

## 4 REVISIONS AND CORRECTIONS TO THE DRAFT EIS

### 4.1 INTRODUCTION

This chapter includes revisions to the text in the Regional Plan Update Draft EIS following its publication and circulation for public review. The changes are presented in the order they appear in the original Draft EIS and are identified by Draft EIS page number, where relevant. The changes shown in this chapter originate either from comments received on the Draft EIS that resulted in text modifications or corrections or from modifications included by TRPA staff that occurred after circulation of the Draft EIS for public review. Modifications to the Draft Regional Plan that were made in response to comments are summarized separately in Chapter 2 of this Final EIS. In some instances where a comment provides information or a correction that does not contribute substantively to the environmental analysis, the response incorporates the requested change by reference only.

In addition to the revisions indicated in this chapter, substantive modifications have been made to the description of Alternative 3 at the request of the TRPA Governing Board, both in response to comments and through extensive consultation with stakeholders and agencies. This revision process, the revisions themselves, and the environmental effect of the revisions are described in Chapter 2 of the Final EIS, Revisions to Alternative 3: Final Draft Plan. Because of the nature of these modifications to the Plan description, the changes to the concepts that are being modified are provided as descriptive text rather than indicated as textual revisions (with strikethrough and underline text) in Chapter 4. Accompanying revisions to the Goals and Policies are provided in the Final EIS as Appendix A, Final Draft Goals and Policies, and accompanying revisions to the Code of Ordinances are provided as Appendix B, Final Draft Code of Ordinances.

The Draft EIS modifications do not result in new significant effects or substantial increases in previously identified significant effects, so there is no need to recirculate the EIS for additional public review. Revisions shown as excerpts from the Draft EIS text include strikethrough (~~strikethrough~~) text for deletions and underline (underline) text for additions.

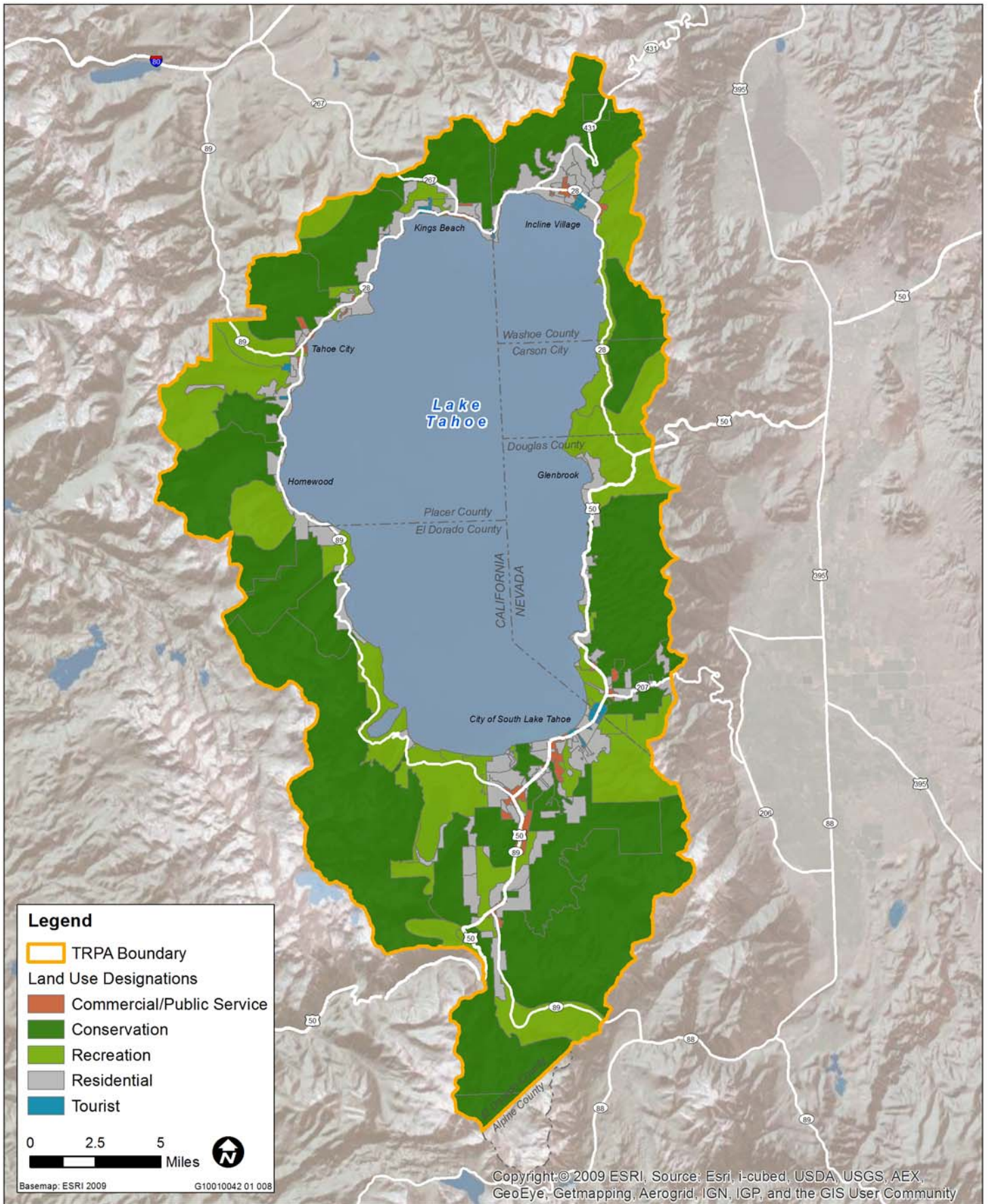
### 4.2 DRAFT EIS REVISIONS AND CORRECTIONS

#### 4.2.1 EDITORIAL CORRECTIONS, CLARIFICATIONS, AND REVISIONS

#### CHAPTER 2 – ALTERNATIVES

Exhibit 2-25 of the Draft EIS (page 2-59) is revised, as shown herein, to correct land use classification boundaries in the vicinity of US 50 and SR 28 in Douglas County, in the vicinity of SR 89 and SR 28 south of Tahoe City near Homewood, and in the vicinity of SR 28 near Sand Harbor in Washoe County.

***Exhibit 2-25 on Page 2-59 of the Regional Plan Update Draft EIS is revised as follows:***



Source: TRPA 2011

Exhibit 2-25

Alternative 5



## SECTION 3.2 – LAND USE

***Page 3.2-58 of the Regional Plan Update Draft EIS is revised as follows:***

Alternative 3 would authorize more new allocations than Alternatives 1 and 2, but fewer than Alternatives 4 and 5. It would also create substantial incentives for redevelopment and transfer of existing development and development rights from sensitive lands and areas more distant from the community centers. The intensified development pattern would result in more compact, walkable, mixed-use communities, supported by greater density and increased height, which would support ~~facilitate maintenance of~~ the existing community centers' character, improve access to service, and reduce automobile dependency.

***Page 3.2-60 of the Regional Plan Update Draft EIS is revised as follows:***

The revised height policies would likely result in taller buildings in the urban centers. The greatest height would be allowed in the Tourist Center District, with height increases also permitted in the Town Center Districts, ~~providing an appropriate to ensure compatibility between these areas.~~ This increased height and density would be compatible with the intent of Alternative 4 to incentivize concentration of development in the community centers through corresponding removal of development elsewhere.

***Exhibit 3.2-11 on page 3.2-50 of the Regional Plan Update Draft EIS has been revised to show the Alternative 3 height districts (revised exhibit shown on the next page).***



**Legend**

- TRPA Jurisdiction
- Maximum height of 197 feet with Area Plan
- Up to 6 stories and maximum height of 95 feet with Area Plan
- Up to 4 stories and maximum height of 56 feet with Area Plan
- Existing Height Standards (if applicable)

Source: TRPA 2012

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**Exhibit 3.2-11**

**Alternative 3 Height Districts**



### SECTION 3.4 – AIR QUALITY

Table 3.4-4 on page 3.4-7 of the Regional Plan Update Draft EIS is revised as follows:

Table 3.4-4. Ambient Air Quality Standards						
Pollutant	Averaging Time	TRPA Thresholds	California <sup>a,b</sup>	Nevada	National <sup>c</sup>	
					Primary <sup>b,d</sup>	Secondary <sup>b,e</sup>
Ozone	1-hour	0.08 ppm	0.09 ppm (180 µg/m <sup>3</sup> )	0.10 ppm (195 µg/m <sup>3</sup> ) <sup>f</sup>	– <sup>e</sup>	Same as primary standard
	8-hour	–	0.070 ppm (137 µg/m <sup>3</sup> )	–	0.075 ppm (147 µg/m <sup>3</sup> )	
Carbon monoxide (CO)	1-hour	–	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	Same as primary standard
	8-hour	9 ppm	6 ppm <sup>f</sup> (7 mg/m <sup>3</sup> )	6 ppm <sup>f</sup> (7 mg/m <sup>3</sup> )	69 ppm (10 mg/m <sup>3</sup> )	
Nitrogen dioxide (NO <sub>2</sub> ) <sup>g</sup>	Annual arithmetic mean	–	0.030 ppm (57 µg/m <sup>3</sup> )	53 ppb (100 µg/m <sup>3</sup> )	53 ppb (100 µg/m <sup>3</sup> )	Same as primary standard
	1-hour	–	0.18 ppm (339 µg/m <sup>3</sup> )	–	100 ppb (188 µg/m <sup>3</sup> )	–
Sulfur dioxide (SO <sub>2</sub> )	Annual arithmetic mean	–	–	0.030 ppm (80 µg/m <sup>3</sup> )	–	–
	24-hour	–	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (365 µg/m <sup>3</sup> )	–	–
	3-hour	–	–	0.5 ppm (1,300 µg/m <sup>3</sup> )	–	0.5 ppm (1300 µg/m <sup>3</sup> )
	1-hour	–	0.25 ppm (655 µg/m <sup>3</sup> )	–	75 ppb (196 µg/m <sup>3</sup> )	–
Respirable particulate matter (PM <sub>10</sub> )	Annual arithmetic mean	–	20 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>	–	Same as primary standard
	24-hour	–	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	
Fine particulate matter (PM <sub>2.5</sub> )	Annual arithmetic mean	–	12 µg/m <sup>3</sup>	–	15.0 µg/m <sup>3</sup>	Same as primary standard
	24-hour	–	–	–	35 µg/m <sup>3</sup>	
Lead <sup>g</sup>	Calendar quarter	–	–	1.5 µg/m <sup>3</sup>	1.5 µg/m <sup>3</sup>	Same as primary standard
	30-Day average	–	1.5 µg/m <sup>3</sup>	–	–	–
	Rolling 3-Month Average	–	–	–	0.15 µg/m <sup>3</sup>	Same as primary standard
Hydrogen sulfide	1-hour	–	0.03 ppm (42 µg/m <sup>3</sup> )	0.08 ppm (112 µg/m <sup>3</sup> )	No national standards	
Sulfates	24-hour	–	25 µg/m <sup>3</sup>	–		
Vinyl chloride <sup>g</sup>	24-hour	–	0.01 ppm (26 µg/m <sup>3</sup> )	–		
Visibility-reducing particulate matter	8-hour	<i>Regional:</i> Extinction coefficient of 25 Mm-1 (157 km, 97 miles) 50 percent of the year, 34 Mm-1 (115 km, 71 miles) 90				

Table 3.4-4. Ambient Air Quality Standards						
Pollutant	Averaging Time	TRPA Thresholds	California <sup>a,b</sup>	Nevada	National <sup>c</sup>	
					Primary <sup>b,d</sup>	Secondary <sup>b,e</sup>
		percent of the year. <i>Subregional:</i> 50 Mm-1 (48 miles) 50 percent of the year, 125 Mm-1 (19 miles) 90 percent of the year.				

Notes:  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million; TRPA = Tahoe Regional Planning Agency

<sup>a</sup> California standards for ozone, SO<sub>2</sub> (1- and 24-hour), NO<sub>2</sub>, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

<sup>b</sup> Concentration expressed first in units in which it was issued. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

<sup>c</sup> National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM<sub>10</sub> 24-hour standard is attained when 99 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. The PM<sub>2.5</sub> 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

<sup>d</sup> National primary standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

<sup>e</sup> National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

<sup>f</sup> Applicable in the Lake Tahoe Air Basin.

<sup>g</sup> The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Sources: TRPA 2007, ARB 2010, NDEP 2010.

**Page 3.4-11 of the Regional Plan Update Draft EIS is revised as follows:**

PCAPCD and EDCAQMD attain and maintain air quality conditions in Placer and El Dorado Counties through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean-air strategy of PCAPCD and EDCAQMD includes preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, and issuing permits for stationary sources of air pollution. PCAPCD and EDCAQMD also inspect stationary sources of air pollution and responds to citizen complaints, monitor ambient air quality and meteorological conditions, and implement programs and regulations required by the CAA, CAAA, and CCAA.

PCAPCD and EDCAQMD have established project-level thresholds of significance for criteria air pollutants and precursors that they recommend agencies consider during environmental review. PCAPCD and EDCAQMD both recommend 82 lb/day for ROG and NOX as the level above which a project would be considered to have a significant air quality impact for ozone. In addition, PCAPCD also recommends 82 lb/day as the level above which a project would result in a significant impact for PM10.

All projects in the respective counties are subject to adopted PCACPD and EDCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the proposed project may include but are not limited to the following...

**Page 3.4-12 of the Regional Plan Update Draft EIS is revised as follows:**

Additional rules that may be applicable to the Plan area include:

- PCAPCD Rule 214 and EDCAQMD Rule 238—Transfer of Gasoline into Vehicle Fuel Tanks.
- PCAPCD Rule 225—Wood Burning Appliances.
- PCAPCD Rule 242 and EDCAQMD Rule 233—Stationary Internal Combustion Engines.
- PCAPCD Rule 246 and EDCAQMD Rule 239—Natural Gas-Fired Water Heaters.
- PCAPCD and EDCAQMD Regulation III—Open Burning.

**Page 3.4-18 of the Regional Plan Update Draft EIS is revised as follows:**

**EMISSIONS INVENTORY**

Exhibit 3.4-1 summarizes emissions of criteria air pollutants and precursors within the for various source categories for the California portion. According to the California portion of LTAB emissions inventory, mobile sources are the largest contributor to the estimated annual average for air pollutant levels of ROG and NO<sub>x</sub> accounting for approximately 37 percent and 88 percent respectively, of the total emissions. Areawide sources account for approximately 95 percent and 89 percent of the Basin’s PM<sub>10</sub> and PM<sub>2.5</sub> emissions, respectively (ARB 2008).

**The title of Exhibit 3.4-1 on Page 3.4-19 of the Regional Plan Update Draft EIS is revised as follows:**

Exhibit 3.4-1. California Portion of the Lake Tahoe Air Basin 2008 Emissions Inventory

**Pages 3.4-17 through 3.4-18 of the Regional Plan Update Draft EIS is revised as follows:**

**MONITORING STATION DATA AND ATTAINMENT AREA DESIGNATIONS**

Concentrations of criteria air pollutants are measured at three ~~two~~ monitoring stations in the LTAB: the South Lake Tahoe–Sandy Way station, the South Lake Tahoe–1901 Airport Road station, and the Incline Village-Crystal Bay station. In general, the measurements of ambient air quality from these monitoring stations are representative of the air quality in the vicinity of the study area. Table 3.4-6 summarizes the air quality data from these stations for 2008–~~2010~~2011.

<b>Ozone<sup>2</sup></b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Maximum concentration (1-hour/8-hour, ppm)	0.091/0.077	0.077/0.071	<u>0.071/0.067</u> —	<u>0.077/0.068</u>
Number of days state standard exceeded (1-hour/8-hour)	0/5	0/1	<u>0/0</u> —	<u>0/0</u>
Number of days national standard exceeded (1-hour/8-hour)	0/1	0/0	<u>0/0</u> —	<u>0/0</u>
<b>Respirable Particulate Matter (PM<sub>10</sub>)<sup>3</sup></b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Maximum Concentration (µg/m <sup>3</sup> ) (California)	96.7	52.8	71.4	<u>55.8</u>
Number of days state standard exceeded (measured <sup>4</sup> )	10	1	2	<u>3</u>
Number of days national standard exceeded (measured <sup>4</sup> )	*	*	*	*

Notes: µg/m<sup>3</sup> = micrograms per cubic meter; — = data not available; ppm = parts per million; \* = Insufficient data to determine the value.  
<sup>1</sup> Data provided from the South Lake Tahoe–Sandy Way, South Lake Tahoe–1901 Airport Road, and the Incline Village-Crystal Bay monitoring stations, as noted below. Data on carbon monoxide, nitrogen dioxide, sulfur dioxide, and fine particulate matter not available for the Lake Tahoe Air Basin.

**Table 3.4-6. Summary of Annual Air Quality Data (2008–20102011) <sup>1</sup>**

<sup>2</sup> Data from the South Lake Tahoe–1901 Airport Road Station and the Incline Village–Crystal Bay Station; data not available after 2009.  
<sup>3</sup> Data from the South Lake Tahoe–Sandy Way Station.  
<sup>4</sup> Measured days are those days that an actual measurement was greater than the level of the state daily standard or the national daily standard. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.  
 Sources: ARB 2011b, EPA 2012b

**SECTION 3.6 – NOISE**

Table 3.6-4 on Page 3.6-5 of the Regional Plan Update Draft EIS has been modified to clarify CNEL noise standards in the Region. Resolution 82-11 includes standards for the land use categories listed. Highway corridor CNEL noise standards are recommended and considered to be standard practice in the Region.

**Table 3.6-4 on Page 3.6-5 of the Regional Plan Update Draft EIS is revised as follows:**

Table 3.6-4. TRPA Environmental Threshold Carrying Capacity Noise Standards	
Land Use Category	CNEL Noise Standard
High Density Residential	55
Low Density Residential	50
Hotel	60
Commercial	60
Industrial	65
Urban Outdoor Recreation	55
Rural Outdoor Recreation	50
Wilderness and Roadless	45
Critical Wildlife Habitat	45
<b>Highway Corridors<sup>1</sup></b>	
US 50	65 <sup>2</sup>
SR 89, 207, 28, 267, and 431	55 <sup>2</sup>
Lake Tahoe Airport	60 <sup>3</sup>
Notes: CNEL = community noise equivalent level; dB = A-weighted decibels; SR = State Route; US = U.S. Highway <sup>1</sup> Recommended CNEL levels for transportation corridors. Highway corridors expand to 300 feet from the highway curb on each side. In any instance of overlap between highway corridor noise standards and a Plan Area Statement or Community Plan noise standard, the highway corridor noise standard supersedes all others. <sup>2</sup> This recommended threshold overrides the land use CNEL thresholds and is limited to an area within 300 feet from the edge of the road. <sup>3</sup> The airport CNEL standard applies to those areas affected by the approved flight <u>paths plans</u> . Source: TRPA 2007: pp. 9-3,4; TRPA 1984: pp. II-21	

**SECTION 3.10 – BIOLOGICAL RESOURCES**

**Page 3.10-20 of the Regional Plan Update Draft EIS is revised as follows:**

Recent efforts toward reintroducing Lahontan cutthroat trout into Lake Tahoe itself, for recreational purposes, began during the summer of 2011. NDOW The Nevada Department of Wildlife stocked approximately 22,000 Lahontan cutthroat trout in Lake Tahoe (near Cave Rock) as part of their efforts to begin stocking native aquatic species for the benefit of anglers. Additionally, in 2011, NDOW, in cooperation with CDFG and the University of Nevada-Reno, stocked Lahontan cutthroat trout on the California side of Lake Tahoe in Emerald Bay.



**Page 3.10-24 of the Regional Plan Update Draft EIS is revised as follows:**

**Special-Status Plants**

The initial data review preliminarily identified 41 special-status plant species known or with potential to occur in the Tahoe Basin. After release of the Draft EIS, one additional plant species – threetip sagebrush (*Artemisia tripartita* ssp. *tripartita*) – was considered based on public comment by CNPS describing its recent discovery and rarity in California and known occurrence in the Region (one of three known occurrences in California), and that it was under review for designation as California Rare Plant Rank (CRPR) 2 by CNPS and CDFG. After the comment was submitted, threetip sagebrush became formally designated as CRPR 2 on August 20, 2012. Table 3.10-4 summarizes the status, habitat association, and occurrence information of each special-status plant species evaluated during this analysis.

**Table 3.10-4 on page 3.10-25 of the Regional Plan Update Draft EIS is revised to add the following row to the table:**

Table 3.10-4. Special-Status Plant Species Known or With Potential to Occur in the Lake Tahoe Basin				
Common Name and Scientific Name	Regulatory Status <sup>1</sup>			Habitat and Flowering Period
	TRPA/Federal	State	Other	
Threetip sagebrush <i>Artemisia tripartita</i> ssp. <i>tripartita</i>	=	CRPR-2	=	Openings in upper montane coniferous forest, on rocky/volcanic soils; 7,200–8,530 ft. elev. Blooms August.

<sup>1</sup>Regulatory Status Codes:

<b>TRPA/Federal:</b>	<b>State:</b>
TRPA = TRPA sensitive/threshold species	<b>CA (California Department of Fish and Game)</b>
FC = Federal candidate for listing	CE = California Endangered
FT = Federal Threatened	CRPR = California Rare Plant Rank
FSS = Forest Service Sensitive	1A = Plants presumed extinct in California
<b>Other:</b>	1B = Plants considered rare or endangered in California and elsewhere
NNPS-T = Nevada Native Plant Society Threatened	2 = Plants considered rare or endangered in California, but more common elsewhere.
NNPS-W = Nevada Native Plant Society Watchlist	<b>NV</b>
(Note: NNPS-T and -W species are only included here if they are also designated as NNHP-AR. The NNPS list is located at <a href="http://heritage.nv.gov/lists/nnpstat.pdf">http://heritage.nv.gov/lists/nnpstat.pdf</a> .)	NCE = Nevada Critically Endangered (and Fully Protected under N.A.C 527.010)
	NNHP-AR = Nevada Natural Heritage Program At-Risk Species ( <a href="http://heritage.nv.gov/lists/track.pdf">http://heritage.nv.gov/lists/track.pdf</a> )

Sources: NNHP 2011; TRPA 2002; USFWS 2012

**SECTION 3.11 – RECREATION**

**Page 3.11-4 of the Regional Plan Update Draft EIS, under subheading, California Department of Parks and Recreation, is revised as follows:**

The California Department of Parks and Recreation (DPR) defines its mission as follows: “to provide the health, inspiration, and education of the people of California by helping to preserve the state’s extraordinary biological diversity, protecting its most valued natural and cultural resources, and providing opportunities for high-quality recreational experiences based on those resources.” DPR manages the California State Park System, including Emerald Bay State Park, D.L. Bliss State Park, and Ed Z’berg-Sugar Pine Point State Park in the Region.

**Page 3.11-4 of the Regional Plan Update Draft EIS is revised as follows:****California State Lands Commission**

The California State Lands Commission (CSLC) is responsible for leasing sovereign lands on the California side of Lake Tahoe. The area lying between the high and low marks of non-tidal navigable waters is subject to a public trust easement for commerce, navigation, fishing, recreation, and preservation. The high and low water marks for the California side of the Lake have been established as elevations 6,228.75 feet and 6,223 feet Lake Tahoe datum, respectively. Any activities involving the state's sovereign lands in Lake Tahoe below 6,223 feet require a lease from CSLC.

The State of California owns the bed of Lake Tahoe on the California side below the elevation of 6,223 feet Lake Tahoe Datum and has a public trust easement for navigation, commerce, fisheries, recreation and preservation of open space between elevations 6,228.75 feet and 6,223 feet Lake Tahoe Datum (the high and low water lines respectively). The Commission exercises an oversight function of lands subject to the Public Trust Easement. *State of California v. Superior Court (Fogerty)* (1981) 29 Cal.3d 240. The State Lands Commission has leasing authority over the bed of Lake Tahoe waterward of elevation 6,223 feet Lake Tahoe Datum, including commercial and recreational structures. In addition, the State Lands Commission has leasing authority over the beds of Fallen Leaf Lake, Cascade Lake, and Echo Lakes waterward of the low water mark of those lakes. This leasing is authorized by Public Resources Code section 6216, 6301, 6501.1 and 6503.5 along with regulations found in California Code of Regulations, Title 2, section 2000 et. seq.

**Page 3.11-6 of the Regional Plan Update Draft EIS, under subheading California, is revised as follows:**

- ▲ Ed Z'berg-Sugar Pine Point State Park

**Page 3.11-15 of the Regional Plan Update Draft EIS, under subheading Educational Programs and Interpretive Facilities, is revised as follows:**

- ▲ several rerouted and new trails at the Ward Creek property (in process, DPR)

**CHAPTER 5 – TRPA MANDATED SECTIONS****Page 5-6 of the Regional Plan Update Draft EIS is revised as follows:**

Alternatives 2 through 5 would all implement map revisions resulting from minor land use changes that have occurred since adoption of the 1987 Regional Plan, including acquisition of parcels by CTC, USFS, and NDSL. These alternatives would reclassify Van Sickle Bi-State Park from conservation to recreation. Both of these revisions would reduce the intensity of allowable land uses ~~to~~ or conform to existing conditions.

**APPENDIX E****Part 7 of Appendix E of the Regional Plan Update Draft EIS is revised as follows:**

Part 7 of Appendix E of the Regional Plan Update Draft EIS incorrectly referred to the vehicle trip reductions as being made to single-occupancy vehicle (SOV) trips. The TRIA trip reductions are correctly applied to both single-occupant and multi-occupant vehicles in the trip table.

**Pages E.7-11 and E.7-12 of Part 7 of Appendix E of the Regional Plan Update Draft EIS is revised as follows:**

### **TRIA Methodology**

As far as possible, the model is based on current conditions in the Tahoe basin, or existing forecasts developed locally. The impact of individual policies was estimated based on a review of the available literature and studies of places where these policies have already been implemented. Where research showed that a policy might vary in effectiveness the more conservative approach was chosen, so as not to overstate the trip reduction potential.

The methodology for developing the TRIA spreadsheet centered on estimating the number of trips that could be transferred from ~~single-occupant vehicles (SOV)~~ personal vehicles to other modes through a combination of policy changes, programs, infrastructure investment and incentives. The TRIA model is built around analysis of the main modes of transportation and analysis of how the land use changes and transportation policies proposed in the Regional Plan alternatives impact these modes. The main categories considered in the model are:

- ▲ Bicycling and walking
- ▲ Public transit
- ▲ Transportation Demand Management measures
- ▲ Parking policy changes

The model is structured in such a way as to estimate the potential growth for each mode, for example the potential for new transit riders who were previously ~~SOV~~ personal vehicle drivers, and to take this growth as reductions in ~~SOV~~ personal vehicle trips.

**Pages E.7-12 and E.7-13 of Part 7 of Appendix E of the Regional Plan Update Draft EIS is revised as follows:**

### **Bike and Pedestrian Facilities**

The TRIA model for bicycle and pedestrian trips was developed based on the TMPO's Bicycle Trail User Model (available at [www.tahoemppo.org](http://www.tahoemppo.org)). In addition to the projections for new bicycle and pedestrian trips which replace existing ~~SOV~~ personal vehicle trips for existing Tahoe residents, the TRIA model incorporates population growth by adding new bicycle and pedestrian trips from new projected residents based on the TRPA Regional Plan population forecasts. Trip reductions from bicycle and pedestrian strategies were applied region-wide.

### **Transit Services and Facilities**

The transit portion of the TRIA model is based on ridership projections from the Tahoe Area Regional Transit Systems Plan Study (2005), and the Tahoe Interregional/Intraregional Transit Study (2006), both prepared by TRPA. These new services were too small to be captured by the model, and therefore are analyzed as part of the TRIA. The ridership projections were grouped into service improvements and capital projects. For example, adding a public bus service between the Reno Airport, Truckee and Tahoe was included as a service improvement, since the capital investment is low and the change could be implemented by an existing company, potentially as a modification to existing services. Conversely, the Lake Tahoe Waterborne Transit project, which would see ferry service between South and North Lake Tahoe, was included as a capital project, because it would require a significant investment of public funds in infrastructure in order to be realized.

Starting with the ridership projections provided in the studies, the TRIA model assumes that 95% of the projected ridership would come from existing ~~SOV~~ personal vehicle trips. Where transit alternatives were obviously mutually exclusive, only the project with the highest projected ridership was included. Otherwise, all projects were included and assumed not to affect the ridership of other services. Trip reductions from transit services and facilities were applied region-wide.

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