

TAHOE REGIONAL PLANNING AGENCY
REGIONAL PLAN IMPLEMENTATION COMMITTEE

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November 17, 2021

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Yeates called the meeting to order at 9:30 a.m.

Members present: Ms. Aldean, Mr. Bruce, Mr. Friedrich, Ms. Gustafson, Mr. Lawrence, Mr. Yeates

II. APPROVAL OF AGENDA

Ms. Regan stated no changes to the agenda.

Mr. Yeates deemed the agenda approved as posted.

III. APPROVAL OF MINUTES

Ms. Aldean provided her minor clerical edits to Ms. Ambler and moved approval of the October 27, 2021 minutes as amended.

Ayes: Ms. Aldean, Mr. Bruce, Mr. Friedrich, Ms. Gustafson, Mr. Yeates

Abstained: Mr. Lawrence

IV. Discussion and possible Recommendation on Chapter 65 of the Code of Ordinances for the Mobility Mitigation Fee Update

TRPA staff Ms. Sloan provided the presentation.

Ms. Sloan said In April 2021, the Governing Board adopted a new Transportation and Sustainable Communities Threshold standard for the region, adopted the 2020 Regional Transportation Plan, and approved Code changes to update the Project Impact Assessment process. Those updates were to implement that new threshold standard at the project level and did so by changing how development projects impacts to transportation is evaluated which was changed it to vehicle miles traveled.

There was also an air quality mitigation fee in place that used trips and it was changed to Mitigation Mobility Fee to evaluate and charged based on vehicle miles traveled (VMT). What remains is to update that mobility mitigation fee. October's presentation provided more detail about the recommendation that's in the packet for the Mobility Mitigation Fee Update. At the last meeting, the committee asked staff to reconsider and revise that recommendation regarding the affordable, moderate, and achievable housing which staff has made a change to the proposed packet.

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The recommendation in the packet includes a change to waive the fee for deed restricted, affordable, moderate, and achievable housing when it is developed within areas eligible for residential bonus units. That is consistent with the feedback they heard from you and stakeholders in October, as well as broader discussion from stakeholders, and other members of the community through the consultation process for the Mobility Mitigation Fee Update. The waiver is linked to that new threshold standard review process and it's two year cycle. Every two years when the review process takes place, this waiver will also be reviewed and if the findings require adaptations or changes to the program, it will come through at that time.

Next steps: Today, staff is requesting a recommendation from the Regional Plan Implementation Committee. If recommended, staff will go to the Advisory Planning Commission on December 8, the Operations and Governance Committee and Governing Board on December 15. Any adopted changes would go into effect 60 days from that action.

Presentation can be found at:

[Agenda-Item-No.-3-Mobility-Mitigation-Fee.pdf](#)

Committee Questions and Comments

Mr. Yeates said there's also the issue of how they were going to address the interface between TRPA's mitigation fee and local governments mitigation fees particularly on the California side as they also have to implement Senate Bill 743. He asked staff for further detail on where that stands.

Ms. Sloan said staff had conversations with Placer County who also has a transportation fee with a focus that includes vehicle miles traveled. Both staffs are looking at developing an implementation approach that simplifies and clarifies the program and collection.

Mr. Marshall said they want to simplify the process for both the agencies but also for the applicant to ensure that no one is being double charged. They need to be consistent in those charges. These are the kind of principles that they want to carry forward as they have discussions with Placer County and other local jurisdictions, particularly on the California side who are also having to implement these VMT programs. Ms. Sloan has done an outstanding job with working with in particular the Placer County staff to go over the concerns and to figure out options to implement those principles. They haven't nailed down exactly how to do that yet, but that's what they're committed to do.

Mr. Yeates appreciated staff's outreach throughout the entire vehicle miles traveled process and now the mobility fee.

Ms. Gustafson appreciated staffs work with the Placer County staff on this issue. They don't want to double charge, and yet they're responsible like TRPA for VMT. Trying to blend these two fees and ensure that they're not double charging and see that the town center investment's materialize. The details need to be worked out just like the credits for the systems they've already accomplished in the Regional Transportation Plan through broad based funding. Her two issues were making sure they could credit if they are collecting money out of the Transient Occupancy Tax (TOT) and Tourist Business Improvement District (TBID) that those funds are credited toward this VMT reduction that they're all striving for. The other item was how they could avoid a double charge for new development.

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Mr. Friedrich thanked staff for their responsiveness on waiving the fee for affordable, moderate, achievable housing. It's important to remove that barrier to desperately needed projects. He was very heartened to see that and commends that change.

Ms. Aldean expressed her appreciation to staff for their outreach. One of the reasons there are so few questions is that this has been being worked on for quite some time. She's always supported affordable housing and appreciated that the waiver is going to be reviewed on a two year cycle because she's not convinced that achievable housing in particular is not going to have an impact on VMT. People in the lower income brackets are more inclined to use public transportation. It's useful to review our decisions periodically to make sure that the assumptions are correct.

Mr. Yeates said that review is built into the Regional Transportation Plan and is important, especially as they look at their success in reaching the goals.

Public Comments & Questions

Meea Kang, Related, California supported staff's recommendations. She echoed the members support of Ms. Sloan who has reached out quite a bit. They spoke at length about the benefit of having affordable workforce housing next to transit. When Sugar Pine Village is built it would be a wonderful case study to see just how many folks ride the busses from the affordable housing. Because of the location of the projects they're looking at in South Lake Tahoe and North Lake Tahoe, they're excited to be able to look at and demonstrate how building workforce housing next to transit works. It gets people conveniently to their jobs without being in a car. Something about affordable housing versus brand-new condominiums, for example, is that affordable housing is the existing workforce so it's not new VMT, it's often less. The housing that they build is occupied by existing workforce and not new residents to the area. It's going to cut down on their vehicle miles traveled every day.

Gavin Feiger, League to Save Lake Tahoe thanked TRPA staff for working closely with them following up on the VMT threshold update. Especially Ms. Sloan who has been balancing a lot of big projects and has taken the time to reach out to everybody. The fee update was an integral piece of the VMT threshold Update. They supported the proposed recommendation today. The key aspects that they identified through the threshold update are included; the automatic increases annually tied to inflation and the location based sliding rate based on the VMT intensity. They've pushed for those two things since the beginning are happy to see included.

They do support exempting affordable housing in this case. It could reduce the revenue from the fee by around \$4.5 million over the life of the Regional Transportation Plan but affordable housing is a priority. The temporary nature of the exemption will hopefully provide an incentive to speed up development of deed restricted, affordable housing near town centers. And the monitoring is a backstop. The monitoring and the recommendations proposed through the VMT advisory body every two years will help ensure they're meeting the goals, raising funding needed to implement the Regional Transportation Plan while also encouraging affordable housing. They're also happy to hear Ms. Kang commit to doing robust monitoring at Sugar Pine Village. They hope it proves that affordable housing is a lot less VMT intense, as most believe it is.

Giving credit where credit is due, especially in the case of Placer County. They just need to ensure that they're meeting the regional revenue and local funding targets.

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Committee Comments & Questions

Ms. Aldean made a motion to recommend adoption of the findings, including a finding of no significant effect, as set forth in Exhibit 1 .

Ayes: Ms. Aldean, Mr. Bruce, Mr. Friedrich, Ms. Gustafson, Mr. Lawrence, Mr. Yeates

Motion carried.

Ms. Aldean made a motion to recommend adoption of Ordinance 2021 - __ amending Ordinance 2019-03, as previously amended to amend the Code of Ordinances as set forth in Exhibit 3.

Ayes: Ms. Aldean, Mr. Bruce, Mr. Friedrich, Ms. Gustafson, Mr. Lawrence, Mr. Yeates

Motion carried.

Ms. Aldean made a motion to recommend adoption of Resolution 2021 - __ to amend the Rules of Procedures as set forth in Exhibit 4.

Ayes: Ms. Aldean, Mr. Bruce, Mr. Friedrich, Ms. Gustafson, Mr. Lawrence, Mr. Yeates

Motion carried.

V. COMMITTEE MEMBER COMMENTS

None.

VI. PUBLIC INTEREST COMMENTS

None.

VII. ADJOURNMENT

Ms. Aldean made a motion to adjourn.

Chair Mr. Yeates adjourned the meeting at 9:55 a.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board