.14-1	No	No	No	N/A
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	2012 RPU EIR/EIS Impact 3.14-2	No	No	No	Yes
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	2012 RPU EIR/EIS Impact 3.14-4	No	No	No	N/A

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	2012 RPU EIR/EIS Impact 3.13-5	No	No	No	Yes
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	2012 RPU EIR/EIS Impact 3.14-3	No	No	No	N/A
TRPA Environmental Checklist: Section 10 – Risk of Upset						
Will the proposal:						
a.	Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?	2012 RPU EIR/EIS Impact 3.14-1	No	No	No	N/A
b.	Involve possible interference with an emergency evacuation plan?	2012 RPU EIR/EIS Impact 3.13-5	No	No	No	Yes
TRPA Environmental Checklist: Section 17 – Human Health						
Will the proposal result in:						
a.	Creation of any health hazard or potential health hazard (excluding mental health)?	2012 RPU EIR/EIS Impact 3.14-1, 3.14-2, 3.14-5	No	No	No	Yes
b.	Exposure of people to potential health hazards?	2012 RPU EIR/EIS Impact 3.14-1	No	No	No	N/A

Discussion

Construction of transportation and land use projects included in the 2025 RTP/SCS could result in transport of hazardous materials or temporarily expose people and the environment to hazardous conditions. New and modified projects added to the 2025 RTP/SCS may have hazardous material impacts due to increased construction and ground-disturbing activities including those projects that would include safety improvements and complete streets projects. These projects would be subject to local jurisdiction safety and hazardous materials standards as well as state and federal regulations.

With respect to the handling of hazardous materials during project construction or implementation, compliance with local, state, and federal regulations is required for all projects under the 2025 RTP/SCS, including those involving safety improvements and complete streets. Each project will undergo project-specific environmental review, which will include evaluation of any risks associated with hazardous materials, and any potential impacts will require mitigation and compliance with applicable laws and regulations.

Construction of transportation and land use projects included in the 2025 RTP/SCS would not directly expose people or structures to a significant risk of loss, injury, or death involving wildland fires during their operational phase, but during construction it is possible that workers could be subject to evacuation during a wildfire event, and traffic controls resulting from construction activities could have an impact on existing evacuation plans.

With respect to evacuation planning, the Lake Tahoe Basin's hazardous material response and emergency evacuation plans include the Lake Tahoe Geographic Response Plan and the Lake Tahoe Regional Evacuation Plan. (Lake Tahoe Response Plan Area Committee 2014; Douglas County 2024.) The Lake Tahoe Regional Evacuation Plan was adopted in 2024, so has not been considered in the environmental review for previous RTP/SCS updates. The Lake Tahoe Geographic Response Plan is designed to guide coordinated response to hazardous materials incidents, while the Lake Tahoe Regional Evacuation Plan is designed to guide coordinated response to managing evacuations which exceed the day-to-day capabilities of the various public safety agencies in the Lake Tahoe Basin. These plans were developed collaboratively by agencies across Placer, El Dorado, Washoe, Douglas, and Carson Counties. The Lake Tahoe Geographic Response Plan and the Lake Tahoe Regional Evacuation Plan provides comprehensive guidelines for coordination of emergency response and evacuation during emergencies to facilitate evacuation of residents and visitors.

As described above, operation of the projects in the 2025 RTP/SCS would not conflict or interfere with emergency response and evacuation plans. Construction of the projects included in the 2025 RTP/SCS would have the potential for short-term or temporary conflicts with emergency response/evacuation plans. Mitigation includes Mitigation Measure 3.13-5 from the 2012 RPU requiring traffic control plan and new Mitigation Measure HAZ-1 requiring consultation and approval from local law enforcement/OES officials for construction plans and traffic control plans.

Mitigation Measure

HAZ -1 Consistency with Emergency Evacuation Plans

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.

Implementation Actions:

1. Conduct a review of applicable emergency evacuation plans and identify designated evacuation routes within the project area.
2. Engage with local emergency response agencies to confirm that the project does not obstruct or impair emergency evacuation routes or response times.
3. Incorporate design modifications, traffic management strategies, or alternative routing as necessary to maintain or improve emergency evacuation capacity.
4. 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.
5. 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.

Monitoring and Reporting:

1. 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.

With respect to evacuation planning, construction of projects included in the 2025 RTP/SCS could impact emergency evacuation within the Plan Area. However, implementation of Mitigation Measure 3.3.13-5 from the 2012 RPU would require development of a TCP for each roadway project in the 2025 RTP/SCS. Implementation of Mitigation Measure HAZ-1 would require the proponent of roadway projects to consult with the local jurisdiction to ensure consistency with the 2014 and 2024 evacuation plans and other requirements of the local jurisdiction with respect to evacuation planning. Within implementation of these mitigation measures, impacts would be reduced to less than significant.

CEQA Environmental Checklist

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

New and modified projects included in the 2025 RTP/SCS would not be substantially different in terms of geographic location, type of project, or size to those included in the 2012 RPU, 2017 or 2020 RTP/SCS. In addition, the land use scenario envisioned by the 2025 RTP/SCS is similar to that contained in the 2012, 2017, and 2020 RTP/SCS. Similar to the 2012, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS could potentially facilitate the transport of hazardous materials on roadways within the Plan Area but would not directly result in a transportation related hazard. All transport of hazardous materials would be required to comply with existing laws and regulations, such as the

federal Resource Conservation and Recovery Act (RCRA) and the state Hazardous Waste Control Act and California Vehicle Code. In California, transportation of hazardous materials on roadways is regulated by the California Highway Patrol and Caltrans, and the use of these materials is regulated by California Department of Toxic Substances Control (DTSC). In Nevada, the transportation of hazardous materials on area roadways is regulated by the Nevada Highway Patrol. The use of these materials in Nevada is regulated by Nev-OSHA, and Nevada's Hazardous Waste Management Program regulations. This would ensure that the transport of hazardous materials and the release of hazardous materials would be adequately controlled. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 020 RTP/SCS IS/IEC.

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c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

New and modified projects included in the 2025 RTP/SCS would not be substantially different in terms of geographic location, type of project, or size to those included in the 2012, 2017, or 2020 RTP/SCS. In addition, the land use scenario envisioned by the 2025 RTP/SCS is similar to that contained in the 2012, 2017, and 2020 RTP/SCS. Similar to the 2012, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS would include construction activities associated with the transportation projects that could involve the short-term use and storage of hazardous materials (e.g., asphalt, fuel, lubricants, paint) typical of transportation improvement projects (e.g., bicycle and pedestrian trails, shoulder expansion, bridge construction, etc.). As noted in the 2012 RPU EIR/EIS, several schools are located throughout the Plan Area. Future transportation projects under the 2025 RTP/SCS could be located within 0.25 miles of an existing or proposed school. However, all materials would be used, stored, and disposed of in accordance with applicable federal, state, and local laws, as described above under CEQA items "a" and "b." This would ensure that the handling of hazardous substances within proximity to schools would be adequately controlled. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Similar to the 2012, 2017, and 2020 RTP/SCS, construction activities for transportation projects associated with the 2025 RTP/SCS may involve construction through, or next to contaminated sites, or sites known to produce hazardous waste materials, leading to disturbance and release of hazardous materials. Therefore, this impact would be potentially significant, similar to the 2017 and

2020 RTP/SCS, and would require implementation of Mitigation Measure 3.14-1 included in the 2012 RPU EIR/EIS. This measure requires individual projects to consult all known databases of contaminated sites to determine if that project is located on or near a listed site, and to develop an appropriate remediation plan. Additionally, per the requirements of Mitigation Measure 3.14-1 from the 2012 RPU EIR/EIS, if hazardous areas of project sites cannot be avoided, prior to construction a Phase I Environmental Site Assessment (ESA) will be conducted by a qualified professional and recommendations of that Phase I ESA shall be implemented.

Implementation of Mitigation Measure 3.14-1 from the 2012 RPU would ensure that all necessary procedures are taken to identify sites that contain potentially hazardous materials. If sites containing hazardous materials are found to be on or near a proposed project, proper precautions would be taken to avoid contamination to construction workers or the environment. Overall, substantial and adverse impacts related to hazardous materials sites would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA project impact assessment guidelines, and state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

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e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Most of the projects included in the 2025 RTP/SCS would not result in safety hazards to people from an airport because they would be located over two miles away from the airport. Additionally, projects that only involve maintenance activities would not include any new structures or residences and therefore would not expose people to safety hazards or excessive noise from airports. However, similar to the 2012, 2017, and 2020 RTP/SCS, some new or modified projects included in the 2025 RTP/SCS would result in construction activities in close proximity to the City of South Lake Tahoe Airport. The 2025 RTP/SCS Projects West of US 50 and South of the Junction of US 50 and Route 89 as shown in Figures 2,3, and 4 would be close to the South Lake Tahoe Airport.

The three safety concerns addressed in the Lake Tahoe Airport Comprehensive Land Use Plan (CLUP) address height restrictions, noise compatibility, and safety of persons on the ground (CSLT 2007). New or modified projects in the 2025 RTP/SCS would not result in the construction of tall buildings or structures in the vicinity of the airport that would violate the Airport CLUP airport height restriction policy. In addition, these projects would not introduce new residences close to the Airport or allow more intensive nearby development. Therefore, projects that could potentially expose people to risks from airplanes or airports would comply with the Lake Tahoe Airport CLUP. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Similar to the 2012, 2017, and 2020 RTP/SCS, construction of new and modified projects included in the 2025 RTP/SCS could affect emergency services including implementation of an adopted emergency response or evacuation plan. Depending on the timing, location, and duration of construction activities, several of the projects included in the 2025 RTP/SCS, including intersection improvements, roadway and bikeway enhancements, and maintenance activities, could delay emergency vehicle response time or otherwise disrupt evacuation and delivery of emergency services. By closing off one or more lanes of a roadway, emergency routes could be impaired; causing traffic delays and ultimately preventing access to calls for service or impairing evacuation. Thus, this impact would be potentially significant and Mitigation Measure 3.13-5 in the 2012 RPU EIR/EIS, and Mitigation Measure HAZ-1 included in this 2024 RTP/SCS IS/IEC would be required. Mitigation Measure 3 3.13-5 from the 2012 RPU requires the project proponent or implementing agency to prepare and implement a traffic control plan (TCP) such that construction activities are coordinated with affected agencies to ensure emergency access is not substantially deteriorated. Mitigation Measure HAZ-1 would require proponents of projects included in the 2025 RTP/SCS to ensure that the project is consistent with applicable emergency evacuation plans. The project proponent must coordinate with the appropriate emergency response agencies to assess potential impacts on emergency evacuation routes.

The 2025 RTP/SCS includes trail improvements, complete streets projects, and safety projects. Many of these projects would be constructed in existing urbanized areas; however, some trail improvement and complete streets projects would be constructed in previously undisturbed areas. Additionally, some of these projects would be constructed on or near routes that are currently designated as primary evacuation routes in the Lake Tahoe Regional Evacuation Plan. Future projects constructed under the 2025 RTP/SCS would be consistent with Mitigation Measure 3.13-5 from the 2012 RPU and Mitigation Measure HAZ-1 included in this IS/IEC. Adherence to Mitigation Measure 3.13-5 and Mitigation Measure HAZ-1 would reduce short-term impacts to the implementation emergency response or evacuation plan because the project proponent or implementing agency would be required to prepare a TCP and coordinate with all appropriate agencies for confirmation that final design is consistent with all applicable emergency evacuation plans. Overall, substantial and adverse impacts related to emergency response or evacuation would remain less than significant with implementation of existing TRPA policies and Mitigation Measure 3.13-5 from the 2012 RPU and Mitigation Measure HAZ-1 included in this IEC. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC discussed the potential for transportation and land use projects to expose people or structures to significant risk of loss, injury, or death involving wildland fires. This previous environmental analysis concluded that although some level of construction activities would take place, these activities would have no effect on fuel loading or defensible space. Similar to the 2012, 2017, and 2020 RTP/SCS, new and modified

projects under the 2025 RTP/SCS would be required to adhere to the policies and standards for maintaining defensible space and reducing fuel load. Specifically, Natural Hazards, Goal 1, Policy 3 of the Land Use Element of TRPA's Regional Plan that encourages the use of fire-resistant materials and fire preventative techniques when constructing structures, especially in the highest fire hazard areas. This policy also requires that forest fuels are managed to be consistent with state laws and other goals and policies of the Regional Plan. TRPA Code of Ordinances Section 61.3.6(D), *Vegetation Management to Prevent the Spread of Wildfire*, requires that in areas of significant fire hazard, as determined by local, state, or federal fire agencies, flammable or other combustible vegetation shall be removed, thinned, or manipulated in accordance with local and state law.

As development continues throughout the Plan Area, projects would be required to consider regional fire hazards and include measures to ensure that defensible space is maintained, and excessive fuel is reduced. In California, Public Resources Code 4291 requires 100 feet of defensible space around homes in high fire risk areas. Additionally, in Washoe County, Nevada, all projects requiring a building permit must establish and maintain defensible space surrounding structures in accordance with the 2021 International Wildland Urban Interface Code. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe wildland fire impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 10 – Risk of Upset

a. Will the proposal involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

Please refer to CEQA items "a," "b," and "c" above and the associated narrative, for a discussion of the potential risk of an explosion or release of hazardous substances. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

b. Will the proposal involve possible interference with an emergency evacuation plan?

Please refer to CEQA item "f" above and the associated narrative, for a discussion of interference with emergency evacuations plans. Adherence to Mitigation Measure 3.13-5 from the 2012 RPU EIR/EIS and Mitigation Measure HAZ-1 included in this IS/IEC would reduce short-term impacts to the implementation emergency response or evacuation plan because individual projects would be required to prepare a TCP and coordinate with all appropriate agencies for confirmation that final design is consistent with all applicable emergency evacuation plans, such that construction activities

are coordinated with affected agencies to ensure emergency response times are not substantially deteriorated and the project does not interfere with evacuation plans. Overall, substantial and adverse impacts related to emergency response or evacuation would remain less than significant with implementation of existing TRPA policies, Mitigation Measure 3.13-5 from the 2012 RPU EIR/EIS and Mitigation Measure HAZ-1, and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

Section 17 – Human Health

a. Will the proposal result in creation of any health hazard or potential health hazard (excluding mental health)?

The 2012, 2017, and 2020 RTP/SCS discussed the risk of vector-borne diseases that pose potential public health hazards to people living in the Plan Area. Various environmental factors such as climate, topography, vegetation, and standing water can influence the extent and duration of available breeding habitat for mosquito populations, which act as vectors for the West Nile virus and other illnesses. Vector control districts with jurisdiction in the Plan Area periodically use truck-mounted fogging units to apply insecticides as an ultra-low-volume spray to control adult mosquito populations.

New and modified projects under the 2025 RTP/SCS could include new treatment wetlands or detention basins for TMDL projects within the Plan Area. Additional wetlands could serve as potential breeding grounds for mosquito populations. However, these projects would be easily accessible for vector control strategies and would not conflict with the ability of county and/or state agencies to conduct appropriate mosquito abatement and control measures and programs throughout the Plan Area.

Similar to the 2012, 2017, and 2020 RTP/SCS, implementation of the 2025 RTP/SCS would not result in any change with regard to allowable uses of pesticides in the Plan Area. Thus, by maintaining access for vector control agencies to conduct mosquito control and abatement measures, impacts to public health associated with mosquito-borne illnesses would be less than significant.

NO

b. Will the proposal result in exposure of people to potential health hazards?

Please refer to item “a” of the *TRPA Environmental Checklist-Human Health* above and associated narrative, for a discussion of the exposure of people to potential health hazards, specifically those related to vector-borne diseases.

NO

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10 Hydrology and Water Quality

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	2012 RPU EIR/EIS Impacts 3.8-1, 3.8-2, 3.8-3, 3.8-4	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	2012 RPU EIR/EIS Impact 3.8-7	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
(i) Result in substantial erosion or siltation on- or off-site;	2012 RPU EIR/EIS Impact 3.8-5	No	No	No	N/A
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	2012 RPU EIR/EIS Impact 3.8-5	No	No	No	N/A
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	2012 RPU EIR/EIS Impact 3.8-2	No	No	No	N/A

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
	(iv) Impede or redirect flood flows?	2012 RPU EIR/EIS Impact 3.8-6	No	No	No	N/A
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	2012 RPU EIR/EIS Impact 3.7-2	No	No	No	N/A
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	2012 RPU EIR/EIS Impact 3.2-2	No	No	No	N/A
TRPA Environmental Checklist: Section 3 – Water Quality						
Will the proposal result in:						
a.	Changes in currents, or the course or direction of water movements?	2012 RPU EIR/EIS Impact 3.8-5	No	No	No	N/A
b.	Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 year 1 hour storm runoff (approximately 1 inch per hour) cannot be contained on the site?	2012 RPU EIR/EIS Impact 3.8-2	No	No	No	N/A
c.	Alterations to the course or flow of 100-yearflood waters?	2012 RPU EIR/EIS Impact 3.8-6	No	No	No	N/A
d.	Change in the amount of surface water in any water body?	2012 RPU EIR/EIS Impact 3.8-2	No	No	No	N/A
e.	Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	2012 RPU EIR/EIS Impact 3.8-2	No	No	No	N/A
f.	Alteration of the direction or rate of flow of ground water?	2012 RPU EIR/EIS Impact 3.8-7	No	No	No	N/A

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
g.	Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	2012 RPU EIR/EIS Impact 3.8-7	No	No	No	N/A
h.	Substantial reduction in the amount of water otherwise available for public water supplies?	2012 RPU EIR/EIS Impact 3.13-2	No	No	No	N/A
i.	Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	2012 RPU EIR/EIS Impact 3.7-2, 3.8-6	No	No	No	N/A
j.	The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	2012 RPU EIR/EIS Impact 3.8-7	No	No	No	N/A
k.	Is the project located within 600 feet of a drinking water source?	N/A	No	No	No	N/A

Discussion

As in the 2012 RPU, 2017, and 2020 RTP/SCS, implementation of the 2025 RTP/SCS would help the Plan Area meet the Lake Tahoe Maximum Daily Load Program (TMDL) Requirements by incorporating water quality improvements in projects. Since roadway runoff from the urban uplands and atmospheric nitrogen deposition from vehicle emissions are major contributors to pollutant loading, the 2025 RTP/SCS has an important role to play in achieving the TMDL. Active transportation projects proposed under the 2025 RTP/SCS, such as the Tahoe Valley Greenbelt in South Lake Tahoe, and the Flick Point project near Carnelian Bay include water quality enhancements such as improving drainage systems to spread, treat, infiltrate and retain flows from roadways, commercial areas, and other high priority or urbanized areas.

New and modified projects in the 2025 RTP/SCS may impact hydrological resources or water quality by introducing new construction or ground-disturbing activities including those projects that would involve new infrastructure such as the West Shore Trail-Meeks to DL Bliss, or the Van Sickle Shared Use Path. These projects would be subject to local jurisdiction water quality standards and state and federal regulations. Additionally, the proposed project would include amendments to the TRPA Code of Ordinances that would exempt sidewalks from land coverage calculations and would set

bicycle parking standards for projects subject to TRPA review. The potential for changes in the 2025 RTP/SCS to result in impacts related to water quality and hydrology are discussed below.

All projects under the 2025 RTP/SCS must comply with Chapter 60 of the TRPA Code of Ordinances, which includes discharge limits for surface runoff and discharge to groundwater (Table 3.8-3 of the TRPA Code), snow removal and disposal requirements, and installation and maintenance of BMPs. In accordance with Chapter 60 and TRPA's BMP Handbook, temporary BMPs are required on construction sites and should be maintained throughout the construction period. Permanent BMPs are required for new and existing development and infrastructure. Infiltration facilities must be designed to accommodate a 20-year one-hour storm, per the BMP Handbook. Drainage conveyances through a parcel must be designed for at least a 10- year, 24-hour storm. Conveyances through an SEZ must be designed for a minimum 50-year storm.

Floodplain management under Chapter 35 requires that TRPA review development in 100-year floodplains, as defined by the Federal Emergency Management Agency or where TRPA has reason to believe that a flood hazard may exist. The TRPA Code prohibits development, grading or filling of lands within 100-year floodplains with certain exceptions, including specific public outdoor recreation facilities, public health or safety facilities, access to buildable sites across a floodplain, and erosion control projects or water quality control facilities when it can be proven there are no viable alternatives and all potential impacts can be minimized.

CEQA Environmental Checklist

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The TRPA Governing Board adopted Resolution 82-11 in August of 1982, establishing water quality threshold standards for six indicator categories including (1) Lake Tahoe pelagic (deep) waters, (2) Lake Tahoe littoral (nearshore) waters, (3) tributaries, (4) direct surface runoff and storm water discharge to surface waters, (5) stormwater discharge to groundwater, and (6) other lakes (i.e., lakes in the Tahoe Region other than Lake Tahoe). Resolution 82-11 sets out numerical and management standards for water quality in the Plan Area. The TRPA Code of Ordinances contains a range of requirements intended to help achieve water quality threshold standards, goals, and policies. Chapter 60 of the TRPA Code of Ordinances is the primary chapter directed at water quality and the installation of BMPs. Depending on specific locations of projects, development under the 2025 RTP/SCS could result in short-term and long-term impacts to water quality including the violation of water quality standards or waste discharge requirements, or otherwise degrade surface or groundwater quality.

Short-term adverse impacts to surface or groundwater quality could occur during the construction periods of individual projects because areas of disturbed soils could be susceptible to water erosion and downstream sedimentation. This impact is of particular concern where projects are located on previously contaminated sites. Construction activities typically involve vegetation removal, grading, excavation, and temporary stockpiling of soils, all of which could expose soils to wind and water erosion and potentially transport pollutants to surface water bodies, particularly during storm events. In addition, construction activities involve on-site staging of construction equipment and vehicles, as well as construction-related vehicle trips. Fuels and other construction related chemicals could be accidentally spilled, leaked, or could otherwise be discharged into drainages. If pollutants reach drainages, they could ultimately be discharged to Lake Tahoe.

Similar to the 2012 RPU, 2017, and 2020 RTP/SCS, any new development or redevelopment project would be required to comply with existing TRPA, federal, and state regulations pertaining to the protection of water quality from construction discharges. Temporary construction BMPS that may be required through existing regulations, such as Chapter 33 of the TPRA Code of Ordinances, would include but not be limited to:

- Temporary erosion control BMPs (e.g., silt fencing, fiber rolls, drain inlet protection) installed and maintained to prevent the transport of earthen materials and other waste from a construction site.
- Tree protection fencing installed around trees that are to remain in place throughout construction.
- Mandatory pre-grading inspections by regulatory agencies at the construction site to ensure proper installation of the temporary construction BMPs prior to the initiation of construction activities.
- Requirements to limit the area and extent of all excavation to avoid unnecessary soil disturbance.
- Requirements to winterize construction sites by October 15 to reduce the water quality impacts associated with winter weather. Winterization typically includes installation of erosion controls, vegetation protection, removal of construction debris, site stabilization, and other measures.
- Dust control measures to prevent transport of materials from a project site into any surface water or drainage course. Dust control measures typically include sweeping, watering, covering of disturbed soils and stockpiles, vehicle washing, and other measures.
- Requirements to remove surplus or waste earthen materials from project sites, as well as requirements to stabilize and protect stockpiled material.
- Stabilization of drainage swales disturbed by construction activities with appropriate soil stabilization measures (e.g., revegetation, rock armoring) to prevent erosion.
- Temporary BMPs to capture and contain pollutants from fueling operations, fuel storage areas, and other areas used for the storage of hydrocarbon-based materials. These may include spill prevention plans and other measures.
- Temporary BMPs to prevent the tracking of earthen materials and other waste materials from project sites to offsite locations, including stabilized points of entry/exit for construction vehicles/equipment, designated vehicle/equipment rinse stations, and sweeping operations.
- Regular inspection and maintenance of temporary BMPs.

Additionally, all construction projects in California with greater than one acre of disturbance are required, by Lahontan Regional Water Quality Control Board (LRWQCB) in advance of the construction, to prepare a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II Stormwater Program. In Nevada, projects are required to comply with the Nevada Division of Environmental Protection (NDEP) Stormwater General Permit which also includes a requirement for the preparation and implementation of a SWPPP. A project-specific SWPPP describes the site, construction activities, proposed erosion and sediment controls, means of waste disposal, maintenance requirements for temporary BMPs, and management controls for potential pollutant sources other than stormwater runoff. Water quality controls outlined in a SWPPP must be consistent with TRPA requirements, the federal antidegradation policy, and maintain designated beneficial uses of Lake Tahoe. Stormwater quality sampling and reporting may also be required on a project-specific basis.

Any proposed project and associated construction, under the 2025 RTP/SCS would be subject to existing laws and regulations requiring erosion and sediment controls, implementation and maintenance of temporary construction BMPs, waste control measures, and management controls for stormwater runoff. Because regulatory protections are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction related impacts would be minimized. Because of the requirements to comply with all applicable state, federal, local, and TRPA regulations pertaining to protection of surface and groundwater water quality from construction related discharges, this impact would be less than significant.

Certain transportation improvements, such as road widening and expansion to accommodate active transportation projects, safety improvements, or transit only lanes, would increase overall impervious surface area throughout the Plan Area. However, all future development facilitated by the 2025 RTP/SCS would be required to capture stormwater on site or include connections to the existing stormwater system. This would reduce impacts from the addition of impervious surface as part of these projects.

The 2025 RTP/SCS includes several operations and maintenance improvement policies and projects aimed at improving water quality in the region. The Tahoe Valley Greenbelt Project includes water quality enhancements to improve drainage systems to spread, treat, infiltrate, and retain flows from the project area. Additionally, several shared use and complete streets projects included in the 2025 RTP/SCS include source control, conveyance, and treatment facilities for stormwater runoff as well as improvements to address urban stormwater quality and flooding. Similar to the 2012 RPU, 2017, and 2020 RTP/SCS, any new development or redevelopment project would be required to comply with existing TRPA, federal, and state regulations pertaining to the protection of surface and ground water quality. In addition, individual projects would be required to complete project specific environmental review and comply with federal, state, TRPA and other local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur to water quality related to construction beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Similar to the 2012, 2017, and 2020 RTP/SCS, development under the 2025 RTP/SCS would introduce new impervious surfaces which could affect groundwater supplies by reducing groundwater recharge potential and thus, impede sustainable groundwater management. However, as described above under CEQA item “a,” projects that disturb at least one acre would comply with the NPDES Construction General Permit by implementing BMPs to maintain or replicate the pre-development hydrologic regime. Implementation of required BMPs would minimize impacts related to groundwater recharge. Refer to CEQA item “e” below, for a discussion of groundwater management in the Plan Area. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would

incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Construction activities could expose soils to wind and water erosion and potentially transport pollutants to surface water bodies, particularly during storm events. Additionally, transportation and land use projects proposed under the 2025 RTP/SCS would result in an increase in impervious surfaces in the region, potentially resulting in erosion or siltation on- or off-site. However, as described above under CEQA item "a," projects would comply with erosion control systems and construction BMPs per the NDPES permit. Compliance with these requirements would ensure that stormwater would be captured and retained on-site and would minimize the risks of erosion or siltation on- or off-site. In addition, individual projects would be required to complete project specific environmental review and comply with federal, state, and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Similar to the 2012, 2017, and 2020 RTP/SCS transportation projects that would require work outside of existing paved rights-of-way, such as shared use and bike paths, could alter existing drainage patterns by introducing new impervious surfaces and redirecting flow. However, as described above under CEQA item "a," projects would comply with erosion control systems and construction BMPs per the NDPES permit. Compliance with these requirements would ensure that stormwater would be captured and retained on-site and would minimize the risks flooding on- or off-site during construction.

Construction of stormwater-control projects would control and treat runoff from both existing highways and roadways and from new or increased impervious surfaces resulting from transportation projects in the 2025 RTP/SCS. This includes the Class I Trail-Link Road to Sussex Avenue which would replace the existing trail behind Meeks Lumber with a new Class I trail to avoid flooding and create a more direct route. The projects would enhance the timing of peak flows (i.e., detain and attenuate the peak flows) and reduce runoff volumes (i.e., by including infiltration features). For infrastructure projects that involve stormwater runoff, regulatory requirements in the Tahoe Region mandate infiltration of 20-year, one-hour storm events and the design and implementation of permanent BMPs and Low Impact Development techniques including pervious pavement, vegetated swales, and detention basins. Installation of drainage features with the transportation projects that meet these requirements would control and detain stormwater, treat

sediment loads, and infiltrate a considerable portion of total runoff volume. As a result, new transportation infrastructure improvements would be designed in a manner that does not increase runoff or result in on- or off-site flooding. Additionally, as described above under CEQA item "a," transportation projects would comply with stringent LRWQCB requirements for stormwater and erosion control and existing NPDES permits and increases to adverse runoff and erosion impacts would be avoided, where feasible, and otherwise minimized. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Similar to the 2012, 2017, and 2020 RTP/SCS, transportation projects that would require work outside of existing paved rights-of-way, such as shared use and bike paths, could alter existing drainage patterns by introducing new impervious surfaces. However, as described above under CEQA item "a," projects would comply with erosion control systems and construction BMPs per the NDPES permit. Compliance with these requirements would ensure that stormwater would be captured and retained on-site and would minimize the risks of excess stormwater in the local stormwater drainage system.

Construction of stormwater-control projects would control and treat runoff from both existing highways and roadways as well as new infrastructure and from new or increased impervious surfaces resulting from new and modified transportation and land use projects in the 2025 RTP/SCS. New transportation projects associated with the 2025 RTP/SCS would be designed to retain runoff. This would ensure that stormwater drainage systems' capacities are not exceeded, nor would they contribute sources of polluted runoff. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The 2025 RTP/SCS plans new development, redevelopment, and restoration activities. However, Policy NH-1.2 of the 2012 TRPA Regional Plan prohibits new development, grading, and filling of lands within the 100-year flood plain and in the area of wave run-up. Similar to the 2012, 2017, and

2020 RTP/SCS, the 2025 RTP/SCS does not propose changes to this policy. This policy also requires public utilities, transportation facilities, and other necessary public uses located in the 100-year flood plain and wave run-up areas to be constructed and maintained to prevent damage from flooding and to not cause flooding. This policy would be preserved in the 2025 RTP/SCS. All projects in the 2025 RTP/SCS would be required to comply with Federal Emergency Management Agency regulations, which mandate that no development is to proceed within the 100-year regulatory floodplain if it could increase the flood elevation by one foot or more and no development is allowed within 100-year floodways. Additionally, both Caltrans and the Nevada Department of Transportation require a hydraulic analysis for projects intercepting a waterway or encroaching upon a floodplain Therefore, with adherence to federal, state and TRPA regulations, new transportation and land use projects under the 2025 RTP/SCS would not result in new flooding issues or allow for the exacerbation of existing flooding issues by impeding or redirecting flows. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Refer to item "c. (iv)" above, for a discussion of flood hazards. Flood hazards such as tsunami and seiche waves are generally associated with seismic activity such as earthquakes. Due to the location of the Plan Area, future projects associated with the 2025 RTP/SCS would not be at risk of inundation due to a tsunami. Modelling of potential earthquakes occurring beneath Lake Tahoe indicates that a fault rupturing seismic event of magnitude 7.0 could trigger a seiche with waves of up to 30 feet high along the shoreline of Lake Tahoe. However, the probability of an earthquake strong enough to cause a seiche in the Plan Area is relatively low: only three to four percent in 50 years (Ichinose et al. 2000). Therefore, effects from a seiche wave are unlikely to occur. Additionally, because of the mountainous terrain in the Plan Area, there is a relatively low density of 100-year flood hazard zones. As discussed above under CEQA item "c. (iv)," any projects constructed under the 2025 RTP/SCS would be required to comply with the multi-layered federal, state, regional and TRPA regulations to protect public safety, property and the environment from proposed construction in the 100-year floodplain.

As described above in Section 9, *Hazards and Hazardous Materials,* and similar to the 2012, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS could potentially facilitate the transport of hazardous materials on roadways within the Plan Area but would not directly result in a transportation related hazard. All transport of hazardous materials would be required to comply with existing laws and regulations, such as the federal Resource Conservation and Recovery Act (RCRA) and the state Hazardous Waste Control Act and California Vehicle Code. This would ensure the transport of hazardous materials, and the release of pollutants would be adequately controlled in the unlikely event of project inundation. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and adhere to relevant regulation controlling pollutants, no new significant impacts or

substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Water Quality Management Plan or the Lake Tahoe Region (208 Plan) was prepared by TRPA in compliance with Section 208 of the federal CWA. The 208 Plan is considered a living document and includes by reference the most recent version of the Best Management Practices Handbook, the Stream Environment Zone Protection and Restoration Program, and the Capital Improvements Program for Erosion and Runoff Control. The 208 Plan identifies pollution sources, control needs, and management practices to improve water quality. The 208 Plan management programs pertain to urban runoff and erosion, airborne nutrients, waste management, natural area management, and water quality issues in Lake Tahoe and the Shorezone. To determine if water quality goals are attained and maintained, water quality programs require continuous scientific monitoring of environmental conditions related to the threshold standards for pelagic Lake Tahoe, littoral Lake Tahoe, tributary streams, surface runoff, groundwater, land coverage, and SEZs.

The Lake Tahoe TMDL was established to meet the requirements of Section 303(d) of the CWA. Implementation of a TMDL plan is required in California pursuant to the California Water Code, Section 13242, which also requires that the LRWQCB incorporate TDMLs into its local Water Quality Control Plan. California and Nevada adopted TMDL requirements for Lake Tahoe in August 2011.

Similar to the 2012, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS would not propose changes that would conflict with these existing plans. The 208 Plan was updated in 2013 to better serve as a living and relevant framework to allow programs and efforts at the various government levels to work in a coordinated and complementary fashion as part of the Plan Area's water quality management system. Each of the major individual components has been approved and may be amended in accordance with the required processes associated with that component. As such any amendments would reflect modifications to land use restrictions, wetland protection, restoration regulations, or other water quality-related goals and policies adopted as part of the 2025 RTP/SCS.

TRPA supports implementation of the TMDL regulation through distribution of mitigation funds for water quality improvement projects and by facilitating public/private partnerships to implement projects identified in the Environmental Improvement Program. Therefore the 2012 RPU EIR/EIS concluded that implementation of transportation projects would not conflict with or obstruct implementation of the 208 Plan or TMDL in accordance with the Water Quality Control Plan. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 3 – Water Quality

a. Will the proposal result in changes in currents, or the course or direction of water movements?

As described under CEQA item "c" above, while there is potential for transportation projects to alter drainage patterns, projects would be required to comply with erosion control systems and construction BMPs per the NPDES permits, if applicable. Compliance with these requirements would ensure that projects would not result in changes to currents, or the course or direction of water movements. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

b. Will the proposal result in changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 year 1 hour storm runoff (approximately 1 inch per hour) cannot be contained on the site?

Refer to the discussion under CEQA items "a" and "c" regarding drainage patterns and the rate of surface water runoff. Projects under the 2025 RTP/SCS may qualify for coverage exemptions. Some projects under the 2025 RTP/SCS would introduce new impervious surfaces and increase the overall impervious surface area. These include transportation infrastructure projects such as the construction of new trails. The 2025 RTP/SCS would incorporate strategies to manage drainage and runoff effectively and site-specific design that would ensure any potential impacts on drainage patterns and surface water runoff are minimized. Additionally, the proposed project would include amendments to the TRPA Code of Ordinances that would exempt sidewalks from land coverage calculations. Further, individual projects would be required to complete project specific environmental review and comply with TRPA project impact assessment guidelines, and state and local jurisdictional standards, which would further reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

c. Will the proposal result in alterations to the course or flow of 100-yearflood waters?

Refer to the discussion under CEQA item "c.(iv)" above, for a discussion of alterations of flood flows within a 100-year flood plain. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

d. Will the proposal result in change in the amount of surface water in any water body?

Refer to CEQA item "a" above for a discussion of impacts to surface water. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

e. Will the proposal result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?

Refer to CEQA item "a" above for a discussion of surface water quality. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

f. Will the proposal result in alteration of the direction or rate of flow of ground water?

Refer to CEQA items "b" and "e" above, for a discussion of groundwater. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

g. Will the proposal result in change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

Refer to CEQA items "b" and "e" above, for a discussion of groundwater availability. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

h. Will the proposal result in substantial reduction in the amount of water otherwise available for public water supplies?

Water used for transportation projects would be limited to that needed for construction and site-specific improvements such as restrooms at trailheads. These projects are not expected to require an excess amount of water that would substantially reduce the public water supply. Some projects, such as Mobility Hubs or trailhead improvements may require long-term water supply for toilets, sinks, spigots, and stormwater facilities and maintenance activities. However, Chapter 32.4 of the TRPA Code of Ordinances requires that basic water service requirements for projects proposing a new structure, reconstruction, or expansion of an existing structure, designed for human occupancy must have adequate water rights and water supply systems. The public water supply in the Tahoe

Region is drawn primarily from groundwater. Refer to items "b" and "e" above and Section 19, *Utilities and Service Systems*, for a discussion of groundwater supplies for transportation projects proposed under the 2025 RTP/SCS. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and adherence to existing TRPA Code regulations, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 202 RTP/SCS IS/IEC.

NO

i. Will the proposal result in exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

Refer to CEQA items "c.(iv)" and "d" above, for a discussion of hazards related to flooding from a 100-year storm or seiche. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

j. Will the proposal result in the potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

Refer to CEQA item "a" for a discussion of potential discharge of contaminants to groundwater or an alteration of groundwater quality. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

k. Will the proposal result in the project located within 600 feet of drinking water sources?

All projects proposed under the 2025 RTP/SCS would be subject to the provisions for Source Water Protection described in Chapter 60.3, of the TRPA Ordinance Code, which requires a 600-foot protection zone around all known drinking water sources. Specifically, Section 60.3.3(C)(1), requires a fixed protection zone of 600 feet around wells, lake intakes, and springs assessed by TRPA, and Section 60.3.1(D) requires a review of proposed possible contaminating activities located in these source water protection zones. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

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11 Land Use and Planning

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Physically divide an established community?	2012 RPU EIR/EIS Impact 3.2-1	No	No	No	N/A
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	2012 RPU EIR/EIS Impact 3.2-2	No	No	No	N/A
TRPA Environmental Checklist: Section 8 – Land Use					
Will the proposal:					
a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?	2012 RPU EIR/EIS Impact 3.2-2	No	No	No	N/A
b. Expand or intensify an existing non-forming use?	2012 RPU EIR/EIS Impact 3.2-2	No	No	No	N/A

Discussion

As discussed in Appendix E, forecasts project that residential population and visitation to the plan area will increase slightly by 2050. Additionally, approximately 4,385 residential units, 161,373 square feet of commercial space, and 503 tourist accommodation units (TAUs) will be added within the plan area by 2050. Goals and policies discussed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC continue to inform the 2025 RTP/SCS, including improving connectivity between and mobility in the Lake Tahoe Region communities. New projects include active transportation trails and amenities that would supplement the existing trail network, continued complete streets and parking management programs under the Corridor projects, roadway maintenance that includes repaving and snowplowing, and implementation of new safety technologies that will aid in traffic and parking management.

CEQA Environmental Checklist

a. Would the project physically divide an established community?

As with the 2012 RPU and the 2017, and 2020 RTP/SCS, a goal of the 2025 update is to improve mobility and connectivity and to enhance the environmental quality of the area to promote visitor and community experiences and economic vitality. New projects in the 2025 RTP/SCS do not include any new roadways or structures that would divide an established community. Many projects would increase connectivity through implementation of complete streets, new trails, and transit. The 2025 RTP/SCS includes projects that connect land uses as envisioned in the 2012 RPU and previous RTP where most development would occur in community centers, improving access to services and reducing automobile dependency. Since projects under the 2025 RTP/SCS would continue the same development patterns and would not divide communities in the Plan Area, impacts would be less than significant. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The 2025 RTP/SCS would continue the same land use planning strategies and patterns as analyzed in 2012, 2017, and 2020. Limited allocations and concentrated development patterns would continue in defined community centers, continuing the development pattern and land use compatibility policies analyzed in the 2012 EIR/EIS and verified in the 2017 IS/IEC and 2020 IS/IEC. The 2020 IS/IEC found that proposed projects would be like those analyzed in the 2012 EIR/EIS and the same is true of those proposed under the 2025 RTP/SCS. Projects included in the 2025 RTP/SCS would be consistent with land uses in a Recreation Area in an area plan or a master plan. As discussed in the 2012 EIR, TRPA and the TMPO would fully coordinate land use and transportation strategies. Additionally, as discussed in the 2012 EIR/EIS, because the Regional Plan Update, the RTP/SCS, and other plans and policies within the Region are all envisioned to support attainment and maintenance of Environmental Threshold Carrying Capacities, there would be no conflicts with or impedance of existing land use plans and policies aimed to improve environmental conditions, but mitigation included in the 2012 EIR/EIS would reduce this impact. Overall, substantial and adverse impacts to consistency with land use plans would remain less than significant and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

TRPA Environmental Checklist

Section 8 – Land Use

a. Will the proposal include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

The 2020 RTP/SCS IS/IEC found that proposed projects would be similar to those analyzed in the 2012 EIR/EIS and the same is true of those proposed under the 2025 RTP/SCS. These include development of recreational uses, connective shared use paths, sidewalk improvement projects, and road operation and maintenance projects. Prior to permitting transportation projects that involve land use changes, local jurisdictions will have the opportunity for discretionary review of site-specific design and mitigation to ensure no conflict occurs with other planning documents. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site-specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

b. Will the proposal expand or intensify an existing non-conforming use?

The 2020 IS/IEC found that proposed projects would be like those analyzed in the 2012 EIR/EIS and the same is true of those proposed under the 2025 RTP/SCS. These include limited development of recreational uses, connectivity projects, roadway and parking maintenance and operation, and implementation of new technologies that aid in traffic safety and parking management. Non-conforming uses are not proposed under the 2025 RTP/SCS. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

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12 Mineral Resources

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	2012 RPU EIR/EIS Section 5.1.3	No	No	No	N/A
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	2012 RPU EIR/EIS Section 5.1.3	No	No	No	N/A
TRPA Environmental Checklist: Section 9 – Natural Resources					
Will the proposal result in:					
a. A substantial increase in the rate of use of any natural resources?	2012 RPU EIR/EIS Impacts 3.10-2, 3.13-2	No	No	No	N/A
b. Substantial depletion of any non-renewable natural resource?	2012 RPU EIR/EIS Impacts 3.10-2, 3.13-2	No	No	No	N/A

Discussion

The 2012 EIR/EIS includes impacts to mineral resources in Section 5.1.3, *Effects Found Not to be Significant* as there are no identified mineral resource recovery sites in the Plan Area. Projects under the 2025 RTP/SCS, like those in the 2012 RPU and the 2017, and 2020 RTP/SCS, would result in more efficient use of natural resources through transportation network enhancements and infrastructure improvements.

CEQA Environmental Checklist

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

There are no mineral resource recovery sites in the Plan Area (TRPA 2012). Therefore, projects listed in the 2025 RTP/SCS would not result in the loss of availability of a known mineral resource. There

would be no impact. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO IMPACT

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

There are no mineral resource recovery sites in the Plan Area (TRPA 2012). Therefore, projects listed in the 2025 RTP/SCS would not result in the loss of availability of a locally important mineral resource recovery site. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO IMPACT

TRPA Environmental Checklist

Section 9 – Natural Resources

a. Will the proposal result in a substantial increase in the rate of use of any natural resources?

b. Will the proposal result in substantial depletion of any non-renewable natural resource?

Proposed projects included in the 2025 RTP/SCS are similar in nature, scale, and location, to those analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. They would include development of recreational uses, connective shared use paths, sidewalk improvement projects, and road operation and maintenance projects that improve mobility throughout the Plan Area. A discussion of energy and resource use for proposed projects is provided in Section 6, *Energy*. As with the 2012 EIR/EIS, the 2017 IS/IEC, and the 2020 IS/IEC, specific project implementation would not result in increased rate of use or substantial depletion of non-renewable natural resources. The proposed projects would not result in a substantial increase in the rate of use of any natural resources. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

13 Noise

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project result in:					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	2012 RPU EIR/EIS Impacts 3.6-1, 3.6-3, and 3.6-4	No	No	No	Yes
b. Generation of excessive groundborne vibration or groundborne noise levels?	2012 RPU EIR/EIS Impact 3.6-2	No	No	No	Yes
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	2012 RPU EIR/EIS Page 3.6-10	No	No	No	N/A
TRPA Environmental Checklist: Section 6 – Noise					
Will the proposal result in:					
a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?	2012 RPU EIR/EIS Impacts 3.6-1, 3.6-2, and 3.6-4	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
b.	Exposure of people to severe noise levels?	2012 RPU EIR/EIS Impacts 3.6-1, 3.6-3, and 3.6-4	No	No	No	Yes
c.	Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	2012 RPU EIR/EIS Page 3.6-10	No	No	No	N/A
d.	The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	N/A	No	No	No	N/A
e.	The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	2012 RPU EIR/EIS Impact 3.6-4	No	No	No	Yes
f.	Exposure of existing structures to levels of ground vibration that could result in structural damage?	2012 RPU EIR/EIS Impact 3.6-2	No	No	No	Yes

Discussion

Lake Tahoe Regional Plan

The elements of the TRPA Regional Plan related to noise include the following: Noise Subelement of the Goals and Policies of the Regional Plan (TRPA 2019); the TRPA Code of Ordinances, Chapter 68, “Noise Limitations”; and plan area statements, community plans, and area plans (TRPA 2016). These elements are described below, followed by a summary of TRPA’s best construction practices policy for construction-generated noise and vibration, TRPA’s Region-wide traffic noise mitigation program, and exterior noise policy for mixed-use development.

GOALS AND POLICIES

The Regional Plan Noise Subelement of the Goals and Policies includes a goal to attain and maintain community noise equivalent level (CNEL) standards that is relevant to the 2020 RTP/SCS (Goal N-2). The underlying policy intended to help achieve that goal includes establishing specific site design criteria for projects to reduce noise from transportation corridors and which may include using earthen berms, and barriers (Policy N- 2.1). The transportation corridor CNEL values override land use-based CNELs within 300 feet of the applicable roadway.

Code of Ordinances

Chapter 68, "Noise Limitations," of the TRPA Code is intended to implement the Noise Subelement of the Goals and Policies document and to attain and maintain TRPA's noise-related Environmental Threshold Carrying Capacities (shown below).

TRPA Code Section 68.4, "Community Noise Levels," states that TRPA shall use CNELs to measure community noise levels and that individual plan area statements shall set forth CNELs that shall not be exceeded by any one activity or combination of activities. In addition, community noise levels shall not exceed levels existing on August 26, 1982, where such levels are known. The CNELs set forth in the plan area statements are based on the land use classification, the presence of transportation corridors, and the applicable threshold standard. Plan area statements essentially provide plan CNELs and other planning standards specific to a local area within the Tahoe Region. Because this is a plan-level evaluation, the CNELs established by individual plan area statements are not presented or applied in this analysis.

Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration

TRPA requires the following standard conditions, among others, for all project construction activity that involves grading; these conditions also apply to the construction of residential projects.

- Any normal construction activities creating noise in excess of the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 a.m. and 6:30 p.m.
- Engine doors shall remain closed during periods of operation except during necessary engine maintenance.
- Stationary equipment (e.g., generators or pumps) shall be located as far as feasible from noise-sensitive receivers and residential areas. Stationary equipment near sensitive noise receivers or residential areas shall be equipped with temporary sound barriers.

Region-Wide Traffic Noise Mitigation Program

TRPA developed a Region-wide traffic noise mitigation program pursuant to the requirements of Mitigation Measure 3.6-1 in the Regional Plan Update (RPU) EIS and Mitigation Measure 3.6-4 in the 2012 RPU EIR/EIS. TRPA Code Section 68.8.3 requires that projects comply with CNEL standards specific to the Plan Areas in which they are located.

Exterior Noise Policy for Mixed-Use Development

TRPA developed new project review requirements for mixed-use development pursuant to the requirements of Mitigation Measure 3.6-4 in the 2012 RPU EIR/EIS. These requirements were developed to address the fact that new residential units and tourist accommodation units (TAUs) with outdoor activity areas that are included as part of redevelopment in town centers (as well as in the Regional Center, the High-Density Tourist District) could be in areas that are exposed to high exterior noise levels. TRPA requires that each project be evaluated to determine whether it would result in the placement of residential or tourist accommodation uses in areas where the existing noise level exceeds 60 CNEL or is otherwise incompatible. TRPA also requires that each project be assessed to determine whether it would result in the generation of incompatible noise levels close to existing residential or tourist accommodation uses. The 60 CNEL level is not a threshold standard and does not supersede any applicable TRPA land use-based or contour-based noise threshold standards. Rather, the 60 CNEL standard serves as a screening criteria to determine whether a project-specific noise analysis is needed, in which case a project-specific noise analysis would be required to examine whether a proposed project would result in incompatible noise levels or the exceedance of any TRPA noise threshold standards. If a proposed project would result in incompatible noise levels, feasible mitigation measures would be required prior to approval.

Environmental Threshold Carrying Capacities

TRPA has established environmental thresholds for ten resource areas, including noise. There are two noise threshold indicator categories: single noise events and cumulative noise events, which are summarized below and serve as the basis for this environmental analysis.

Single Noise Events

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. Single Noise Event Threshold Standards adopted by TRPA are based on the numerical value associated with the maximum measured level in acoustical energy during an event. This threshold establishes maximum noise levels for aircraft, watercraft, motor vehicles, motorcycles, off-road vehicles, and snowmobiles.

Cumulative Noise Events

TRPA Code Section 68.8.3 requires that projects comply with CNEL standards specific to the Plan Areas in which they are located. The noise limitations established in Chapter 68 of the TRPA Code do not apply to noise from TRPA-approved construction or maintenance projects, or the demolition of structures, provided that such activities are limited to the hours between 8:00 a.m. and 6:30 p.m. Further, the noise limitations of Chapter 68 shall not apply to emergency work to protect life or property.

The TRPA Regional Plan includes transportation corridor noise standards for major corridors, such as U.S. Highway 50 and Routes 431, 28, 89, 207, and 267. TRPA's transportation corridor noise standards indicate how loud traffic noise can be at a distance of 300 feet from the edge of the highway. For instance, the transportation corridor noise threshold for U.S. Highway 50 specifies that the 65 CNEL noise contour generated by traffic on U.S. Highway 50 shall not extend more than 300 feet from the highway's edge.

Environmental Setting

Noise-Sensitive Land Uses

Noise-sensitive land uses generally include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern due to the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Parks, schools, historic sites, cemeteries, and recreation areas are also generally considered sensitive to increases in exterior noise levels. Places of worship and other similar places where low interior noise levels are of great importance are also considered noise sensitive. Noise sensitive land uses are also considered to be vibration sensitive. Specifically, commercial and industrial buildings where ground vibration (including vibration levels that may be well below those associated with human annoyance) could interfere with operations within the building would be most sensitive to ground vibration.

Noise Sources and Ambient Noise Levels

The predominant source of noise in areas that would be directly affected by implementation of the 2025 RTP/SCS is vehicle traffic traveling on the highways in the Plan Area, including U.S. Highway 50 and routes 431, 28, 89, 207, and 267. Other noise sources include motorized watercraft activity on the lake, landscape maintenance and snow removal activities (e.g., grass cutting, leaf blowing, snow plowing and blowing) at residential and commercial land uses, and activities typical of urban and suburban environments, such as people recreating outside.

CEQA Environmental Checklist

a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Temporary Construction Noise

Similar to the 2012, 2017, and 2020 RTP/SCS, the operation of equipment during the construction of roadway infrastructure, as well as new development projects under the 2025 RTP/SCS, would result in temporary increases in noise in the immediate vicinity of individual construction sites. As shown in Table 13 average noise levels associated with the use of heavy equipment at construction sites can range from about 76 to 101 A-weighted decibels (dBA) at 50 feet from the source, depending upon the types of equipment in operation at any given time and the phase of construction. The highest noise levels generally occur during excavation and foundation development, which involve the use of such equipment as backhoes, bulldozers, shovels, and front-end loaders.

Table 13 Typical Noise Levels for Construction Equipment

	Estimated Noise Levels at Nearest Sensitive Receivers (dBA L_{eq})		
Equipment	**25 feet**	**50 feet**	**100 feet**
Air Compressor	86	80	74
Backhoe	86	80	74
Concrete Mixer	91	85	79
Dozer	91	85	79
Grader	91	85	79
Jack Hammer	94	88	82
Loader	86	80	74
Paver	91	85	79
Pile-drive (Impact)	107	101	95
Pile-driver (Sonic)	101	95	89
Roller	91	85	79
Saw	82	76	70
Scarified	89	83	77
Scraper	91	85	79
Truck	90	84	78

Source: Federal Transit Administration 2018

Noise generated by construction activity would vary depending on the project and intensity of equipment use. Roadway widening projects would likely require the operation of many pieces of heavy-duty equipment that generate high noise levels. Alternatively, repainting/restriping would typically be less intense requiring minimal, if any, use of heavy equipment. This conservative analysis assesses construction noise based on the operation of heavy-duty equipment. Noise levels from point sources such as construction sites typically attenuate at a rate of about 6 dBA per doubling of distance. Nearby residences and other noise-sensitive receivers could be exposed to noise levels that may exceed applicable TRPA standards outside of the exempt hours between 8:00 a.m. and 6:30 p.m. Additionally, construction may expose nearby noise-sensitive receivers to excessive noise levels without implementation of all feasible noise control measures. However, substantial and adverse impacts to sensitive receivers due to short-term construction noise would remain less than significant with implementation of Mitigation Measure 3.6-1 from the 2012 RPU EIR/EIS requiring implementation of the Best Construction Practices Policy for construction generated noise. Overall, substantial and adverse impacts from construction noise would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS. No new significant impacts or substantially more severe impacts would occur.

Transit-Related Noise

Long-term, operational noise levels may be associated with expanded transit services, and new park-and-ride lots to support vanpools and inter-regional transit shuttles. New transit projects included in the 2025 RTP/SCS consist of vanpool programs. Typically the noise from vans is comparable to that of noise generate from other passenger vehicles, such as sedans. The 2025

RTP/SCS also includes transit priority lanes on SR89; however transit already operates on both of these roadways. Increases in transit services or increased speed afforded by priority lanes may expose sensitive receivers to bus noise. However, all new buses would use clean technology, which would result in quieter vehicles. The Federal Transit Administration has developed a screening procedure to identify locations where a bus project may cause a significant noise impact. The screening distances for requiring noise assessments for various types of projects are presented in Table 14.

Table 14 Screening Distances for Noise Assessments – Bus Transit Projects

		Screening Distance (Feet)	
Type of Project		**Unobstructed**	**Intervening Buildings**
Busway		500	250
BRT on Exclusive Roadway		200	100
Bus Facilities	Access Roads	100	50
	Transit Center	225	150
	Storage and Maintenance	350	225
	Park and Ride Lots with Buses	225	150

Source: Federal Transit Administration 2018

Increased frequency of bus service along existing corridors could also increase noise exposure if diesel buses are used. However, the addition of local buses and shuttles is unlikely to increase noise by significant levels as bus routes would occur mostly in urban areas with high ambient noise levels, and fleets are being turned over to electric and hydrogen fuel which are much quieter. Additionally, as mentioned before Table 14, transit already operates on roads where transit projects are proposed, constituting part of the existing noise environment. The transit projects contained in the 2025 RTP/SCS would not substantially differ from those included in the 2012 RPU, 2017, or 2020 RTP/SCS regarding geographic location, type, or size. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS and 2017 RTP/SCS IS/IEC.

Bike and Pedestrian-Related Noise

Long-term, operational noise levels may be associated with new bike trails and pedestrian improvements. The 2025 RTP/SCS would include several new trail and bike path projects as well as complete streets projects to add sidewalks, improve bike lanes, pedestrian crossings and traffic flow in urbanized areas. Projects within existing urbanized areas would include Stateline Avenue and Lakeshore Boulevard Complete Streets , and the Tahoe City Lakeside Trail Missing Link, among others. Bike and pedestrian-related uses would not generate a significant amount of noise, as conversational noise is not excessive and is generally characteristic of the existing noise environment in urban areas and along roadways.

New or expanded bike and pedestrian projects included in the 2025 RTP/SCS would also occur in less urbanized and developed areas, such as the West Shore Trail-Meeks Bay to DL Bliss and the SR28 Spooner Mobility Hub and AIS Inspection Station, which includes a shared use path component. These types of new bike and pedestrian infrastructure projects would encourage

additional pedestrians and cyclists to use areas that were previously undeveloped and where existing noise levels are lower than in urban settings. As described above, these uses would not generate a significant amount of noise, as conversational noise is typically measured at a range of 60 to 65 dBA at a distance of 5 feet (Federal Transit Administration 2018). Noise levels typically attenuate at a rate of about 6 dBA per doubling of distance and conversational noise would range from approximately 28 dBA to 33 dBA at 100 feet. Similar to the 2012 RPU, 2017, and 2020 RTP/SCS, these new bike and pedestrian uses would not be located within 100 feet of noise-sensitive receivers. Noise attenuation from existing structures and topography would further ensure that conversational noise is reduced to a level that would be imperceptible to nearby receivers. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

Long-Term Traffic Noise Levels Along Existing and Realigned Roadways

The 2012 RPU EIR/EIS evaluated long-term traffic noise levels along existing and realigned roadways. Increased vehicle trips on highways under the 2012 RPU would result in nominal increases in traffic noise levels (i.e., less than 3 dB). However, increases in traffic noise levels would occur in highway corridors (i.e., within 300 feet of the highway edge) not in attainment with respect to the CNEL standards established by TRPA for highway corridors. In addition, traffic noise levels beyond the highway corridor (i.e., at distances greater than 300 feet from the highway edge) may also exceed CNEL standards established by TRPA for particular land use types, including the 55 dBA CNEL standard for high-density residential land uses, the 50 dBA CNEL standard for low-density residential land uses, the 55 dBA CNEL standard for urban outdoor recreation uses, and the 50 dBA CNEL standard for rural outdoor recreation areas. Moreover, traffic noise levels in 2012, 2017, and 2020 were determined to exceed noise standards established by the city or county general plan at land uses located near the highways. Similarly, the 2025 RTP/SCS includes projects involving roadway alignment, such as roadway widening that would be required for the SR89 and SR267 Transit Priority Lanes Project. Pursuant to Mitigation Measures 3.6-4 and 3.6-5 of the 2012 RPU EIR/EIS, projects under the 2025 RTP/SCS would be required to use barriers and acoustical shielding, reduce gaps in existing barriers and berms, utilize noise reduction pavement, plant dense vegetation where noise absorption is needed, and other similar measures.

As discussed in Section 17, *Transportation*, the anticipated number of daily VMT would decrease from 1,404,998 daily under existing modelled conditions (2022) to 1,376,795 daily in 2050 with the 2025 RTP/SCS, an decrease of approximately 28,203 VMT daily, or approximately 2 percent. In addition to decreased VMT, many areas along highway and roadway corridors are at least partially shielded from traffic noise by topography, buildings, walls and other barriers, which help to reduce noise at land uses adjacent to roadways. Additionally, some projects under the 2025 RTP/SCS would include traffic calming components, such as roundabouts, and would therefore slow vehicles and reduce traffic noise levels. Mitigation Measures 3.6-4, and 3.6-5, described above, would continue to apply to applicable transportation improvement projects included in the 2025 RTP/SCS and would further reduce traffic related noise impacts to a less than significant level.

Overall, substantial and adverse noise impacts would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply

with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Similar to the 2012, 2017, and 2020 RTP/SCS, implementation of new and modified projects in the 2025 RTP/SCS would include construction activities that could expose nearby buildings, structures, and people to excessive levels of ground vibration mainly from the potential for impact pile driving and blasting. Table 15 shows vibration levels associated with typical construction equipment. Similar to construction noise, vibration levels would be variable depending on the type of construction project and related equipment use.

Table 15 Vibration Source Levels for Construction Equipment

Equipment		Approximate Vibration Level (VdB)			
		25 feet from Source	50 feet from Source	100 feet from Source	200 feet from Source
Caisson Drilling		87	78	69	60
Jackhammer		79	70	61	52
Large Bulldozer		87	78	69	60
Loaded Truck		86	77	68	58
Pile Driver (impact)	Upper range	112	103	94	84
	Typical	104	95	86	77
Pile Driver (sonic)	Upper range	105	96	87	78
	Typical	93	84	75	65
Small Bulldozer		58	48	39	30
Vibratory Roller		94	85	76	67

Source: Federal Transit Administration 2018

Pile driving has the potential to generate the highest vibration levels and is the primary concern for structural damage when it occurs within 50 feet of structures. Vibration levels generated by pile driving activities would vary depending on project conditions, such as soil conditions, construction methods and equipment used. Depending on the proximity of existing structures to each construction site, the structural soundness of the affected buildings and construction methods, vibration caused by pile driving or other foundation work with a substantial impact component such as blasting, rock or caisson drilling, and site excavation or compaction may be high enough to be perceptible within 100 feet and damage existing structures within 50 feet. Impacts related to vibration from construction activities would be potentially significant. However, substantial and adverse impacts related to groundborne vibration due to construction activities would remain less than significant with implementation of Mitigation Measure 3.6-2 from the 2012 RPU EIR/EIS, which requires TRPA implementation of construction BMPS and measures to reduce vibration levels from pile driving, such as locating equipment away from vibration sensitive sites and limiting exposure from vibration to specific vibration levels.

Overall, substantial and adverse vibration impacts would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Under the heading, "Sources and Ambient Levels" on page 3.6-10, the 2012 RPU EIR/EIS briefly explains that the 2012 RPU would not result in changes to operations of the Lake Tahoe Airport or any other airport or private airstrip in the Plan Area. Therefore, no changes to the noise environment from aircraft activity in the Plan Area were anticipated from implementation of the 2012 RPU because it would not result in increased takeoffs and landings or a change to the mix of aircraft types that use the airport. This would also be the case with the 2025 RTP/SCS. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 6 – Noise

a. Will the proposal result in increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?

Please refer to CEQA item "a" above, for a discussion of transportation noise increases beyond those permitted in applicable plans. New and modified projects under the 2025 RTP/SCS would be required to implement Mitigation Measures Mitigation Measures 3.6-4 and 3.6-5 of the 2012 RPU EIR/EIS to ensure consistency with applicable plans. Overall, substantial and adverse impacts to noise levels would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

b. Will the proposal result in exposure of people to severe noise levels?

Refer to discussion of long-term traffic noise increases and short-term construction noise under CEQA item "a." New and modified projects under the 2025 RTP/SCS would be required to implement Mitigation Measures Mitigation Measures 3.6-4 and 3.6-5 of the 2012 RPU EIR/EIS to ensure exposure to severe noise levels would be reduced to a less than significant level. Overall, substantial and adverse impacts regarding severe noise levels would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with state and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

c. Will the proposal result in single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

The 2025 RTP/SCS would not result in changes to goals, policies, or implementation measures pertaining to single-event noise, and no features of the 2025 RTP/SCS would be expected to affect the frequency or intensity of single-event noise incidences. Similarly, no changes to levels of activity by recreational watercraft, motorcycles, off-road vehicles, and over-snow vehicles were anticipated under the 2025 RTP/SCS because it would not result in additional recreational boating facilities, trails, or recreation areas for these types of vehicles. TRPA single-event noise standards would continue to apply to these noise sources.

Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

d. Will the proposal result in the placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

Pursuant to the Exterior Noise Policy for Mixed-Use Development as required by Mitigation Measure 3.6-4 in the 2012 RPU EIR/EIS, TRPA requires projects be evaluated to determine whether they would result in the placement of residential or tourist accommodation uses in areas where the existing noise level exceeds 60 dBA or is otherwise incompatible. This checklist question was added to TRPA's Environmental Checklist after the 2012 RPU EIR/EIS was certified. However, the 2017 and 2020 RTP/SCS IS/IEC documents determined that the 2017 RTP/SCS and 2020 RTP/SCS would not result in the development of these uses in areas where noise levels exceed the 60 CNEL threshold or would be otherwise incompatible. As the 2025 RTP/SCS would promote a similar land use strategy as contained in the 2017 RTP/SCS and 2020 RTP/SCS, implementation of the 2025 RTP/SCS would not result in the development of residential or tourist accommodation uses in the areas where the existing noise level exceeds 60 CNEL or is otherwise incompatible. The 2025 RTP/SCS would ensure that residential and tourist accommodation land uses would be placed in compatible zones. Because the projects included in the 2025 RTP/SCS would undergo site specific review pursuant to the Exterior Noise Policy for Mixed-Use Development and incorporate feasible mitigation to reduce incompatible noise levels prior to approval, no new significant impacts or substantially more severe

impacts would occur beyond what was previously analyzed in the 2017 RTP/SCS IS/IEC and 2020 RTP/SCS IS/IEC.

NO

e. Will the proposal result in the placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

As described above under CEQA item "a," the 2025 RTP/SCS would not result in incompatible noise levels close to existing residential or tourist accommodation uses. Impacts from transit, active transportation, and traffic noise would not exceed levels analyzed in the 2017 RTP/SCS and 2020 RTP/SCS and mitigation from the 2012 RPU EIR/EIS would reduce traffic noise, as feasible, at existing residential and tourist accommodation land uses. Overall, substantial and adverse impacts regarding severe noise levels would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA , state, and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

g. Will the proposal result in exposure of existing structures to levels of ground vibration that could result in structural damage?

Please refer to the discussion of potential ground vibration impacts in CEQA item "b." Potential vibration impacts would be reduced through adherence to Mitigation Measure 3.6-2 to reduce vibration impacts. Overall, substantial and adverse impacts from ground vibration would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA, state, and local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

14 Population and Housing

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	2012 EIR/EIS Impact 3.12-1	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	2012 EIR/EIS Impact 3.12-2	No	No	No	N/A
TRPA Environmental Checklist: Section 11 – Population					
Will the proposal:					
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	2012 EIR/EIS Impact 3.12-1	No	No	No	N/A
b. Include or result in the temporary or permanent displacement of residents?	2012 EIR/EIS Impact 3.12-2	No	No	No	N/A

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
TRPA Environmental Checklist: Section 12 – Housing						
Will the proposal:						
a.	Affect existing housing, or create a demand for additional housing? To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions: (1) Will the proposal decrease the amount of housing in the Tahoe Region?, (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	2012 EIR/EIS Impact 3.12-1	No	No	No	N/A
b.	Will the proposal result in the loss of housing for lower-income and very-low-income households?	2012 EIR/EIS Impact 3.12-1	No	No	No	N/A

Discussion

The 2012 RPU EIR/EIS anticipated a fairly large regional population growth, commensurate with the growth rates throughout California. The 2035 and 2050 forecast years for the 2025 RTP/SCS build upon the 2022 model base year. The forecast includes a variety of projections related to land use and the characteristics of the TRPA Region's traveling population in the forecast years; this population includes residents, visitors, and commuters. The forecast years of 2035 and 2050 were selected to meet specific regulatory requirements of the California Sustainable Communities Strategy (SCS) and Federal RTP requirements and to align with the forecasts periods used by nearby regional partners, including the Sacramento Area Council of Governments (SACOG), Carson Area Metropolitan Planning Organization (CAMPO), the Regional Transportation Commission of Washoe County (RTC-Washoe), and the Bay Area Metropolitan Transportation Commission (MTC).

Since 2023, the regional population has been decreasing (1.2 percent decrease on the California side and 0.1 percent increase on the Nevada side [US Census Bureau 2024). According to the Data and Forecasting Report prepared by TRPA, it is projected that Lake Tahoe's full-time residential

population will increase slightly through the forecast years (TRPA 2024d). Growth is anticipated to continue as included in the 2025 RTP/SCS Regional Forecast, which predicts that the number of regional housing units will increase as residential allocations are distributed and workforce housing/affordable housing programs are implemented using residential bonus units (TRPA 2024d). Additionally, the Data and Forecasting Report notes that the proportion of homes occupied by residents is expected to increase slightly due to implementation of workforce and affordable housing initiatives as local and regional efforts to increase the housing supply for local residents take effect (TRPA 2024d).

Specifically, the Data and Forecasting Report projects an increase in Lake Tahoe's full-time residential population by approximately 7 percent, from 2022 to 2050 (TRPA 2024d). This would add approximately 3,769 new residents between 2022 and 2050, with the construction of an additional 4,385 housing units. This minor increase would still be in line with the population increases anticipated in the 2012, 2017, and 2020 analyses.

The land use scenario would remain the same under the 2025 RTP/SCS as that analyzed in the 2012 RPU and discussed in the 2017 IS/IEC and 2020 IS/IEC, with similar effects on population and housing. Connections would implement transportation and community improvement projects, such as complete streets and parking management, that could draw visitors and residents; however, these projects would not contribute substantially to permanent population increases or visitation.

Nonetheless, projects under the 2025 RTP/SCS are not growth-inducing projects in and of themselves and population increases resulting from these projects would not be substantial. Instead the 2025 RTP/SCS is designed to support anticipated population growth, by providing sustainable transportation alternatives. Furthermore, the 2012 EIR/EIS anticipated a highway realignment project that could displace businesses and residences. The 2025 RTP/SCS does not propose this type of project and no housing displacement would occur under the 2025 RTP/SCS.

CEQA Environmental Checklist

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

As discussed in the 2025 RTP/SCS Regional Forecast (Appendix E), the population of the plan area is anticipated to be 57,611 residents in 2050, which is below the 2035 assumption of 60,365 residents included in the 2012, 2017, and 2020 analyses.

New and modified projects under the 2025 RTP/SCS include active transportation, complete streets, and community connection programs which are not population-increasing in themselves. Instead, the 2025 RTP/SCS is intended to accommodate growth projected in the Plan Area, which is projected to be 3,769 residents or seven percent over 2022 conditions. Therefore, because the 2025 RTP/SCS would support anticipated growth in the Plan Area and population projections would be consistent, or even lower, than what was estimated in 2012, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS would not induce substantial population growth. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Similar to the 2017 and 2020 RTP/SCS, new and modified transportation and land use projects included in the 2025 RTP/SCS are not anticipated to cause the displacement of existing housing or people, Transportation projects would not require the demolition of existing residences or housing facilities. During construction of individual projects, residents may be temporarily affected (refer to Section 3, *Air Quality*; Section 8, *Greenhouse Gas Emissions/Climate Change*; Section 17, *Transportation/Circulation*), but would not be displaced.

In the long-run, the 2025 RTP/SCS would support the anticipated increase in housing units by providing improved roadway connections; and improved pedestrian, bicycle, and transit facilities. Anticipated increase in housing under the SCS would not result in temporary or permanent displacement of residents and would instead accommodate the slight increase in full-time residents projected for the Plan Area through the 2050 planning year. Because the 2025 RTP/SCS would not require the demolition of existing housing units, it would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing.

Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as those proposed under the 2012 RPU, 2017, and 2020 RTP/SCS, and would incorporate site-specific design and mitigation, no new significant impacts or substantially more severe impacts to housing availability would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 11 – Population

a. Will the proposal alter the location, distribution, density, or growth rate of the human population planned for the Region?

As described under CEQA item “a” above, population growth forecast under the 2025 RTP/SCS land use scenario was accounted for in the 2012 RPU and affirmed in the 2017 and 2020 IS/IECs. This land use scenario, consistent with the 2017 and 2020 RTP/SCSs, concentrates the forecasted growth in population and employment in existing urbanized areas. New development under the 2025 RTP/SCS is anticipated to increase through 2050, in keeping with State-mandated housing requirements (TRPA 2024d), but would not exceed growth assumed in the 2012 RPU. Specific plans for development under the 2025 RTP/SCS would not alter the location, distribution, density, or growth rate of the population in the Plan Area beyond that estimated during previous planning processes and would, therefore, not lead to an unplanned increase in population above what has already been analyzed. Neither is the 2025 RTP/SCS population-increasing in and of itself as proposed projects support transportation, recreation, and sustainable communities’ initiatives, and are intended to provide supportive infrastructure and services for planned population and visitation changes. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC.

NO

b. Will the proposal include or result in the temporary or permanent displacement of residents?

As described under CEQA item "b" above, the forecast for the 2025 RTP/SCS anticipates there would be an increase of up to 4,385 new residential units. These new units are expected to be used for local resident housing, second homes, and vacation rentals in similar proportions as existing conditions, with a slight increase in the proportion of local resident housing. Therefore, this increase in units would not result in temporary or permanent displacement of residents and would instead accommodate the slight increase in full-time residents projected for the Plan Area through the 2050 planning year. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC.

NO

Section 12 – Housing

a. Will the proposal affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?

(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

Impacts from housing displacement are discussed under CEQA item "b." In the 2012 RPU, the scenario with the greatest population growth estimated that the population of the Tahoe Region would be projected to grow to between 2020 and 2035 to just under 60,400 residents. As mentioned in the Discussion section above, anticipated growth in the region would include 4,385 new housing units. As discussed in the 2012 RPU, the most conservative RTP/SCS alternative would result in approximately 4,965 new resident units through 2035. Accordingly, the 2025 RTP/SCS would result in roughly 580 fewer units than the 2012 RPU projected through its horizon year of 2035. Furthermore, the 2025 RTP/SCS would accommodate growth in conformance with local general plans, State-mandated housing, and Regional Forecast population growth estimates. According to the 2025 RTP/SCS Regional Forecast Report, population is anticipated to grow to approximately 57,611 residents by 2050, roughly 2,789 residents fewer than the 2012 RPU projection for 2035.

Additionally, as discussed within the 2025 RTP/SCS Regional Forecast Report, the provision of low-income residential units is projected to increase by 7 percent through 2050, in response to planned efforts to counteract the recent upward trend in housing prices in the region and to meet required State-housing mandates (TRPA 2024d). The 2025 RTP/SCS would support the anticipated increase in housing units by providing improved roadway connections, and improved pedestrian, bicycle, and transit facilities. The anticipated increase in residential units under the SCS would accommodate the slight increase in full-time residents projected for the Plan Area through the 2050 planning year.

New and modified projects under the 2025 RTP/SCS include active transportation, community corridor and complete streets, operations and maintenance, and technology programs that facilitate safety, circulation, and parking, which are not growth-inducing projects, but rather are intended to accommodate future growth. Nonetheless, the SCS would facilitate affordable housing in that it provides a regional foundation to accommodate population growth projections for the region,

across all jurisdictions within the Plan Area. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location relative to growth projections under previous analyses, there is no anticipated impact to housing demand or decrease in affordable housing in the Plan Area.

NO

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

As with the discussion under TRPA Section 12 - Housing item "a," above, projects under the 2025 RTP/SCS include active transportation, community corridor and complete streets, operations and maintenance, and technology programs that facilitate safety, circulation, and parking. These are not growth-inducing projects and do not include permanent residential development. Nonetheless, the SCS would facilitate affordable housing as it improves transportation infrastructure and operations, reducing transportation costs for local residents and increasing locations where affordable housing can be built, as many affordable housing incentives are tied to proximity to transit, across all jurisdictions within the Plan Area. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location relative to growth projections under previous analyses, there would be no impact to housing demand or decrease in affordable housing in the Plan Area.

NO

15 Public Services

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist						
Would the project:						
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
	1 Fire protection?	2012 RPU EIR/EIS Impact 3.13-5 Section 3.13.4, Issues dismissed from Further Evaluation	No	No	No	Yes
	2 Police protection?	2012 RPU EIR/EIS Impact 3.13-5 Section 3.13.4, Issues dismissed from Further Evaluation	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
3	Schools?	2012 RPU EIR/EIS Section 3.13.4, Issues dismissed from Further Evaluation	No	No	No	N/A
4	Parks?	2012 RPU EIR/EIS Impact 3.11-1	No	No	No	N/A
5	Other public facilities?	Not addressed	No	No	Not discussed	N/A
TRPA Environmental Checklist: Section 14 – Public Services						
Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?						
a.	Fire protection?	2012 RPU EIR/EIS Section 3.13.4	No	No	No	Yes
b.	Police protection?	2012 RPU EIR/EIS Section 3.13.4	No	No	No	Yes
c.	Schools?	Section 3.13.4, Issues dismissed from Further Evaluation	No	No	No	N/A
d.	Parks or other recreation facilities?	2012 RPU EIR/EIS Impact 3.11-1	No	No	No	N/A
e.	Maintenance of public facilities, including roads?	2012 RPU EIR/EIS Section 3.13.4	No	No	No	N/A
f.	Other governmental services?	2012 RPU EIR/EIS Section 3.13.4	No	No	No	N/A

Discussion

The 2012 RPU EIR/EIS analyzed the effects of project implementation to public services, including police, fire protection, schools, parks, and other public facilities, along with utilities systems. In this IS/IEC, impacts to utilities systems are discussed under Section 19, *Utilities and Service Systems*. Proposed policies and projects under the 2025 RTP/SCS are intended to improve the transportation network between public facilities such as schools, hospitals, trailheads on public land, parks and beaches. Additionally, projects in the RTP include new and renovated stormwater systems, as well as maintenance. These projects would contribute to improved public services. Proposed safety improvements to transportation systems and technological improvements with real time information would facilitate improved police and fire response times and access to public locations. For example, projects include the development of the ITS Sensors and Data Collection System and the PROTECT project to improve resiliency of the transportation system.

CEQA Environmental Checklist

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The 2012 RPU EIR/EIS found that existing contracts for local, state, and federal agencies to provide fire services throughout the Lake Tahoe region would be sufficient to accommodate the projects proposed under the 2012 RPU. Because new housing or other projects that would increase population and, therefore, demand for fire protection services, would not be part of the 2012 RPU, this issue was dismissed from further evaluation in the 2012 EIR/EIS. Similarly, the 2025 RTP/SCS does not propose projects that would increase residential or commercial development directly. Neither is it population-increasing in and of itself as proposed projects support transportation, recreation, and sustainable communities initiatives. Additionally, as discussed in Section 14, *Population and Housing,* the 2012 RPU assumed the 2035 population of the plan area would be greater than the projected 2050 population; therefore, increased fire protection facilities would not be necessary to serve projects proposed under the 2025 RTP/SCS.

Construction or roadway maintenance could temporarily affect response times or other performance objectives. However, construction operators would be required to coordinate with local agencies and implement traffic control plans (TCP) under Mitigation Measure 3.13-5 from the 2012 RPU EIR/EIS, which would address emergency vehicle access for fire protection. More specifically the TCP would make applicable agencies, such as local fire and police departments aware of the construction and identify detours. The TCP would allow local fire and police to make decisions on how best to maneuver through or around construction areas when responding to emergencies. Overall, substantial and adverse impacts to emergency public services would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The 2012 RPU EIR/EIS found that existing contracts for local, state, and federal agencies to provide police emergency services throughout the region would be sufficient to accommodate the projects proposed under the 2012 RPU. Because new housing or other projects that would increase population and demand for police protection services, were not part of the 2012 RPU, this issue was dismissed from further evaluation in the 2012 EIR/EIS. Similarly, the 2025 RTP/SCS does not implement projects that would increase residential or commercial development directly. As discussed in Appendix E there is a slight increase projected for both residential population and visitation within the plan area; however, the proposed project is not population-increasing in and of itself as it supports transportation, recreation, and sustainable communities initiatives. Additionally, as discussed in Section 14, *Population and Housing*, the 2012 RPU assumed the 2035 population of the plan area would be greater than the projected 2050 population. Therefore, increased police protection facilities would not be necessary to serve projects proposed under the 2025 RTP/SCS.

Construction or roadway maintenance could temporarily affect response times or other performance objectives, but scheduling would be coordinated with local agencies and implement traffic control plans under Mitigation Measure 3.13-5 from the 2012 RPU, which would address emergency vehicle access for police protection. Overall, substantial and adverse impacts to emergency public services would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Similar to the 2012 RPU and the 2017, and 2020 RTP/SCS, new schools would not be required to support the transportation projects associated with the 2025 RTP/SCS. The 2025 RTP/SCS is not population-increasing in and of itself as the proposed projects support transportation, recreation, and sustainable communities initiatives. A need for increased school facilities or services would not occur under the 2025 RTP/SCS. Some projects under the 2025 RTP/SCS would provide connectivity between schools and recreation facilities, resulting in beneficial effects. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Similar to the 2012 RPU and the 2017, and 2020 RTP/SCS implementation of the 2025 RTP/SCS would benefit recreational uses as they would improve connectivity, add facilities, and enhance wayfinding. The 2025 RTP/SCS does not implement projects that would increase residential or commercial development directly and it is not a population-increasing plan in and of itself. The proposed projects support transportation, recreation, and sustainable communities initiatives and would not result in a need for increased maintenance or new parks that would cause significant environmental impacts. Furthermore, projects included under the 2025 RTP/SCS would supplement or increase recreation facilities (see Section 16, *Recreation*, for a full discussion of these facilities). As a result of the implementation of the 2025 RTP/SCS, service ratios and other performance objectives for existing recreational areas could be impacted, because some of the projects would include trails leading people to parks. Increased use would be unlikely to result in a need for additional recreational facilities, such as development of new parks. Existing parks could be expanded as demand warrants; however, such park facilities are not part of the proposed plan and would undergo individual environmental review if and when they are proposed. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as those under the 2012 RPU and the 2017, and 2020 RTP/SCS, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Although population increases are expected during the planning horizon, they are not anticipated to be more than those originally expected under the 2012 EIR/EIS, 2017 or 2020 IS/IEC. Transportation projects proposed under the 2025 RTP/SCS do not involve new housing or other projects that would increase population, thus demand for other government facilities would not exceed those under the existing conditions. Additionally, as discussed in Appendix E, visitation to the plan area is slightly increasing; however, population growth outside the Region over the last 20 years has not translated to a linear increase in visitation into the region. Therefore, the forecast does not project increases in visitation in proportion to the projected growth in the mega-region. As discussed in Section 14, *Population and Housing,* the 2012 EIR assumed a 2035 population that is now not anticipated to be exceeded within the plan horizon (2050). Therefore, a need for increased, new, or physically altered public facilities would not occur under the 2025 RTP/SCS, and no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 14 – Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

b. Police protection?

c. Schools?

d. Parks or other recreational facilities?

As mentioned in the Discussion section above, the 2025 RTP/SCS does not implement projects that would increase residential or commercial development directly as it is not a population-increasing plan in and of itself, but rather proposes projects that improve transportation connections between communities, public services, and recreation areas. Similar to the 2012 RPU and the 2017, and 2020 RTP/SCS, the 2025 RTP/SCS projects support transportation, recreation, and sustainable communities initiatives. Existing emergency and school facilities would be sufficient to meet the needs of the residents and visitors under the 2025 RTP/SCS. Furthermore, recreational facilities would be improved with the implementation of active transportation and other connectivity projects under the 2025 RTP/SCS. As discussed above, visitation to the plan area is slightly increasing; however, population growth outside the Region over the last 20 years has not translated to a linear increase in visitation into the region. Therefore, the forecast does not project increases in visitation in proportion to the projected growth in the mega-region. As discussed in Section 14, *Population and Housing*, the 2012 EIR assumed a 2035 population that is now not anticipated to be exceeded within the plan horizon (2050). Therefore, no unplanned effects would occur that could impact parks or other recreational facilities. A need for new or altered government facilities or services for fire protection, police protection, schools, and parks would not occur. Refer to CEQA items “a.1” through “a.4” above for a discussion of these public services. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU and the 2017, and 2020 RTP/SCS, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS and 2017 RTP/SCS IS/IEC.

NO

e. Maintenance of public facilities, including roads?

As discussed in Section 17, *Transportation*, there would be less than significant impacts to road maintenance, with many routine maintenance and beneficial projects such as the NDOT Complete Streets Project and the Caltrans Pavement Preservation Project on Route 28/Route 89. Increased water quality impacts may result from some projects under the 2025 RTP/SCS that would introduce new impervious surfaces and increase the overall impervious surface area. These include transportation infrastructure projects such as the construction of new transit priority lanes on SR 89 and SR 267. As discussed in Section 10, *Hydrology and Water Quality*, Resolution 82-11 sets numerical and management standards for water quality in the Plan Area and the TRPA Code of Ordinances Chapter 60 contains a range of requirements intended to help achieve water quality threshold standards, goals, and policies. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur

beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

f. Other governmental services?

Please refer to CEQA item "a.5" for a discussion of impacts to public facilities and governmental services. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

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16 Recreation

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
a. Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	2012 EIR/EIS, Impact 3.11-1	No	No	No	N/A
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	2012 EIR/EIS, Impact 3.11-1	No	No	No	N/A
TRPA Environmental Checklist: Section 19 – Recreation					
Does the proposal:					
a. Create additional demand for recreation facilities?	2012 EIR/EIS, Impact 3.11-1	No	No	No	N/A
b. Create additional recreation capacity?	2012 EIR/EIS, Impact 3.11-1	No	No	No	N/A
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	2012 EIR/EIS, Impact 3.11-2	No	No	No	N/A
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	2012 EIR/EIS, Impact 3.11-1	No	No	No	N/A

Discussion

Changes in recreation facility use often correlate with increases in population. As discussed in Appendix E a slight increase to both day and overnight visitors is expected in the plan area by 2050 due to an increase in populations of regions neighboring Lake Tahoe such as Sacramento and the Bay Area. The 2012 RPU EIR/EIS used the concept of people at one time (PAOT) as a measure of recreation capacity. Allocations of PAOTs are used to both promote and control recreation facility development. Although certain recreation facilities have a design capacity for a given number of people at a time (e.g., developed campgrounds), PAOTs are not a management tool and do not indicate the overall use of a site. PAOTs are intended to ensure that a "fair share" of the region's remaining resource capacity through water and sewer services is available for outdoor recreation areas and is allocated to projects that would result in an increase in the carrying capacity of recreation sites sewage systems.

The 2025 RTP/SCS includes some new transportation projects that were in the 2017 and 2020 RTP/SCSs and a land use strategy as part of the SCS. Although the 2025 RTP/SCS would accommodate new development anticipated in the forecast, the land use strategy that is part of the SCS includes a similar land use plan as in 2017 and 2020. Therefore, assessment of recreation focuses on impacts from new transportation projects and increases in population because of new residents and visitors. New 2025 RTP/SCS projects that might affect recreation include new trails and trail linkages like the Kings Beach Shared Use Path projects, the West Shore Trail-Meeks Bay to DL Bliss, and the Van Sickle Shared Use Trails. The transit priority lane project on SR 89 would improve transit service between Truckee, Tahoe City, and recreation sites along the way, including Palisades and Alpine Meadows Ski Resorts, rafting on the Truckee River, and beaches and trails near Tahoe City. This project as well as continuing to provide main line transit, and on-demand micro-transit service provides an alternative mode to access recreation sites, relieving pressure on parking lots and roadways.

Recreational opportunities in the Plan Area are plentiful and change seasonally due to the nature of the environment. These are also distributed across multiple jurisdictions in California and Nevada. Recreation activities can be categorized as dispersed, developed, and urban, defined as follows:

- Dispersed recreation includes activities that generally do not require built facilities such as primitive camping, fishing, backcountry and cross-country skiing, kayaking and rafting, and swimming.
- Developed recreation includes similar activities enhanced by the availability of built facilities such as hiking, campgrounds, marinas, and ski resorts operated on public or private lands.
- Urban recreation includes facilities normally found in a developed setting such as swimming pools, ice skating rinks, athletic fields, and neighborhood parks and usually is designed for and used by residents of the area rather than visitors and tourists.

USDA Forest Service, state park agencies, local jurisdictions, public utility districts, and private businesses, have management authority over recreation facilities. Public access to recreational opportunities depends on the type and location of the resource, and may include paved or unpaved roads, bicycle trails, and pedestrian trails, and transit.

CEQA Environmental Checklist

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Forecast growth analyzed in the 2025 RTP/SCS includes an increase in visitors and resident population. As discussed in Section 14, *Population and Housing*, the 2012 RPU EIR/EIS anticipated a population of 60,365 residents for the 2035 planning horizon year, and the 2017 and 2020 IS/IECs assumed the same level of growth as the 2012 analysis. As discussed in the 2025 RTP/SCS Regional Forecast, the population of the plan area is anticipated to be 57,611 residents in 2050, which is below the 2035 assumption of 60,365 residents included in the 2012, 2017, and 2020 analyses (Appendix E).

Current anticipated population increases for the 2050 planning horizon, therefore, are less than those previously anticipated under earlier planning efforts. Therefore, regional population increase is expected to be on track with the increase estimated during previous RTP/SCS planning processes and would, therefore, not lead to an unforeseen increase in demand on recreational facilities above what has already been analyzed.

As discussed in the 2025 RTP/SCS Regional Forecast, TRPA anticipates an increase in visitors using the recreation facilities, based on projected population growth in nearby urban areas from which many visitors come to the region (Appendix E). These visitors would be distributed across the region and would engage in a range of recreation forms, from indoor activities (e.g., resort spas, concerts, gaming) to trails and other outdoor recreation. The PAOT capacity measures included in the 2012 RPU EIR/EIS anticipated that the increase in available recreational facilities, including outdoor and indoor, would have the sewer capacity to meet the potential increase in visitors. In addition, the 2025 RTP/SCS would provide several new alternative transportation opportunities to access recreational sites including new and expanded bicycle and pedestrian trails. New transportation options are designed to provide alternatives to and reduce reliance on the automobile. Increased focus on management tools such as real time information visitor information, reservation systems, and congestion-based pricing, could help reduce congestion at recreation hotspots and spread peak demand over space and time. The ITS Sensors and Data Collection (SMART Program) and the Resilience Improvement Plan would incorporate these elements.

The 2025 RTP/SCS includes new projects that would increase accessibility to existing recreational facilities in the Plan Area by improving the conditions and connectivity of the transportation system. These recreation and transportation connections are developed through the corridor planning framework. Proposed projects in the 2025 RTP/SCS are intended to enhance and improve transportation and mobility systems in the Plan Area, primarily through additional connection points and improvements to roadway conditions and safety features. Even with increased numbers of visitors, it is assumed that the increased number of facilities (i.e., trails) would meet increased demand as that demand would be distributed more widely. Thus, the new projects are unlikely to increase demand in the Plan Area in a way that cannot be accommodated by existing and new recreational facilities. Through corridor planning, where mobility and transit hubs, active transportation facilities, and parking management will be implemented, vehicle use is discouraged in favor of alternative modes of transportation. The objective of this approach is to distribute visitation and peak demand for those recreation destinations, accommodating visitation in a less impactful manner.

the 2025 RTP/SCS includes several new projects to expand or create new bicycle and pedestrian paths and off-road trail systems. Paths and trails are often used for recreation purposes and could therefore lead to increased demand on these and other recreation facilities where the paths lead. This increased demand can be offset by reducing vehicle access to recreation areas.

Developing these new trails, trail expansions, and access projects as part of the 2025 RTP/SCS may increase demand by drawing new users to the Plan Area, but these projects would also accommodate and benefit the many recreational users who already visit the Plan Area and would likely use these new proposed facilities along with the existing facilities. These projects are not planned in isolation. Many are in developed areas, closing gaps in the trail system, connecting town centers, and have either existing transit service or planned services and parking management. Through corridor planning, new trail access to recreation sites is paired with parking restrictions and relocations, shifting use and not expanding overall capacity. Improved facilities, stronger management tools, and transportation options would, thus, redistribute existing and new use of recreation facilities across the Plan Area, basically increasing capacity commensurate with the increase in visitors. The broad geographic distribution of the proposed projects would also serve to spread out the number of users for existing and new facilities. The Plan Area spans the Lake Tahoe Basin, and new users would only visit a small number of locations each visit, dispersing demand on the facilities tied to the area in which the visit occurs. Furthermore, some new and existing visitors would come to participate in urban recreation, such as shopping and gaming. These visitors are likely to be more focused on those activities and will use the dispersed or developed recreation facilities to a lesser extent.

TRPA anticipates an increase in demand for recreation in the Plan Area. Several external factors including the economy, demand for other recreation destinations globally, population growth, changing demographics, and consumer trends cause the increase. Recreation and transportation projects in the 2025 RTP/SCS would be designed to meet this demand by distributing use across space and time and in a less damaging manner. Data and transportation technology projects such as the SMART program will Improve communication across agencies and provide information to the public through user facing recreation apps. These improvements can serve to redirect visitation to less congested areas with real time travel information and development of user facing recreation apps. Continued application of TRPA code provisions and development of projects and programs that support existing recreational goals and polices would ensure adequate capacity for recreation and reduce impacts. The increase in visitation is not likely to be more than that anticipated by the RTP/SCS nor that analyzed in the 2012 EIR/EIS, 2017 IS/IEC, and 2020 IS/IEC. Thus, existing recreational facilities and their planned maintenance would meet increased demand without resulting in significant deterioration of those facilities. Furthermore, some of the proposed projects under the 2025 RTP/SCS would add to the existing recreational amenities to connect, extend, or augment active transportation facilities, resulting in a positive effect.

Potential impacts related to the use of recreational facilities were evaluated in the 2012 RPU EIR/EIS and reconsidered as part of the 2017 and 2020 RTP/SCS IS/IEC. Impacts were found to be less than significant under both evaluations. New projects in the 2025 RTP/SCS would be similar in scope and nature and would correspond with updated estimates for resident and visitor recreational user increases. No new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

New and modified recreational projects included in the 2025 RTP/SCS have the potential to result in environmental impacts during construction and operation. Recreational projects that involve expanding or improving existing facilities would have fewer impacts than projects that include the construction of new facilities as the latter could develop undisturbed land. Roadway projects in urbanized areas are likely to have fewer impacts than those in undeveloped or dispersed areas for the same reason. The active transportation projects proposed in the 2025 RTP/SCS would supplement existing recreation facilities, including providing connectivity between existing trails. Environmental impacts, including those associated with construction, under the 2025 RTP/SCS are discussed throughout this IS/IEC and were determined to be less than significant (with adherence to mitigation for some impacts). Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 19 – Recreation

a. Does the proposal create additional demand for recreation facilities?

the 2025 RTP/SCS is not a population-inducing project on its own, but the Plan Area is anticipated to have an increase in population, as discussed above in CEQA item "a." Although population increases are expected during the planning horizon, they are not anticipated to be more than that originally expected under the 2012 EIR/EIS. Furthermore, the proposed project would augment the existing recreation facilities and shift visitor travel to other modes, not increase travel. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

b. Does the proposal create additional recreation capacity?

the 2025 RTP/SCS includes new projects that would better accommodate recreation demand, and in some cases create additional capacity. As with those analyzed in the 2012, 2017, and 2020 RTP/SCS documents, numerous active transportation projects are part of the proposed 2025 RTP/SCS, along with new and improved pedestrian facilities within developed areas that increase capacity and have beneficial impacts, as analyzed under the 2012 EIR/EIS, 2017 IS/IEC, and 2020 IS/IEC. Refer to CEQA item "a" above for a list of new and expanded active transportation projects. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and while additional capacity would be created, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

c. Does the proposal have the potential to create conflicts between recreation uses, either existing or proposed?

Projects proposed under the 2025 RTP/SCS would not conflict with other recreation uses, as they do not conflict with existing goals and policies that provide for type, location, and rate of development of recreational uses and facilities. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012 RPU, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

d. Does the proposal result in a decrease or loss of public access to any lake, waterway, or public lands?

The 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC found that the proposed transportation improvement projects under the RTP/SCS would improve public access throughout the region. Projects proposed under the 2025 RTP/SCS would also increase public access to other recreation areas, as they would connect one facility with another. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, no new significant impacts or substantially more severe impacts would occur beyond those analyzed previously in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

17 Transportation

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist						
Would the project:						
a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	2012 RPU EIR/EIS Impact 3.3-1, 3.3-2, 3.3-4, and 3.3-5	No	No	No	Yes
b.	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	2012 RPU EIR/EIS Impact 3.3-3 and 2017 RTP/SCS IS/IEC Pages 3-53 to 3-54	No	No	No	N/A
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	2012 RPU EIR/EIS Impact 3.3-5	No	No	No	Yes
d.	Result in inadequate emergency access?	2012 RPU EIR/EIS Impact 3.13-5	No	No	No	Yes
TRPA Environmental Checklist: Section 13 – Transportation/Circulation						
Will the proposal result in:						
a.	Generation of 650 or more new average daily Vehicle Miles Travelled?	2017 RTP/SCS IS/IEC Page 3-58	No	No	No	N/A
b.	Changes to existing parking facilities, or demand for new parking?	2012 RPU EIR/EIS Chapter 2	No	No	No	N/A
c.	Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	2012 RPU EIR/EIS Impacts 3.3-1, 3.3-2, 3.3-3, 3.3-4, and 3.3-5	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
d.	Alterations to present patterns of circulation or movement of people and/or goods?	2012 RPU EIR/EIS Impacts 3.3-1, 3.3-2, 3.3-3, 3.3-4, and 3.3-5	No	No	No	Yes
e.	Alterations to waterborne, rail or air traffic?	2012 RPU EIR/EIS Impact 3.3-4	No	No	No	N/A
f.	Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	2012 RPU EIR/EIS Impact 3.3-5	No	No	No	Yes

Regulatory Background

Senate Bill 743

California Governor Jerry Brown signed SB 743 into law on September 27, 2013, which changed the way that public agencies evaluate the transportation impacts of projects under CEQA. In addition to new exemptions for projects that are consistent with specific plans, SB 743 is intended to replace congestion-based metrics, such as auto delay and level of service (LOS), with VMT as the basis for determining significant environmental impacts. Furthermore, parking impacts are no longer considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service. The intention of the new guidelines is to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions. Revisions to the *CEQA Guidelines* were published in December 2018, with VMT analysis required for new CEQA compliance documents starting July 1, 2020.

2050 RTP Update Modeling Methodology and Results

Impacts of projects proposed by the 2025 RTP/SCS are analyzed, in part, by using the Tahoe Travel Demand Model, an activity-based model for the Lake Tahoe region, to estimate vehicle trips over the life of the plan. The Tahoe model is updated in advance of every RTP/SCS, and it considers resident, visitor, and commuter travel through the region. For the 2025 RTP/SCS, the Tahoe model used a 2022 base year, along with 2035 and 2050 forecast years. Major inputs to the model include population, income, number of housing units, school enrollment, employment, and lodging occupancy rates/ room availability on a transportation analysis zone (TAZ) level. Base year inputs consist of data collected from the US Census Bureau and state/local governments, while forecast year data is projected using planned development and TRPA development policies. Calibration is performed using auto and active transportation counts from the existing Tahoe transportation network. Forecast year model runs incorporate planned changes to the transportation network that are identified as projects in the RTP, such as the addition of active transportation facilities, allowing TRPA to see how these changes may affect travel decisions.

To ascertain the existing and future vehicle conditions in the region, a level of service analysis was completed by DKS in March 2025 (Appendix H). As described in this study, traffic operations were evaluated at 24 roadway segments, consistent with the 2020 RTP/SCS document. See Appendix H for a list of the roadway segments analyzed for the 2025 RTP/SCS. This section presents the methods used to determine the LOS for the study roadways in the Plan Area and includes descriptions of the data requirements, analysis methodologies, and the applicable TRPA LOS Policy. Traffic was evaluated under existing (2022) conditions and future (2050) conditions, both with and without the 2025 RTP/SCS.

Vehicles Miles Traveled

In 2021, TRPA replaced a nitrogen-focused threshold standard with the Transportation and Sustainable Communities Threshold Standard 1 (TSC1) and codified a new goal for reduction of VMT per capita. TSC1 (VMT per capita), aligns the vision of the RTP and Regional Plan to reduce reliance on the automobile, support greenhouse gas emission reduction, and increase mobility through modes other than the automobile. This initiative began with a thorough review of existing standards, driven by the need to incorporate new insights and align with evolving environmental objectives. The selected relevant indicators to measure VMT and established ambitious reduction targets were informed by data analysis from sources such as the Highway Performance Monitoring System and the Tahoe Effective Population Model. The updated thresholds were then integrated into the Regional Plan, with a strong emphasis on continuous monitoring and evaluation to ensure the achievement of these targets. The 2021 threshold update aims to reduce the average daily VMT per capita by 6.8 percent from the 2018 baseline of 12.48 to 11.63 by 2045. Coordinated RTP/SCS policies are central to achieving the threshold standard (TRPA 2021).

This IS/IEC document analyzes VMT related impacts as set forth in TRPA's Project Impact Assessment Guidelines, which was last revised or updated in August 2024 (see Appendix G). Under the Project Impact Assessment Guidelines, a project or plan would not cause a significant impact if the action does not produce any unmitigated VMT. VMT was evaluated for the 2025 RTP/SCS as included in the methods and guidance for assessing VMT for residents, employees, and visitors.

Level of Service

LOS describes the operating conditions experienced by motorists. Segment LOS is a qualitative measure using traffic volumes to represent conditions experienced by motorists, which may include some or all of speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. LOS "A" through "E" generally represent traffic volumes at less than capacity, while LOS "F" represents locations over capacity and/or experiencing significant delays. A segment LOS of "D" or "E" may still be reliable and fast-moving even if the volume threshold for a certain LOS is exceeded, especially if there are improvements such as signal coordination, turn pockets, etc. that promote stable flow. Although an analysis of LOS is no longer required under CEQA, TRPA continues to evaluate LOS criteria for RTP updates, these criteria, identified in RTP/SCS Performance Goal, Policy 6.10, evaluate levels of vehicle congestion on various segments around the region to inform transportation planning and project priorities. Therefore, a summary of LOS has been added to this IS/IEC for informational purposes. Additionally, the LOS Policy has been amended for clarity. Roadway segment evaluation methodology, existing (2022) and future (2050) roadway LOS tables are included in Appendix H.

For continuity and meaningful trend comparisons, the same 24 roadway segments selected for the 2012, 2017, and 2020 TRPA RTP/SCS were analyzed. Roadway segments for this analysis were evaluated using the generalized service tables in the HCM 7th Edition. Modeled volumes were post-processed based on the Transportation Research Board National Cooperative Highway Research Program (NCHRP) Report 255. The baseline traffic counts were adjusted to reflect future conditions. Roadway volume data and existing conditions are included in Appendix H.

CEQA Environmental Checklist

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The 2025 RTP/SCS provides an update to the 2020 RTP/SCS through limited changes to projects and programs for implementation in the Plan Area through 2050, as compared to a planning horizon of 2045 with the 2020 RTP/SCS. Generally, the types of short-term construction-related traffic required for implementation of new projects under the 2025 RTP/SCS would be similar to short-term construction required to implement the 2012, 2017, and 2020 RTP/SCS. The 2025 RTP/SCS transportation improvements project list updates the 2020 project list by removing projects completed since 2020, modifying some projects remaining on the list, and adding approximately 111 new projects to the list. Proposed new and modified projects would maintain a similar level of construction effort (and thus construction-related trips) between the 2012, 2017, and 2020 projects and the 2025 RTP/SCS new projects.

The 2025 RTP/SCS would include many of the same projects as under the 2012, 2017, and 2020 RTP/SCS, many of which are currently being implemented. New projects that would require construction include new bicycle infrastructure and corridor revitalization projects (such as the east U.S. 50 South Shore Community Revitalization Project, Northwood Boulevard Bike path, Class II Bike Trail Along US Highway 50 from City Limits to Sawmill Road, and South Tahoe Greenway Project, among others), which are similar in type to those included in the 2012, 2017, and 2020 RTP/SCS.

TRPA continues to evaluate LOS criteria for RTP updates, these criteria evaluate levels of vehicle congestion on various segments around the region to inform transportation planning and project priorities. Under 2050 conditions, eight of the 24 roadway segments would not be operating at TRPA LOS criteria (see Table 9 of Appendix H). Generally, 2050 conditions are consistent with 2022 roadway segments that are not operating at TRPA LOS criteria, except for a segment of US Highway 50 and a segment of SR 89. Specifically, the segment of US Highway 50 between SR 89 and Dunlap Drive would operate unacceptably under 2050 conditions but not 2022. (It should be noted that this segment is adjacent to a large intersection and contains many turning lanes and is thus difficult to analyze), and the segment of SR 89 between Twin Crags and SR 28 would operate below desired LOS under 2050 conditions but not 2022. Two roadway segments that operate below desired LOS under 2022 conditions would operate at desired LOS in 2050, including US Highway 50 between SR 89 and Navaho Drive and SR 28 between Cal Neva Drive and Stateline Road. Therefore, study intersections would be consistent with TRPA requirements in the *Threshold Standards and Regional Plan*.

Of the 24 roadway segments, the eight that would operate at a less than desirable annual average daily traffic (AADT) LOS in 2050 include:

- U.S. Highway 50 between SR 89 and Dunlap Drive
- U.S. Highway 50 between Pioneer Trail and Park Avenue
- U.S. Highway 50 between Lake Parkway and SR 207

- U.S. Highway 50 between SR 207 and Kahle Drive
- U.S. Highway 50 east of Johnson Pass Road
- SR 28 between Spooner Lake Trail and U.S. Highway 50
- SR 267 between Tahoe Rim Trail and Gas Line Road
- SR 89 between Twin Crags and SR 28.

With the exception of US 50 between SR 89 and Dunlap Drive, which is a short segment immediately adjacent to the busiest intersection in the region, all of these segments are operating at LOS D (US 50 east of Johnson Pass Road and SR 267 between Tahoe Rim Trail and Gas Line Road) or E (all others) in 2050, which indicates that the segment remains below capacity. Most segments that operate beyond the TRPA LOS Criteria under 2050 conditions are at least partially addressed by projects in the 2025 RTP/SCS that are difficult to model in a regional model, such as intersection improvements, transit lanes, and signal coordination, and with more improvements in TRPA's illustrative project list that will likely improve LOS if funding is obtained for implementation.

Roadway segments that would be affected by the 2025 RTP/SCS were considered in the 2012 EIR/EIS and 2017 and 2020 IS/IEC and were determined to be potentially significant when LOS was still used to determine the significance of impacts for purposes of CEQA. Mitigation Measure 3.3-1 from the 2012 RPU requires TRPA to develop and implement a program for the phased release of land use allocations in four-year cycles in conjunction with future updates of the Regional Plan and RTP, monitoring of LOS, and a suite of responsive measures, if monitoring indicates a decrease in LOS. This measure would continue to apply to new and modified projects under the 2025 RTP/SCS, even though LOS is no longer used to determine the significance of environmental impacts.

Existing bicycle lanes and paths are present throughout the Plan Area, concentrated in South Lake Tahoe, as well as through Tahoe City, Kings Beach, and Incline Village. Bicycle facilities are proposed to connect these areas along the eastern and western boundaries of Lake Tahoe. Transit services are provided within the major developed areas of the region, however not all communities within the region are connected to one another. The 2025 RTP/SCS is financially constrained, therefore no additional service is proposed to increase connectivity. Pedestrian facilities, including sidewalks, shared-use paths, and crossings, are concentrated around urban and tourist-centered areas in the region (TRPA 2016b). The 2025 RTP/SCS would improve bicycle and pedestrian facilities and maintain baseline services consistent with the identified future facilities, by including new projects that either maintain or construct new such facilities. These projects would include sidewalks, dedicated pedestrian and bike paths, and other amenities to enhance user safety (including the following projects: Spruce and Blackwood Complete Streets, Park Avenue and Lakeshore Blvd Complete Streets, Tahoe Valley Greenbelt, Stateline Avenue Complete Streets, Johnson Boulevard Complete Streets, Lake Parkway South Sidewalks, Third Street Complete Streets, Tahoe Keys Boulevard Complete Streets, Washington Avenue Safe Routes to School, among others). Therefore, the 2025 RTP/SCS would be consistent with regional bicycle, pedestrian, and transit-related plans and policies in the region.

Overall, substantial and adverse impacts to bicycle, pedestrian, transit, and roadway facilities would remain less than significant and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The 2025 RTP/SCS updates the plan's build-out year and the forecast for VMT in the Plan Area. The 2025 RTP/SCS is designed to curb VMT growth from residents, employers and visitors, while promoting regional goals and providing more transportation options and enhancing travel management programs. TRPA has two sets of VMT targets: one related to CARB GHG target set by SB 743 and a regional target which was established in 2021 through TRPA's code of ordinances. These targets use different raw VMT and different populations.

Section 15064.3 of the State CEQA Guidelines pertains to transportation impacts and not GHG impacts. Therefore, for purposes of this analysis, the VMT targets that TRPA established based on CARB GHG targets are not used in this analysis. This analysis uses the regionwide VMT per capita target as the significance threshold. Pursuant to Section 15064.3 of the State CEQA Guidelines, a lead agency has discretion to choose the appropriate methodology to evaluate VMT.

The regionwide VMT per capita threshold was adopted in 2021 by TRPA and is the official 2045 target. This target is a 6.8 percent reduction from the 2018 baseline of 12.48, making the 2045 target 11.63 VMT per capita. TRPA's regionwide VMT per capita, in contrast with SB 743 VMT per capita, uses "effective population" as a denominator, not permanent residents or census population. Effective population is intended to account for the large number of tourists, seasonal residents, and workers from outside the region who are inside the Tahoe region on an average day. This number, approximately 2.5-3 times larger than permanent population, is designed to both accurately reflect the region's large tourist population and normalize VMT per capita to account for large variations in visitation, as about 50 percent of Tahoe region VMT is generated by nonresidents. As such, VMT per capita using effective population will always be approximately 2.5-3 times smaller than VMT per capita using permanent residents (as with the CARB target). TRPA utilizes effective population for per capita measurements, when possible, given the direct correlation between visitor numbers and VMT. To note, raw VMT is always higher in high visitation years, and the TRPA Code of Ordinances threshold specifies that visitors are included in the denominator.

As shown in Table 16, in 2022, the Tahoe region effective population was approximately 146,200, and this is the average number of people who are in the Tahoe region on a calendar day in 2022. In 2050, the model shows a regionwide effective population of 161,089. A summary of VMT in the Plan Area is shown in Table 16.

Table 16 VMT Summary

Year	Effective Population	Total VMT	VMT per Capita[1]	Exceed Threshold
2022	146,200	1,404,998	9.61	No
2035	155,833	1,339,908	8.60	No
2050	161,089	1,376,795	8.55	No
2045 Threshold	**–**	**–**	**11.63**	–

1 VMT per Capita is calculated by dividing the Effective Population by Total VMT

As shown in Table 16, existing (2022) VMT is within the 2045 TRPA threshold of 11.63 by 2.02 VMT. In 2050, with implementation of the 2025 RTP/SCS, the VMT per capita would be 8.55, within the 2045 TRPA threshold by 3.08 VMT, substantially less than the 2045 TRPA threshold. The 2025 RTP/SCS itself reduces auto trips and VMT through paid parking strategies, increases in free and frequent transit, enhanced trip reduction programs, and added trail connections. Therefore,

strategies included in the 2025 RTP/SCS result in a net reduction in VMT by approximately 3.08 VMT compared to the 2045 TRPA threshold. Under TRPA's Code of Ordinances, the 2025 RTP/SCS itself would therefore not have a significant adverse impact.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Similar to the 2012, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS would improve overall efficiency of the transportation. Projects proposed under the 2025 RTP/SCS would similarly implement pedestrian and bicycle facilities improvements that would offer opportunities to separate pedestrian and bicycle travel from roadway travel lanes, thus reducing the potential for conflicts. These projects would include sidewalks, dedicated pedestrian and bike paths, and other amenities to enhance user safety. Examples include Park Avenue and Lakeshore Blvd Complete Streets, Tahoe Valley Greenbelt, Stateline Avenue Complete Streets, Johnson Boulevard Complete Streets. Transportation projects included in the 2025 RTP/SCS would be required to implement Mitigation Measure 3.3-1 from the 2012 RPU EIR/EIS to construct, where feasible, additional multi-modal corridor improvements (beyond those listed in the RTP projects list. These improvements could include modification of access control, and realigning roadways to improve curves that enhance roadway safety.

Individual transportation projects would be subject to project-level environmental analyses to determine project-specific impacts, including the potential for hazards, as required by the TRPA Code. Overall, substantial and adverse impacts from traffic hazards would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project result in inadequate emergency access?

The 2025 RTP/SCS would affect the same area as previously analyzed in the 2020 RTP/SCS IS/IEC, and proposed changes to the RTP/SCS would not alter the type of projects such that different or more severe impacts to emergency access would result. Further, the project would comply with all appropriate mitigation identified in the 2012 RPU EIR/EIS, including Mitigation Measure 3.13-5 to prepare a traffic control plan and coordinate with affected emergency response agencies. Additionally, pursuant to TRPA Code of Ordinances Section 22.7.6, *Traffic Mitigation*, construction of transportation and land use projects under the 2025 RTP/SCS requiring lane or intersection closures of a state or federal highway for more than one hour, or the closure of U.S. Highway 50 at any point between the South Y and Kingsbury Grade for any period of time, would be required to submit a traffic analysis for review that includes measures necessary to mitigate all traffic impacts. Adherence to this standard would reduce potential for construction to temporarily impact emergency access. Section 20, Wildfire, includes additional mitigation for emergency evacuation, which is different than emergency access. Shared use paths such as the South Tahoe Greenway would serve as an alternative evacuation route between neighborhoods, with bridge structures designed to accommodate emergency vehicles, thus improving emergency access.

Overall, substantial and adverse impacts to emergency access would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

TRPA Environmental Checklist

SECTION 13 – TRANSPORTATION/CIRCULATION

a. Will the proposal result in generation of 650 or more new average daily Vehicle Miles Traveled (VMT)?

While individual projects built in phases, such as a new bike trail segment, could generate new vehicle trips to a particular location, the 2025 RTP/SCS is a regional plan designed to close the gap in the transportation network and provide alternative modes of travel to reduce vehicle trips overall. This would be achieved through transportation corridor management planning, including improved transit, parking management, and real time travel information. TRPA anticipates implementation of the 2025 RTP/SCS would reduce vehicle trips by at least six percent by 2050 as compared to not implementing these strategies. As a result, implementation of the projects and programs in the RTP would reduce VMT that is anticipated in the region that is generated by population and visitation growth. As discussed above, the 2025 RTP/SCS would not have a significant impact under TRPA's VMT Guidance (i.e., TRPA Project Impact Assessment Guidelines; see Appendix G).

Additionally, this checklist question is designed to be applied to individual and specific projects, rather than a comprehensive program or plan covering the entire Tahoe Basin, such as the 2025 RTP/SCS. Individual transportation projects would typically and regularly screen out detailed analysis under this threshold because individual transportation projects do not drive VMT growth in the way that land development projects increase VMT. This checklist question is more applicable to land use and land development projects. Individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts related to this checklist question and threshold.

Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC..

NO

b. Will the proposal result in changes to existing parking facilities, or demand for new parking?

Similar to the 2012, 2017, 2020 RTP/SCS, the 2025 RTP/SCS would also include projects that would decrease the demand for parking and projects that would increase or improve parking facilities (including Tahoe City Downtown Access Improvements and Spooner and Washoe County Mobility Hubs). Comprehensive corridor planning projects where parking management coupled with improvements in active transportation infrastructure and some transit services will continue. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was

previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. In addition, individual projects would be required to complete project specific environmental review and comply with TRPA Project Impact Assessment Guidelines (Appendix G), and state and local jurisdictional standards, which would further reduce impacts.

NO

c. Will the proposal result in substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

The 2025 RTP/SCS would improve bicycle, pedestrian, and transit facilities consistent with the identified future facilities, by including new projects that either maintain or construct new such facilities. Overall, substantial and adverse impacts to roadway facilities would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

d. Will the proposal result in alterations to present patterns of circulation or movement of people and/or goods?

The 2025 RTP/SCS shows how TRPA will meet the transportation needs of the region for the period from 2025 to 2050, considering existing and projected future land use patterns as well as forecasted population and job growth. Similar to the 2012, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS would improve overall efficiency of the transportation system. The 2025 RTP/SCS is designed to curb VMT growth from residents, employers and visitors, while promoting regional goals and providing more transportation options and enhancing travel management programs. The vision of the 2025 RTP/SCS is to have a transportation system in the Plan Area that is, “interconnected, inter-regional, and sustainable, connecting people and places in ways that reduce reliance on the private automobile.” The 2025 RTP/SCS would improve bicycle, pedestrian, and transit facilities by including new projects that either maintain or construct such facilities. Overall, substantial and adverse impacts to the patterns of circulation and movement of people and goods would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

e. Will the proposal result in alterations to waterborne, rail or air traffic?

The 2025 RTP/SCS would include many of the same projects that were included in the 2017, and 2020 RTP/SCS. New and, or modified projects that would require construction include new bicycle, pedestrian, transit, and roadway infrastructure and corridor revitalization projects, which are similar in type to those included in the 2012, 2017, and 2020 RTP/SCS. No rail or air traffic alterations are proposed under the 2025 RTP/SCS, and the development of various transit, bicycle, pedestrian, and roadway improvements would not impede existing or proposed waterborne, rail, or air traffic operations. Because projects included in 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond

what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

f. Will the proposal result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

As discussed above under CEQA items "a" and "d," the 2025 RTP/SCS would improve overall safety and performance of the transportation system. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

18 Tribal Cultural Resources

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	2012 RPU EIR/EIS Impact 3.15-5	No	No	No	Yes
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	2012 RPU EIR/EIS Impact 3.15-5	No	No	No	Yes

Discussion

Tribal consultation, if requested as provided in Public Resources Code Section 21080.3.1, must begin prior to release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Information provided through tribal consultation may inform the lead agency's assessment as to whether tribal cultural resources are present, and the significance of any potential impacts to such resources. Prior to beginning consultation, lead agencies may request information from the Native American Heritage Commission regarding its Sacred Lands File, per Public Resources Code sections 5097.9 and 5097.94, as well as the California Historical Resources Information System administered by the California Office of Historic Preservation.

The Washoe Tribe of Nevada and California is an important partner in transportation planning at Lake Tahoe, as Lake Tahoe is the traditional center of the Washoe world. The Tribe owns and manages land in the Plan Area, such as Skunk Harbor and operates Meeks Bay Resort under an agreement with the USFS. Washoe are the original inhabitants of the Lake Tahoe Region. The Tribe and TRPA have acknowledged the mutual benefit of a formalized process for communication for land, transportation, and resource management decision making and other governmental relations. Both parties have a strong interest in the protection of social, biological, and Tribal cultural resources in the Lake Tahoe Region and recognize that collaboration and cooperation is the best method to achieve these goals.

TRPA contacted the State of California's Native Heritage Commission to request a list of tribes with traditional lands or cultural places located in the project area as required by Assembly Bill 52. TRPA contacted the following tribes: Washoe Tribe of Nevada and California, Susanville Indian Rancheria, United Auburn Indian Community of the Auburn Rancheria, Wilton Rancheria, and the Nevada City Rancheria Nisenan Tribe. TRPA did not receive comments or request for consultation in response.

CEQA Environmental Checklist

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

Potential impacts related to ethnic and cultural values as they relate to tribal cultural resources were evaluated in the 2012 RPU EIR/EIS Impact 3.15-5. Similar to the 2012 RPU, implementation of the 2025 RTP/SCS would authorize new development that has the potential to cause physical changes that would affect unique ethnic cultural values or restrict historic or prehistoric religious or sacred uses within the region. Because the 2025 RTP/SCS would result in some new construction over the planning period, new development has the potential to disturb, disrupt, or restrict ethnic and cultural uses and values through implementation of specific transportation projects. Projects under the 2025 RTP/SCS would be required to comply with federal and state regulations and TRPA Code standards for the protection of tribal resources and provide processes to avoid or minimize impacts to these resources. TRPA Code Standard 67.3.2 requires projects in areas with known or newly discovered sites of cultural significance include a site survey prior to TRPA approval. This standard also requires consultation with the Washoe Tribe on all site surveys to determine if tribally significant sites are present. If resource(s) are discovered and deemed significant, then a resource protection plan is required. TRPA Code Standard 67.3.3 requires this plan be prepared by a qualified professional and may provide for surface or subsurface recovery of data and artifacts and recordation of structural and other data.

As identified in Section 5, *Cultural Resources*, project activities could still uncover or destroy historic or archaeological resources during grading and excavation, pile driving, and heavy equipment use or include alignments that overlap existing historical resources. Additionally, although standards are in place to protect human remains, project activities could still result in accidental discovery during grading and excavation. Accidentally discovered remains could be of Native American origin.

Implementation of Mitigation Measures 3.15-1a, 3.15-1b, 3.15-1c, 3.15-2a, 3.15-2b, 3.15-2c, 3.15-2d, and 3.15-3 from the 2012 RPU would reduce impacts to cultural and ethnic values, similar to the 2017 and 2020 RTP/SCS, because they would require consultation with the Native American Heritage Commission and the Washoe Tribe; require avoidance, preservation in place, excavation, documentation, and/or data recovery of historical and archaeological resources; and require assessment of and adherence to a formal recommendation for any discovered human remains. Overall, substantial and adverse impacts to tribal cultural resources would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

TRPA Environmental Checklist

There are no TRPA environmental checklist items specific to this topic.

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19 Utilities and Service Systems

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	2012 RPU EIR/EIS Impact 3.13-1, Impact 3.13-4	No	No	No	Yes
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	2012 RPU EIR/EIS Impact 3.13-2	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	2012 RPU EIR/EIS Impact3.13-4	No	No	No	Yes
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	2012 RPU EIR/EIS Impact 3.13-3	No	No	No	N/A

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	2012 RPU EIR/EIS Impact 3.13-3	No	No	No	N/A
TRPA Environmental Checklist: Section 16 – Utilities						
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:						
a.	Power or natural gas?	Section 3.13.4, Issues dismissed from Further Evaluation	No	No	No	N/A
b.	Communication systems?	Section 3.13.4, Issues dismissed from Further Evaluation	No	No	No	N/A
c.	Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	2012 RPU EIR/EIS Impact 3.13-2	No	No	No	N/A
d.	Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	2012 RPU EIR/EIS Impact 3.13-4	No	No	No	Yes
e.	Storm water drainage?	2012 RPU EIR/EIS Impact 3.8-2	No	No	No	Yes
f.	Solid waste and disposal?	2012 RPU EIR/EIS Impact 3.13-3	No	No	No	N/A

Discussion

Projects included in the 2025 RTP/SCS could include the extension of existing, or construction of new electric, gas, water, wastewater, and stormwater infrastructure to serve new transportation facilities, such as the TTD Transit Maintenance & Administration Facility, or the Spooner Mobility Hub or bathroom and water fountains associated with new bike trails and other trailhead locations. Because the 2025 RTP/SCS is not a growth-inducing plan (Chapter 5 of the 2012 RPU EIR/EIS, "Other TRPA- and CEQA-Mandated Sections"), impacts associated with implementation of the 2025 RTP/SCS would not be expected to cause substantial long-term effects to existing utility systems. Section 3.13.4 of 2012 RPU EIR/EIS included issues dismissed from further evaluation as the project would result in no impact; these included impacts to existing utility systems and increases in long-term solid waste production.

Projects new to the 2025 RTP/SCS that may have utility impacts include the connector trails throughout the Plan Area and corridor and community improvements, such as sidewalks, parking management, and signage, and street and roadway maintenance associated with projects like the North Tahoe Regional Bike Trail-Segment 1, a 2.4-mile paved trail, connecting the North Tahoe Regional Park in Tahoe Vista to the community of Carnelian Bay. Most of these would either have no utility impact or would improve existing conditions, as discussed below.

Projects under the 2025 RTP/SCS must comply with Chapter 32, Basic Services, of the TRPA Code of Ordinances which establishes standards for water, wastewater treatment, and electrical services. Sections 32.4 and 32.5 of the TRPA Code contain a basic water service and wastewater requirement for projects proposing construction of a new structure or reconstruction or expansion of an existing structure, designed or intended for human occupancy. Although TRPA does not specifically regulate the provision of electrical services in the Plan Area, Section 32.6 of the Code requires that projects proposing construction of a new structure or reconstruction or expansion of an existing structure designed or intended for human occupancy shall be served by facilities to provide adequate electrical supply. Projects would also be subject to local jurisdiction utilities standards as well as state and federal regulations.

CEQA Environmental Checklist

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The 2012 RPU EIR/EIS planned for increased population through the 2035 and 2050 planning horizons that was not met by actual growth rates. Instead, population in the Plan Area declined between 2010 and 2022. Population growth that would occur during the 2050 planning horizon would be commensurate with that anticipated in the earlier analyses. Therefore, there would be no need for expansion of existing facilities because new and modified projects in the 2025 RTP/SCS are within the capacity previously analyzed for the RTP/SCS. The 2012 EIR/EIS anticipates the implementation of new or expanded stormwater facilities and sediment control projects. the 2025 RTP/SCS projects include some multi-benefit projects that include drainage improvements such as the Flick Point project near Carnelian Bay and the Tahoe Valley Greenbelt project in South Lake Tahoe. Otherwise, similar to the 2012, 2017, and 2020 RTP/SCS, no new utilities that include electric power, natural gas, or telecommunications facilities would be necessary, because the transportation projects proposed under the 2012, 2017, and 2020 RTP/SCS did not involve new housing or other

facilities that would require such facilities. Similarly, new and modified projects under the 2025 RTP/SCS are similar in scope, location, and nature to those analyzed as part of the 2012, 2017, and 2020 RTP/SCS. Furthermore, these include projects that support transportation, recreation, and sustainable communities' initiatives and include maintenance projects that would resurface roadways and improve safety signage, for example. A need for increased, new, or physically altered utilities would not occur under the 2025 RTP/SCS, and no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

The 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC determined that projects under the RTP/SCS would not result in the need to construct new electric power, natural gas, or telecommunications facilities or to expand existing facilities, as implementation of the RTP/SCS would not result in a substantial increase in permanent resident population. The Spooner Mobility Hub Project under the 2025 RTP/SCS is located at the intersection of SR 28 and SR 50, on a site where there are currently no existing utilities. The project would require an expansion of utilities to serve the proposed facilities. The proposed project would be subject to individual environmental review, including utility connections and extensions to service the project. The project-specific environmental review would determine the extent and impact of potential future utility expansions and provide mitigation, as applicable. However, the remaining projects under the 2025 RTP/SCS will be similar in nature, scale, and location to those analyzed in these previous two reports, and projects implemented will require site specific design and mitigation, impacts to electric power, natural gas, or telecommunications facilities would be less than significant.

Similar to the 2012, 2017, and 2020 RTP/SCS new and modified projects proposed under the 2025 RTP/SCS would have potential impacts related to demand for wastewater collection and treatment, based on the potential, but unknown, increase in public restroom use associated with bicycle paths, recreation projects, and other community improvement projects. Mitigation Measure 3.13-4 from the 2012 RPU would apply to projects under the 2025 RTP/SCS and allow for anticipation of new wastewater collection and treatment demand based on anticipated increases in public restroom use for each project and assure needs would be met on a project-by-project basis. Overall, substantial and adverse impacts to utility services would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Similar to the 2012, 2017, and 2020 RTP/SCS implementation of proposed transportation improvements and future projects facilitated by the land use scenario envisioned in the 2025 RTP/SCS could result in both short-term and long-term impacts to water supply in the Plan Area. Implementation of new and modified projects under the 2025 RTP/SCS could require water supply for construction activities and water supply to serve toilets, sinks, spigots, and stormwater facilities and maintenance activities. These projects are not expected to require an excess amount of water that would substantially reduce the public water supply. However, Chapter 32.4 of the TRPA Code of Ordinances requires that new development only be approved based on the distribution and storage of water in quantities and of quality adequate for domestic consumption and fire protection, including meeting adequate minimum fire flow requirements. Because all projects would be subject

to individual assessments of their water demands and similar in type and scale to projects in the 2012, 2017, and 2020 RTP/SCS, projects under the 2025 RTP/SCS would have sufficient water supply. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Similar to the 2012, 2017, and 2020 RTP/SCS, new and modified projects under the 2025 RTP/SCS could generate need for increased wastewater collection and treatment. Mitigation Measure 3.13-4 from the 2012 RPU would require project-specific approvals for wastewater collection and/or treatment be implemented from projects under the 2025 RTP/SCS. Overall, substantial and adverse impacts to wastewater treatment would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

the 2025 RTP/SCS would implement transportation projects that would not generate substantial increased solid waste during operation as they would not be associated or create new sources of substantial solid waste disposal, such as residential or commercial development. Furthermore, projects under the 2025 RTP/SCS are not growth-inducing projects in and of themselves and would not be substantial generators of solid waste. During project construction solid waste could be generated that would need to be disposed of at local landfills or transported to construction waste recycling facilities. Construction projects that occur within California would be required to recycle materials per CalGreen regulations, which require 65 percent of non-hazardous construction and demolition waste to be recycled or salvaged for reuse.

Projects would also be required to meet local construction and demolition waste management ordinances, if they are more stringent. TRPA promotes the recycling and diversion of construction and demolition materials to reduce the volume of waste sent to landfills. While there is no specific ordinance solely focused on construction and demolition diversion rates, TRPA works in conjunction with local jurisdictions that have specific regulations in place. These jurisdictions include the City of South Lake Tahoe, Placer County, Washoe County, Douglas County, and El Dorado County which all include regulatory requirements for non-hazardous construction and demolition debris disposal. This is primarily achieved through municipal code requirements that state that development should adhere to recycling or salvage of 50 percent minimum non-hazardous construction and demolition debris, and the completion of a construction waste management plan for the project. Further, El Dorado and Douglas County require project applicants to submit documentation showing that diversion goals were met and non-compliance may result in penalties or withholding of final permits. In addition, during the permit review process, TRPA often requires developers to submit

waste management plans that outline how construction and demolition debris will be handled, including plans for recycling and diversion.

The regulatory framework for construction and demolition solid waste management in the Lake Tahoe Basin includes a combination of state laws, regional policies, local ordinances, and sustainability initiatives. These regulations aim to reduce the environmental impact of construction activities, increase waste diversion rates, and ensure that construction and demolition debris is recycled or reused to the greatest extent possible. Moreover, because the 2025 RTP/SCS does not include projects that induce growth (e.g., residential development) and because the amount of growth anticipated through 2050 is within the growth projections made in the 2012 EIR/EIS, the need for additional solid waste facilities is not anticipated.

The State of Nevada Sustainable Materials Management Plan encourages ongoing and increased recycling efforts, with special mention of waste generated in Douglas and Washoe counties (State of Nevada 2022). The laws in California that govern solid waste disposal focus more specifically on recycling than do those in Nevada. Even though solid waste from the Plan Area is exported to landfills in Nevada, 2050 Connections policies indicate that solid waste disposal will be governed by "existing state policies and laws," meaning that the more exacting recycling approach would be applied to construction materials recycling for any projects that generate those materials. Between expanded capacity and recycling policies, capacity at regional landfills continues to be adequate to support projects implemented under the 2025 RTP/SCS. With adherence to recycling policies and diverting construction debris, projects associated with the 2025 RTP/SCS would not impair or otherwise impact solid waste reduction goals. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as those under the 2012 RPU, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

LESS THAN SIGNIFICANT IMPACT

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Projects implemented under the 2025 RTP/SCS would continue to abide by policies that relate to solid waste exportation and reduction. Please refer to CEQA item "d" above for a discussion of solid waste impacts. Because projects under the 2025 RTP/SCS will be similar in nature, scale, and location and will require site specific design, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

TRPA Environmental Checklist

Section 16 – Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

the 2025 RTP/SCS would implement transportation projects that would not generate substantial increased need for electric or natural gas supply because growth projections for the 2025 RTP/SCS fall within those analyzed in 2012. Please refer to Section 6, *Energy*, for a more detailed discussion of electrical power and natural gas impacts. Because projects included in the 2025 RTP/SCS would

be similar in nature, scale, and location as those under the 2012 RPU, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC.

NO

b. Communication systems?

the 2025 RTP/SCS would implement transportation projects that would not generate substantial increased use of communication systems because growth projections for the 2025 RTP/SCS fall within those analyzed in 2012. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as those under the 2012 RPU, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC.

NO

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

the 2025 RTP/SCS would implement transportation projects that would not generate water use over maximum permitted capacities. Refer to CEQA item "b" above for a discussion of water demand impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as those under the 2012 RPU, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC.

NO

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

As discussed under CEQA item "a" above and similar to the 2012, 2017, and 2020 RTP/SCS, new and modified projects proposed under the 2025 RTP/SCS would have potential impacts related to demand for wastewater collection and treatment, based on the potential, but unknown, increase in public restroom use associated with bicycle paths, recreation projects, and other community improvement projects. Mitigation Measure 3.13-4 from the 2012 RPU would apply to projects under the 2025 RTP/SCS and allow for anticipation of new wastewater collection and treatment demand based on anticipated increases in public restroom use for each project and assure needs would be met on a project-by-project basis. Overall, substantial and adverse impacts to utility services would remain less than significant with implementation of mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC. With mitigation, maximum permitted capacity would not be exceeded with project implementation.

NO WITH MITIGATION

e. Storm water drainage?

the 2025 RTP/SCS would implement transportation projects that could generate increased need for storm water drainage, as discussed above. As discussed within Section 4.15, *Public Services*, proposed road maintenance projects would prevent erosion and runoff that can carry pollutants into the lake, thereby preserving its clarity and health. Refer to CEQA item "b" above for a

discussion of storm water drainage impacts and the project-specific mitigation required. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as those under the 2012 RPU, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC.

NO WITH MITIGATION

f. Solid waste and disposal?

the 2025 RTP/SCS would implement transportation projects that would not generate increased need for solid waste disposal, beyond that discussed in CEQA item “d” above, related to construction and demolition debris. Although TRPA codes do not regulate disposal of construction and demolition maintenance, enforcement of BMPs to reuse or recycle construction waste, as discussed in CEQA item “d” above would reduce impacts. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as those under the 2012 RPU, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC RTP/SCS IS/IEC.

NO

20 Wildfire

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	2012 RPU EIR/EIS Impact 3.13-5	No	No	No	N/A
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	2012 RPU EIR/EIS Impact 3.14-3	No	No	No	Yes
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	2012 RPU EIR/EIS Impact 3.14-3	No	No	No	N/A
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	2012 RPU EIR/EIS Impact 3.14-3	No	No	No	N/A

Discussion

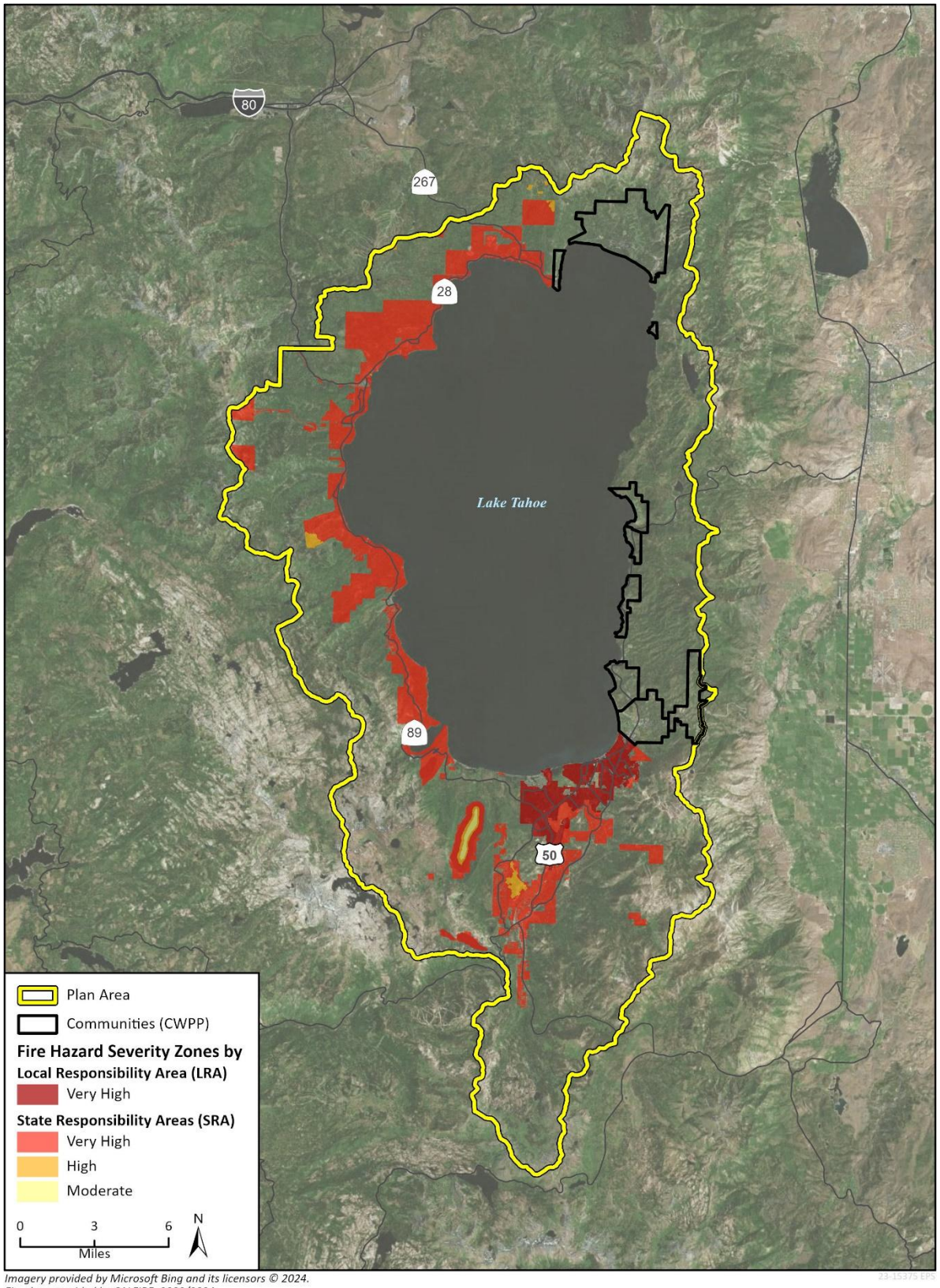
According to the 2012 RPU EIR/EIS, the Lake Tahoe Region is considered a “fire environment” because of the climate, steep topography, and high level of available fuel. The threat of catastrophic fire has been identified as the number one public concern in the Lake Tahoe Region. The combination of large amounts of hazardous fuels and urbanized interface contributes to the risk of a devastating wildfire (USFS 2000). The Angora Fire was one of the most significant and catalyzing wildfires that occurred in the Lake Tahoe Basin. The fire was ignited on June 24, 2007, near Seneca Pond as a result of an illegal campfire. The fire rapidly spread, ultimately burning a total of 3,100 acres and destroying 254 homes and 75 other structures (CAL FIRE 2024). The Angora Fire highlighted the importance of fire safety and the need for effective emergency response plans in the region. In August 2021, the Caldor Fire began in the El Dorado National Forest after a bullet struck a dry fuel bed. The fire initially spread slowly but increased in size on August 16 due to high winds and high fuel loads in the area. Containment required 68 days. 221,786 acres burned, and 1,005 structures were destroyed (California Department of Forestry and Fire Protection [CAL FIRE] 2024).

While nearly all of California is subject to some degree of wildfire hazard, the majority of the state is actually fire-adapted or fire-dependent. This means that many of California's ecosystems have evolved to not only withstand fire but also rely on it for maintaining ecological balance. However, specific features such as dense vegetation, steep terrain, and certain weather patterns make some areas more hazardous than others. Understanding these nuances is crucial for effective wildfire management and resilience planning. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (Public Resources Code (PRC) Sections 4201 through 4204; California Government Code Sections 51175-89). CAL FIRE maps fire hazards as zones, referred to as Fire Hazard Severity Zones (FHSZ). There are three levels of severity – Moderate, High, and Very High. In California, CAL FIRE has established Fire Hazard Severity Zones (FHSZ) for the entire state, including the California portion of the Plan Area. FHSZs assess wildland fire potential based on fuel load, climate, and topography. Updates to the CAL FIRE FHSZ maps were completed on April 1, 2024 (CAL FIRE 2024).

Nevada does not have an equivalent FHSZ classification system for fire hazards. However, in the Nevada portion of the Plan Area, the Nevada Division of Forestry has identified communities in areas of extreme, high, and moderate fire risk. These communities have been included in Community Wildfire Protection Plans (CWPPs) developed for these areas. Figure 5 shows the potential threat of wildfire in the Plan Area as determined by the CWPPs and CAL FIRE FHSZs. The CWPPs include provisions for defensible space, fire safe landscaping, homeowner tips, and fire safety guidelines. Figure 6 shows the probability of a high fire severity in the Plan Area based on data published in 2024 by the California State Bureau of Land Management (BLM) Office.

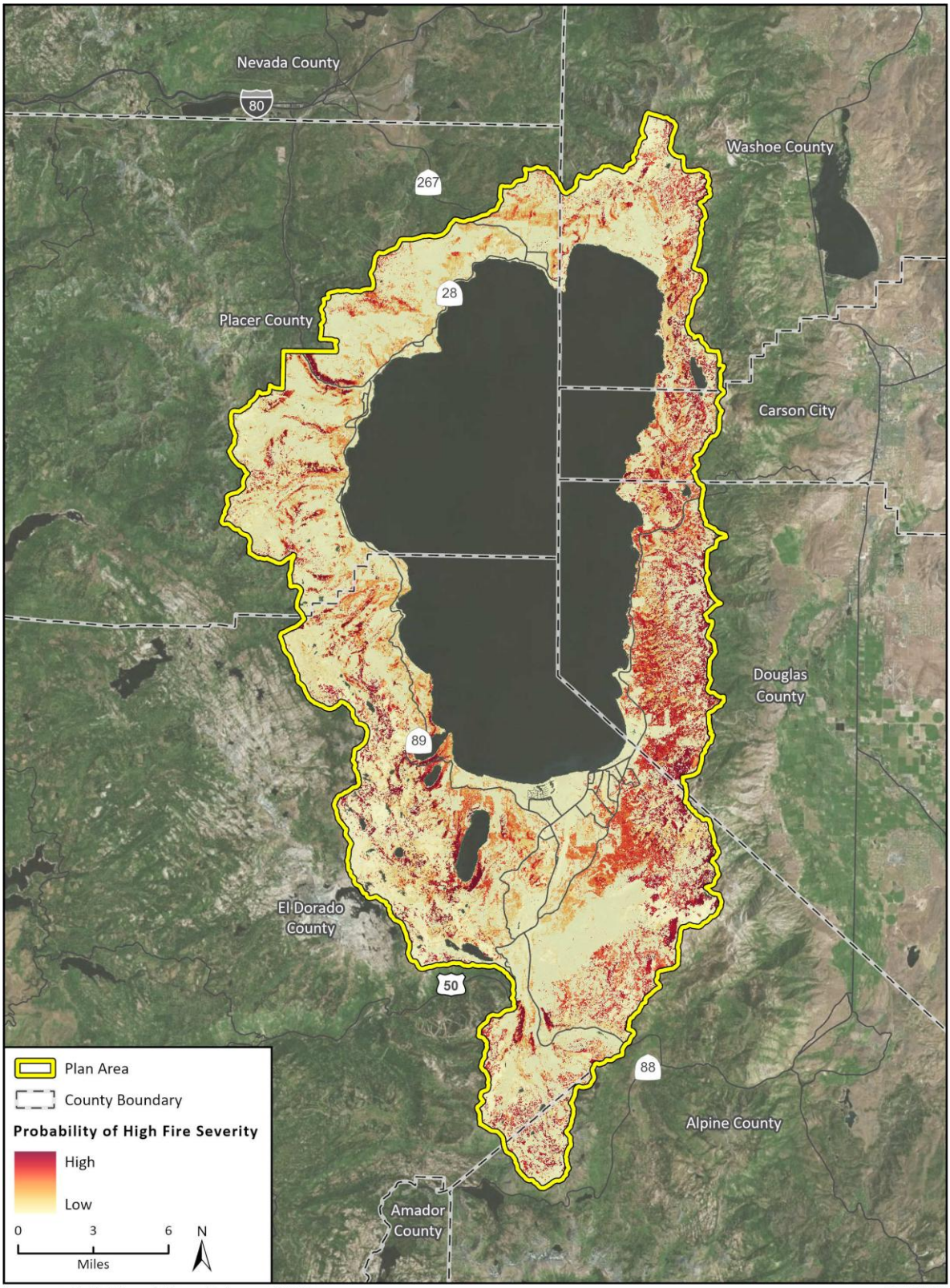
With the severity of fires growing season over season, forest management and fire agencies at every level of government have been looking at the efficiency of forest practice rules and regulations. TRPA similarly has been streamlining, removing redundancies, and adding best practices to its forest practices Code for the Plan Area. TRPA has worked collaboratively with the regulations working group of the Tahoe Fire and Fuels Team to amend TRPA Code of Standards Chapter 61.3, Vegetation Protection and Management.

Figure 5 CALFIRE Fire Hazards in the Plan Area



Imagery provided by Microsoft Bing and its licensors © 2024.
Fire data provided by CALFIRE, 2009/2024.

Figure 6 Probability of Fire Severity (High) in the Plan Area



Imagery provided by Microsoft Bing and its licensors © 2025.
Additional data provided by CA Wildfire & Forest Resilience Task Force, 2025.

23-15375 EPS
Fig X Probability of High Fire Severity

CEQA Appendix G guidelines published in December of 2018 require that environmental analysis include a discussion of the potential wildfire impacts of proposed projects, with emphasis on avoiding impairment of an emergency response plan, reducing risk of uncontrolled spread of a wildfire, and analyzing projects requiring installation of infrastructure that may exacerbate fire risk. The 2012 EIR/EIS and 2017 IS/IEC did not include a separate section analyzing potential environmental impacts related to the topic of wildfire because it was not required under the CEQA Guidelines in effect at the time of the 2012 and 2017 analysis. The topic of emergency response plans or emergency evacuation plans was addressed in Impact 3.13-5 of the 2012 EIR/EIS, and above in Chapter 3. Also, the topic of exposing people or structures to significant risks was addressed in impact 3.14-3 of the 2012 EIR/EIS.

New or modified projects included in the 2025 RTP/SCS would require construction and long-term maintenance of roadway, bicycle, and pedestrian improvements, new shared use paths, new pedestrian paths, sidewalks, safety features, and new transit infrastructure, and traffic signage.

CEQA Environmental Checklist

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

As described in Section 2, *Project Description*, above, the 2025 RTP/SCS is an update to the current 2020 RTP/SCS and includes changes in transportation projects to address the needs of the region and future land use patterns. The 2025 RTP/SCS land use scenario, similar to that contained in the 2012, 2017, and 2020 RTP/SCS, concentrates the forecasted growth in population and employment in already urbanized areas. However, as evidenced by an increase in wildfires including the 2017 Tubbs Fire in Santa Rosa, urban areas are also susceptible to wildfires, despite the lower abundance of typical wildfire fuels.

New and modified transportation projects included in the 2025 RTP/SCS would involve the construction of transportation facilities including trails, bikeways, pedestrian facilities, and other non-motorized paths, as well as improvements to existing roadways and bridges. While the majority of these projects would be in urbanized areas, some projects would be located in remote areas. As shown on Figure 5 above, CAL FIRE has mapped the majority of the shoreline including urbanized areas as Very High FHSZ in State and Local Responsibility Areas (CAL FIRE 2023). Additionally, on the Nevada side of the Plan Area, several shoreline areas are included in areas of high fire risk and are incorporated in CWPPs.

The most recent Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy was adopted in 2014 and is a unified multi-jurisdictional strategic synopsis of various planning efforts to address wildfire in the Lake Tahoe Region. A goal of the Strategy is to provide effective and efficient wildfire response by ensuring that all jurisdictions participate in making and implementing safe, effective, and efficient risk-based wildfire management decisions. All the local fire agencies under the Strategy individually have adopted community wildfire protection plans as their primary wildland fire prevention and mitigation documents. In addition, any new project requiring a TRPA permit must first provide their local fire department a site plan that includes plans for creating defensible space as well as emergency site access.

Impact 3.14-3 of the 2012 RPU EIR EIS notes that implementation of the 2012 RPU would result in some new development that could increase the demand for fire protection. However, this previous environmental analysis concluded that as with other project development, environmental review of specific public facility projects would be required to ensure that impacts to emergency response are identified in coordination with local fire departments and mitigated. Additionally, defensible space would be required along trail corridors and areas where new transportation facilities are constructed, therefore making them more resilient to wildfire. The 2025 RTP/SCS would have similar requirements such that where construction of transportation infrastructure or systems are developed, project level environmental analysis would be conducted to ensure that preexisting emergency evacuation routes are maintained, and Mitigation Measure 3.13-5 from the 2012 RPU and Mitigation Measure HAZ-1 included in this IS/IEC would also requires that each public utility project coordinate and ensure that the project will not interfere with evacuation plans prior to approval of the final design. Furthermore, shared use paths are often constructed to accommodate substantial load and are wide enough to accommodate emergency vehicles, thus providing alternative evacuation and fire response routes. Trails through forested areas would require tree clearing, also acting as fuel breaks.

The increase in population anticipated under the land use scenario for the 2025 RTP/SCS is within the anticipated growth forecasts for the 2012 RPU, 2017 and 2020 RTP/SCS and is therefore accounted for with existing fire and emergency response services. Therefore, the population increase projected under the 2025 RTP/SCS land use scenario would not impair adopted emergency response and emergency evacuation plans, as it is within the growth projections of adopted plans. As described in Section 9, *Hazards and Hazardous Materials*, all projects under the 2025 RTP/SCS would be required to prepare and implement a TCP such that construction activities are coordinated with local agencies to ensure emergency access is not substantially deteriorated, and Mitigation Measure HAZ-1 would require coordination and review of final design plans for consistency with evacuation plans prior to final approval. Adherence to this mitigation measure would reduce potential for construction to temporarily impair implementation of an emergency response or evacuation plan.

Adherence to Mitigation Measure 3.13-5 from the 2012 RPU and Mitigation Measure HAZ-1 included in this IS/IEC would reduce short-term impacts to the implementation of an emergency response or evacuation plan because individual projects would be required to prepare a TCP and coordinate with all appropriate agencies for confirmation that final design is consistent with all applicable emergency evacuation plans. Overall, substantial and adverse impacts related to emergency response or evacuation would remain less than significant with implementation of existing TRPA policies, Mitigation Measure 3.13-5 from the 2012 RPU EIR/EIS, and Mitigation Measure HAZ-1 included in this IS/IEC and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

New and modified transportation projects included in the 2025 RTP/SCS would involve the construction of transportation facilities including trails, bikeways, pedestrian facilities, and other

non-motorized paths, as well as improvements to existing roadways and bridges. While the majority of these projects would be in urbanized areas, some projects would inevitably be located in areas at risk of wildfires, such as shared use paths along the SR 28 and SR 89 Corridors, and in the forested areas between Carnelian Bay and Crystal Bay on the north shore. As shown above in Figure 5, CAL FIRE has mapped the majority of the shoreline including urbanized areas as Very High FHSZ in State and Local Responsibility Areas (CAL FIRE 2023). Additionally, on the Nevada side of the Plan Area, several shoreline areas are included in areas of high fire risk and are incorporated in CWPPs.

As described in Section 9, *Hazards and Hazardous Materials*, in all cases where construction of transportation infrastructure or systems are developed, project level environmental analysis would be conducted to ensure wildfire risk has been identified, and that projects adhere to regulations related to protection of the environment and public from pollutant concentration. Within the 2025 RTP/SCS, there are no proposed projects which include new habitable structures in the Plan Area that may be subject to wildfire risk. Any new construction would be subject to the California Fire Code and the International Fire Code, as adopted by NRS 477.030. These regulations include safety measures to minimize the threat of fire, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves and vents to prevent intrusion by flame or embers. Title 14 of the California Code of Regulations sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards.

Similar to the 2012, 2017, and 2020 RTP/SCS, new and modified projects under the 2025 RTP/SCS would be required to adhere to the policies and standards for maintaining defensible space and reducing fuel load. Specifically, Natural Hazards, Goal 1, Policy 3 of the Land Use Element of TRPA's Regional Plan that encourages the use of fire-resistant materials and fire preventative techniques when constructing structures, especially in the highest fire hazard areas. This policy also requires that forest fuels are managed to be consistent with state laws and other goals and policies of the Regional Plan. TRPA Code of Ordinances Section 61.3.6(D), *Vegetation Management to Prevent the Spread of Wildfire*, requires that in areas of significant fire hazard, as determined by local, state, or federal fire agencies, flammable or other combustible vegetation shall be removed, thinned, or manipulated in accordance with local and state law. Adherence to the requirements of these codes and regulations would reduce the risk of loss, injury or death from wildfire for new development envisioned by the 2025 RTP/SCS.

As described above under CEQA item "a," projects included in the 2025 RTP/SCS would be developed to support emergency preparedness and response planning related to wildfire. With implementation of emergency preparedness policies included in the 2025 RTP/SCS and adherence to fire codes and regulations, the risk of pollutants due to wildfire would be reduced to a less than significant level. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

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c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As described in Section 2, *Project Description* above, the 2025 RTP/SCS is an update to the current 2020 RTP/SCS and includes changes in transportation projects to address the needs of the region and future land use patterns. Similar to the 2012 RPU, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS land use scenario concentrates the forecasted growth in population and employment in already urbanized areas. New and modified transportation projects included in the 2025 RTP/SCS would involve the construction of transportation facilities including trails, bikeways, pedestrian facilities, and other non-motorized paths, as well as improvements to existing roadways and bridges. Additionally, as described in Section 19, *Utilities and Service Systems*, the 2025 RTP/SCS would not require installation of new power line or other utilities that may exacerbate wildfire risk.

When construction of transportation infrastructure or systems under the 2025 RTP/SCS are developed, project level environmental analysis would be conducted to ensure wildfire risk has been identified, and that projects adhere to regulations including requirements for defensible space and emergency access. As described above under CEQA item "a," projects included in the 2025 RTP/SCS would be developed to support emergency preparedness and response planning related to wildfire. With implementation of emergency preparedness policies included in the 2025 RTP/SCS and adherence to fire codes and regulations, the potential for exacerbated wildfire risk due to installation or maintenance of infrastructure would be reduced to a less than significant level. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

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d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

New and modified transportation projects included in the 2025 RTP/SCS would involve the construction of transportation facilities including trails, bikeways, pedestrian facilities, and other non-motorized paths, as well as improvements to existing roadways and bridges. Similar to the 2012 RPU, 2017, and 2020 RTP/SCS, the 2025 RTP/SCS land use scenario concentrates the forecasted growth in population and employment in already urbanized areas. The 2025 RTP/SCS land use scenario would continue to concentrate development within community centers, consistent with the current development pattern, and the location, distribution, density, and growth of the human population in the Plan Area would be expected to remain similar to those under the existing conditions. Therefore, new areas of the Plan Area would not be opened to substantial development and as described in Section 14, *Population and Housing*, increases in the Plan Area population would be limited by the development rights and allocations.

Although population is projected to increase under the land use scenario for the 2025 RTP/SCS, there are no proposed projects which include habitable structures in the 2025 RTP/SCS. All proposed development would be assessed on a project-by-project basis and would be subject to site specific environmental analysis to ensure the project conforms to all existing regional and local

regulations to minimize impacts due to adverse effects involving flooding or landslides, post-fire slope instability, or drainage changes. Construction projects in the Plan Area would be required to meet multiple requirements and regulations of the TRPA, LRWQCB (in California), NDEP (in Nevada), and federal and local agencies. These requirements include preparation of a SWPPP pursuant to the NPDES Phase II Stormwater Program for projects larger than one acre and the implementation of BMPs for sediment and erosion control. Per requirements of TRPA Code Section 33.4, future development would be required to undergo site-specific geotechnical analysis, and if applicable, employ design standards that consider seismically active areas and comply with current California and Nevada building codes and local jurisdictional seismic standards.

New and modified projects under the 2025 RTP/SCS would be required to adhere to the policies and standards for maintaining defensible space and reducing fuel load. Specifically, Natural Hazards, Goal 1, Policy 3 of the Land Use Element of TRPA's Regional Plan that encourages the use of fire-resistant materials and fire preventative techniques when constructing structures, especially in the highest fire hazard areas. This policy also requires that forest fuels are managed to be consistent with state laws and other goals and policies of the Regional Plan to reduce wildfire risk. TRPA Code of Ordinances Section 61.3.6(D), *Vegetation Management to Prevent the Spread of Wildfire*, requires that in areas of significant fire hazard, as determined by local, state, or federal fire agencies, flammable or other combustible vegetation shall be removed, thinned, or manipulated in accordance with local and state law.

Additionally, as development continues throughout the Plan Area, projects would be required to consider regional fire hazards and include measures to ensure that defensible space is maintained, and excessive fuel is reduced. In California, Public Resources Code 4291 requires 100 feet of defensible space around homes in high fire risk areas. Additionally, in Washoe County, Nevada, all projects requiring a building permit must establish and maintain defensible space surrounding structures in accordance with the 2021 International Wildland Urban Interface Code.

As described above under CEQA item "a," projects included in the 2025 RTP/SCS would be developed to support emergency preparedness and response planning related to wildfire. With implementation of emergency preparedness policies included in the 2025 RTP/SCS and adherence to fire codes and regulations, the potential for flooding or landslides, post-fire slope instability, or drainage changes due to wildfires would be reduced to a less than significant level. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

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TRPA Environmental Checklist

There are no TRPA environmental checklist items specific to this topic.

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21 Mandatory Findings of Significance

	Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
CEQA Environmental Checklist					
Does the project:					
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	2012 EIR/EIS Impact 3.10-1, 3.10-2, 3,10-3, 3.10-4, 3.15-1, 3.15-2, 3.15-3	No	No	No	N/A
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	2012 EIR/EIS Chapter 4.3	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
c.	Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	2012 EIR/EIS Impacts in Chapters 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.11, 3.12, 3.13, 3.14, 3.15	No	No	No	Yes
TRPA Environmental Checklist: Section 21 – Findings of Significance						
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	2012 EIR/EIS Impact 3.10-1, 3.10-2, 3.10-3, 3.10-4, 3.7-4	No	No	No	N/A
b.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	2012 EIR/EIS Chapter 4.3	No	No	No	Yes

		Where was Impact Analyzed?	Do Proposed Changes Require Major Revisions to the 2020 IS/IEC?	Do New Circumstances Require Major Revisions to the IS/IEC?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?
c.	Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	2012 EIR/EIS Chapter 4.3	No	No	No	N/A
d.	Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	2012 EIR/EIS Impacts in Chapters 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.11, 3.12, 3.13, 3.14, 3.15	No	No	No	Yes

Discussion

This section presents the analysis for mandatory findings of significance and if new circumstances would result in new impacts, whether new information has arisen that requires further analysis or verification, and if mitigation adopted in the 2012 RPU EIR/EIS would resolve any identified impacts.

The 2025 RTP/SCS contains policies, programs, and projects that would result in long-term environmental benefits and protection of environmental resources in the Plan Area. As discussed throughout this document, changes in projects from the 2020 RTP/SCS may result in different site-specific impacts that could require implementation of mitigation measures to ensure protection of the environment. Projects new to the 2025 RTP/SCS include several active transportation initiatives, community and corridor projects, some operations and maintenance projects, and technology projects. Many of these support ongoing work or provide connectivity and completion of existing initiatives. See Table 1 in Section 2, *Project Description*, for a complete list and a brief description of each project. A summary of potential environmental impacts discussed in this analysis follows.

CEQA Environmental Checklist

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The analysis in this report finds that, similar to the 2012 RPU, 2017 RTP/SCS, and 2020 RTP/SCS, most of the special-status species known or with potential to occur in the Plan Area are not expected to occur in most of the areas impacted by proposed transportation projects or be affected by implementation of the 2025 RTP/SCS. Additionally, due to the linear nature of most of the projects, their overall footprint would be relatively minimal in the planning area. As such, implementation of the proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal.

Impacts to known and unknown cultural, historic, and tribal resources would be avoided and minimized through federal and state regulations and TRPA Code standards. Additionally, because many of the projects in the 2025 RTP/SCS are on existing roads or adjacent to roads, the potential to impact historic buildings and resources would be minimized. Similar to the 2012 RPU, 2017 RTP/SCS, and 2020 RTP/SCS, implementation of the 2025 RTP/SCS would not eliminate important examples of the major periods of California history or prehistory

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b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The 2012 RPU and the 2017 and 2020 RTP/SCS analysis found that the policies, projects, and programs in the 2012 RPU and the 2017 and 2020 RTP/SCS would not result in cumulatively considerable impacts for the following issue areas: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Public Safety, Hydrology and Water Quality, Land Use, Noise, Population and Housing, Public Services and Utilities, Transportation, Tribal Cultural Resources, and Wildfire. Because new projects included in the 2025 RTP/SCS would be of similar nature, scale, and location, and would include site-specific design and mitigation, no further analysis of cumulative impacts for these topic areas is required here either.

Section 8 of this report notes that GHG emissions and climate change more generally are inherently cumulative. The impact discussions in that section serve as a cumulative analysis for the GHG impacts of the 2025 RTP/SCS. Because many of the projects are GHG-reducing in nature and intent, mobile source and operational GHG emissions would be substantially reduced and, like the 2017 and 2020 RTP/SCS, the 2025 RTP/SCS would not result in cumulatively considerable impacts to GHG emissions with implementation of mitigation from the 2012 RPU EIR/EIS.

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c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

As with the 2012 RPU, 2017 RTP/SCS, and 2020 RTP/SCS, projects implemented under the 2025 RTP/SCS would require project-level environmental review and would be required to comply with all applicable TRPA, federal, state, county, and city regulations and the mitigation measures provided in the 2012 RPU EIR/EIS to reduce adverse effects on human begins. These include protections for human health, safety, and welfare. Additionally, implementation of Mitigation Measure HAZ-1 in Section 9, Hazards and Hazardous Materials, would reduce risks to human safety during emergency evacuation and response events. Therefore, implementation of the 2025 RTP/SCS would not create a substantial direct or indirect, adverse effect on human beings. Overall, substantial and adverse impacts to human beings (directly or indirectly) would remain less than significant with implementation of Mitigation Measure HAZ-1 and mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

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TRPA Environmental Checklist

Section 21 – Findings of Significance

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

Analysis of this issue is discussed above, under CEQA item "a." As discussed therein, most of the special-status species known or with potential to occur in the Plan Area are not expected to occur in most of the areas impacted by proposed transportation projects or be affected by implementation of the 2025 RTP/SCS. Additionally, due to the linear nature of most of the projects, their overall footprint would be relatively minimal in the planning area. Impacts to known and unknown cultural, historic, and tribal resources would be avoided and minimized through federal and state regulations and TRPA Code standards. Additionally, because many of the projects in the 2025 RTP/SCS are on existing roads or adjacent to roads, the potential to impact historic buildings and resources would be minimized. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future).

The analysis in this report finds that, similar to the 2012, 2017, and 2020 RTP/SCS, many of the projects would result in less than significant impacts. As each project would be subject to site-specific environmental analysis, any notable impacts would be subject to mitigation and projects would be required to comply with local, regional, state, and federal regulations. Because projects included in the 2025 RTP/SCS would be similar in nature, scale, and location as under the 2012, 2017, and 2020 RTP/SCS, and would incorporate site specific design and mitigation, no new

significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC.

NO

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

This issue is discussed in CEQA item "b," above. Because new projects included in the 2025 RTP/SCS would be of similar nature, scale, and location, and would include site-specific design and mitigation, no further analysis of cumulative impacts for these topic areas is required here either. Similarly, the cumulative impacts of GHG emissions are discussed in Section 8 and in CEQA item "b," above. Because many of the projects are GHG-reducing in nature and intent, mobile source and operational GHG emissions would be reduced and, like the 2017 RTP/SCS and 2020 RTP/SCS, the 2025 RTP/SCS would not result in cumulatively considerable impacts to GHG emissions.

NO

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

This issue is discussed in CEQA item "c," above for a discussion of impacts on human beings. Overall, substantial and adverse impacts would remain less than significant with implementation of Mitigation Measure HAZ-1 and mitigation measures from the 2012 RPU EIR/EIS and would be similar to what would occur under the 2012 RPU EIR/EIS, 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC. No new significant impacts or substantially more severe impacts would occur.

NO WITH MITIGATION

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5.2 List of Preparers

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Appendix A

2025 RTP/SCS vs. 2020 RTP/SCS Goals and Policies Crosswalk

Appendix B

2012 EIR/EIS, and 2017 RTP/SCS IS/IEC, and 2020 RTP/SCS IS/IEC Mitigation Measures

Appendix C

TRPA Code Amendments

Appendix D

2025 RTP/SCS Project List

Appendix E

2025 Regional Transportation Plan Regional Forecast Report

Appendix F

Air Quality and Greenhouse Gas Study

Appendix G

TRPA Project Impact Assessment Guidelines

Appendix H

Level of Service Analysis