
TRPA Regional Plan Update

Noise Goals, Policies, and Implementation Strategies

January 27, 2010

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| Alternative 1 | N-1 |
| Alternative 2 | N-3 |
| Alternative 3 | N-23 |
| Alternative 4 | N-36 |

Alternative 1 – Noise Goals, Policies, and Implementation Strategies

| Alternative 1 – NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | NONE | Page II-21 of the G&P, Goal 1: Single event noise standards shall be attained and maintained | N-1 - Single Event Noise Single event noise levels are controlled to preserve the serenity of the community and neighborhood and provided abundant quiet recreation areas. | A | Pathway agreement | NONE | N-1.1 - Single Event Noise Levels Adopt and implement policies, programs, and regulations to control single event noise levels and preserve serenity at the earliest practicable date. | N | Policy supports goal and sets up rationale for development of code for implementation purposes. | N. Imp 39 Aircraft -- Update aircraft noise standards to reflect the Airport Settlement Agreement and other current conditions. N. Imp 40 Off-Road Motorcycle -- Update Off-road motorcycle noise standards on the CA side of the Region to be consistent with state regulations. |
| 1.8.3 Noise/C. Emmett | NONE | Page II-23 of the G&P, Goal 2: COMMUNITY NOISE EQUIVALENT LEVELS SHALL BE ATTAINED AND MAINTAINED. | N-2 - Community Noise Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | A | Pathway agreement | NONE | N-2.1 - Community Noise Levels Adopt and implement policies, programs, and regulations to meet community noise standards and preserve serenity at the earliest practicable date. | N | Follows Community noise goal | N. Imp 38 Education & Signage -- Marinas and boat launching facilities and off-highway recreation areas, shall post conspicuous notices of the noise ordinances and the impacts of noise. Signs prohibiting the use of engine brakes shall be posted on all highways. N. Imp 41 Buoys -- New buoys are prohibited in Shoreline areas out of attainment with CNEL standards based on TRPA's monitoring protocols.. N. Imp 42 Buoy Density -- The increase in buoy density at buildout shall be maintained at levels that ensure CNEL levels are maintained 1dB below standards based on TRPA's monitoring protocols. N. Imp 43 Noise Analysis -- A noise analysis shall be completed when structures are expected to increase the number of boats on the lake |

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Alternative 2 – Noise Goals, Policies, and Implementation Strategies

| Alternative 2 -- NOISE | | | | | | | | | | |
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| 1.8.3 Noise/C. Emmett | N.DC-1 Single event noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | Page II-21 of the G&P, Goal 1: Single event noise standards shall be attained and maintained | N-1 Single Event Noise Single event noise levels are controlled to preserve the serenity of the community and neighborhood and provided abundant quiet recreation areas. | A | Pathway agreement | NONE | N-1.1 Single Event Noise Levels -- Adopt and implement policies, programs, and regulations to control single event noise levels and preserve serenity at the earliest practicable date. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 2 Complying Noises -- The TRPA will only allow projects and uses that comply with noise standards and do not adversely affect the serenity of the community, neighborhoods or wildlife. Sound proofing shall be required on all structures containing uses that have the potential to cause an exceedance of any noise standards or adversely impact the surrounding area. N. Imp 3 Restrict OHV 1000' -- Prohibit off-highway vehicle, motorcycles, and over-the-snow vehicle within 1000 feet of residences and other sensitive areas or users. N. Imp 8 Working Muffler - - 1. All engines will be equipped with a working silencer with noise levels not exceeding factory original units. 2. No noise defeat devices are permitted. N. Imp 14 OHV Use -- Off-highway vehicle use is prohibited in the Lake Tahoe Basin except on specified roads, trails or designated areas where the impacts are mitigated. N. Imp 25 Seaplanes -- |

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| | | | | | | | | | | <p>No seaplane bases or docking facilities are allowed in the Basin. Seaplanes shall be prohibited within 1-mile of the shoreline of Lake Tahoe. Define seaplanes- make sure they include float planes and anything that flies and can land on water. 23.6.B Seaplane Bases:</p> <p>N. Imp 26 Helipads -- Only two helipads are allowed in the Region. One at the South Lake Tahoe Airport; and One at Barton Memorial Hospital. Except for emergency purposes, helicopters are prohibited from landing in the Region other than at the above helipads.</p> <p>23.6.C Helipads:</p> <p>N. Imp 28 State Specific Standards/Implementation Measures -- Adopt and implement different noise standards and implementation strategies between the two states.</p> <p>N. Imp 35 Motorcycles -- For motorcycles traveling less than or equal to 35 MPH, 77.0 dBA when measured at 50 feet. For motorcycles traveling greater than 35 MPH, 86.0 dBA when measured at 50 feet. On-road motorcycles shall be</p> |

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| | | | | | | | | | | limited to 96 dB using SAE J-1287 test. N. Imp 37 Off-Road Vehicles And Over-Snow Vehicles -- Public agencies responsible for the administration of public lands and recreation areas shall post notices of TRPA noise standards in conspicuous locations at access points to use areas and routinely monitor and enforce those standards. Rental and excursion operators shall not operate or offer for rent or use any off-road vehicle or oversnow vehicle not in compliance with the standards. 23.2.A. N. Imp 39 Aircraft -- Update aircraft noise standards to reflect the Airport Settlement Agreement and other current conditions. |

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| 1.8.3 Noise/C. Emmett | N.DC-1 | Page II-21 of the G&P, Goal 1: | N-1 | A | Pathway agreement | NONE | N-1.2 Region-wide Noise Program -- Adopt and implement Region-wide noise programs to ensure the protection of human and ecosystem health and community serenity. | N | Broadens policy for streamlining. | N. Imp 1 Region-wide Standards/Implementation -- Implement the most stringent federal, state, and local noise standards and implementation strategies Region-wide. N. Imp 2 N. Imp 3 N. Imp 4 Permitted Events -- All events that have the potential to violate noise standards shall be permitted and monitored. Events that may contribute to noise violations will not be permitted. N. Imp 5 Prioritize Funding -- TRPA will prioritize funding and implementation of non-motorized transportation methods in project plans, transportation planning and in disbursement of mitigation funds. N. Imp 6 Mitigation Fees - - Noise mitigation fees are required for all projects that cause increased noise in the Region. Direct mitigation will be used whenever practicable. N. Imp 7 Exemptions To Noise Limitations -- The standards of this chapter shall not apply to noise from TRPA-approved construction or maintenance projects |

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| | | | | | | | | | | <p>occurring Monday through Saturday between 8 a.m. and 6:00 p.m. Construction activities outside this period are limited to 60dBA 1-hour Leq. The standards of this chapter shall not apply to safety signals, warning devices, or emergency pressure relief valves and other similar devices. Emergency work to protect life or property and fireworks used in accordance with a state or local permit are exempt from noise standards.</p> <p>N. Imp 8</p> <p>N. Imp 9 Noise Monitoring -- TRPA will maintain adequate noise monitoring, enforcement programs, and routinely monitor noise associated with motor vehicles, motorcycles, over-the-snow vehicles, and aircraft use to ensure the serenity of the community and neighborhood is preserved.</p> <p>N. Imp 11 Project Compliance -- Projects and programs shall ensure they do not cause exceedances or exacerbate the noise levels in the Region. All projects shall identify:</p> <p>(1) Noise abatement measures that are</p> |

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| | | | | | | | | | | <p>reasonable and feasible and those that are to be incorporated in the project, and</p> <p>(2) Noise impacts for which no apparent solution is available.</p> <p>N. Imp 12 Project Monitoring -- All projects located in areas that either exceed noise standards or are within 3dB of the noise standards shall allow TRPA permission to monitor noise levels on the property up to 5 years after completion of the project.</p> <p>N. Imp 13 Level of Significance -- The level of significance for noise is defined as an increase of 3.0 dB or greater at any monitoring location or any increase in noise if the area already violates noise standards.</p> <p>Define noise-sensitive site in Chapter 2 and identify in updated PASs under planning considerations and policies. Update TRPA Chk list.</p> <p>N. Imp 14</p> <p>N. Imp 15 Mitigation Fund -- TRPA will develop a noise mitigation fund to address unmitigated on- and off-site noise impacts associated with a project or program. This fee will</p> |

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| | | | | | | | | | | <p>be applicable to private and public entities for their programs and projects. Potential mitigation shall include, but not be limited to sound insulation of affected structures, acquisition of noise sensitive sites, low noise pavement, noise barriers, etc.</p> <p>N. Imp 17 PAS CNEL Levels -- Plan areas shall meet the following CNEL levels 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. TRPA maps shall identify the boundaries of all noise areas. (insert CNEL levels as developed by Gabby)</p> <p>N. Imp 18 Serenity & Quiet -- Add a requirement that "All plan areas in the Basin except those classified with a TRPA CNEL standard of 60 dBA or higher, are considered lands on which serenity and quiet are of extraordinary significance and serve an important public need and the preservation of those qualities in the Basin is essential to serve its</p> |

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| | | | | | | | | | | <p>intended purpose."</p> <p>N. Imp 19 OHV Noise -- Off-road vehicles shall be limited to 96 dB using SAE J-1287 test.</p> <p>N. Imp 20 Mitigation -- Projects will be required to mitigate all noise associated with their project, including noise generated within their project area as well as off-site traffic noise associated with the project. If actual mitigation is not feasible for the project proponent to implement, payment into a noise mitigation fund may be utilized to offset the impact at a 1.5 to 1.0 cost ratio.</p> <p>N. Imp 21 Transportation Noise -- Non-attainment transportation noise corridors shall be brought into attainment at the earliest practicable date or upon refurbishing, resurfacing and when any major work within the transportation noise corridor is conducted. Low noise pavement or other mitigation shall be used on transportation corridors and roadways that are out-of-attainment with noise standards or that contribute to noise issues in the surrounding community or</p> |

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| | | | | | | | | | | <p>neighborhoods. Payment into a noise mitigation fund will not be permitted as a substitute for providing low-noise pavement on highway paving projects.</p> <p>N. Imp 22 Transportation Measures -- Transportation measures designed and implemented to ensure that noise standards are attained and maintained at levels that preserve the serenity of the community and neighborhood and provide quiet recreation areas shall be incorporated into the RTP.</p> <p>N. Imp 23 Engine Brakes -- Use of engine brakes shall be prohibited in the Region, except for emergencies.</p> <p>N. Imp 24 Non-Complying Activities -- Limit or otherwise restrict activities that may attract non-complying vehicles or other activities that cause exceedances of the noise standards.</p> <p>N. Imp 25</p> <p>N. Imp 26</p> <p>N. Imp 27 1-Hr Stds -- Develop and implement 1-hour noise standards to address human/ecosystem health issues for unnecessary noise.</p> |

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| | | | | | | | | | | N. Imp 28 N. Imp 32 Loudspeakers -- Loudspeakers or similar devices used for amplifying sound outdoors for the purpose of advertising products or services or to attract patrons are prohibited. 23.6.G N. Imp 34 CNEL Exceedances -- TRPA shall not approve a project which causes a community noise standard (CNEL) to be exceeded or causes further degradation to an existing non-compliance condition. N. Imp 35 N. Imp 36 Highways and Transportation Corridors - - Projects within transportation corridors shall include design criteria to help reduce the transmission of noise from the transportation corridor. 23.6.D N. Imp 38 |
| 1.8.3 Noise/C. Emmett | N.DC-1 | N1 | N-1 | A | Pathway agreement | N/A | N-1.3 Region-wide Noise Program -- Adopt and implement the most stringent federal, state, and local noise standards Region-wide for the protection of human and ecosystem health and community | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 1 |

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| | | | | | | | serenity. | | | |
| 1.8.3 Noise/C. Emmett | N.DC-1 | Page II-21 of the G&P, Goal 1: | N-1 | A | Pathway agreement | Page II-21 of the G&P, Policy 1 & 4 & Page II-23 fo the G&P, Policy 2: 1) An ordinance and enforcement program shall be developed to permit only aircraft that meet the single event noise thresholds to use the airport. 4) OFF-ROAD VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED. Goal 2 Policy 2) Reduce Noise-related impacts associated with the airport to acceptable levels. | N-1.4 Monitoring and Enforcement -- Routinely monitor and enforce noise standards for the preservation of community serenity. | A | Policy supports goal and sets up rational for development of code and threshold develop for implementation purposes. | N. Imp 9 N. Imp 11 N. Imp 12 |

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| 1.8.3 Noise/C. Emmett | N.DC-1 | Page II-21 of the G&P, Goal 1: | N-1 | A | Pathway agreement | Page II-22 of the G&P, Policy 2,3 &5: 2) BOATS WILL ONLY BE ALLOWED TO USE LAKE TAHOE IF THEY COMPLY WITH THE SINGLE-EVENT THRESHOLD. 3) MOTOR VEHICLES AND MOTORCYCLES SHALL COMPLY WITH THE APPROPRIATE NOISE THRESHOLDS. 5) THE USE OF SNOWMOBILES WILL BE RESTRICTED TO DESIGNATED AREAS. | N-1.5 Watercraft, off-Highway and Over-the Snow Vehicles -- Allow the use of vehicles and equipment only on specified roads, trails or areas where the impacts are mitigated. | A | Broadens policy for streamlining. | N. Imp 3 N. Imp 14 |

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| 1.8.3 Noise/C. Emmett | N.DC-1 | Page II-21 of the G&P, Goal 1: | N-1 | A | Pathway agreement | Page II-11 of G&P, Policy 4 &5: 4) OFF-ROAD VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED. 5)THE USE OF SNOWMOBILES WILL BE RESTRICTED TO DESIGNATED AREAS. | N-1.6 Separate Incompatible Uses -- Restrict off-highway vehicles, motorcycles, and over-the-snow vehicles in close proximity to residential or other sensitive areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 3 N. Imp 14 OHV Use N. Imp 19 OHV Noise |
| 1.8.3 Noise/C. Emmett | N.DC-2 Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | Page II-23 of the G&P, Goal 2: COMMUNITY NOISE EQUIVALENT LEVELS SHALL BE ATTAINED AND MAINTAINED. | N-2 Community Noise Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | A | Pathway agreement | Page II-23 of the G & P, Policy 1 & 2: 1) TRANSMISSION OF NOISE FROM THE TRANSPORTATION CORRIDORS SHALL BE REDUCED. 2) Reduce Noise-related impacts associated with the airport to acceptable levels. | N-2.1 Community Noise Levels -- Adopt and implement policies, programs, and regulations to meet community noise standards and preserve serenity at the earliest practicable date. | A | Broadens policy for streamlining. | N. Imp 2 N. Imp 4 N. Imp 6 N. Imp 7 N. Imp 9 N. Imp 11 N. Imp 12 N. Imp 13 N. Imp 16 N. Imp 17 N. Imp 18 N. Imp 20 N. Imp 21 N. Imp 22 N. Imp 23 N. Imp 24 N. Imp 25 N. Imp 26 N. Imp 27 N. Imp 33 N. Imp 34 N. Imp 35 |

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| | | | | | | | | | | <p>N. Imp 36 N. Imp 38 Education & Signage -- Marinas and boat launching facilities and off-highway recreation areas, shall post conspicuous notices of the noise ordinances and the impacts of noise. Signs prohibiting the use of engine brakes shall be posted on all highways.</p> <p>N. Imp 39 N. Imp 41 Buoys -- New buoys are prohibited in Shoreline areas out of attainment with CNEL standards based on TRPA's monitoring protocols.</p> <p>N. Imp 42 Bouy Density -- The increase in buoy density at buildout shall be maintained at levels that ensure CNEL levels are maintained 1dB below standards based on TRPA's monitoring protocols.</p> <p>N. Imp 43 Noise Analysis -- A noise analysis shall be completed when stuctures are expected to increase the number of boats on the lake by 5 or greater.</p> |

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| 1.8.3 Noise/C. Emmett | N.DC-2 | N2 | N-2 | A | Pathway agreement | Page II-22 of the G &P, Policy 6: THE PLAN WILL PERMIT USES ONLY IF THEY ARE CONSISTENT WITH THE NOISE STANDARDS. SOUND PROOFING PRACTICES MAY BE REQUIRED ON ALL STRUCTURES CONTAINING USES THAT WOULD OTHERWISE ADVERSELY IMPACT THE PRESCRIBED NOISE LEVELS | N-2.2 Compatible Uses and Events -- Restrict or control uses or events to those that are compatible with the area, comply with noise standards, and do not cause adverse environmental effects. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 4 N. Imp 11 N. Imp 17 N. Imp 24 N. Imp 34 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | Page II-23 of the G&P, Goal 2: | N-2 | A | Pathway agreement | NONE | N-2.3 Noise Mitigation -- Implement a noise mitigation fund. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 5 N. Imp 6 N. Imp 15 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | Page II-23 of the G&P, Goal 2: | N-2 | A | Pathway agreement | Page II-22 of the G &P, Policy 6: | N-2.4 Sound Control Require sound proofing or control as appropriate for projects, uses or structures with the potential to cause an exceedance of noise standards or adversely impact the surrounding areas or persons | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 11 N. Imp 17 N. Imp 33 |

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| | | | | | | | enjoying quiet recreational activities. | | | |
| 1.8.3 Noise/C. Emmett | N.DC-2 | Page II-23 of the G&P, Goal 2: | N-2 | A | Pathway agreement | Page II-23 of the G&P, Policy 1&2: 1) TRANSMISSION OF NOISE FROM THE TRANSPORTATION CORRIDORS SHALL BE REDUCED 2) Reduce Noise-related impacts associated with the airport to acceptable levels. | N-2.5 Transportation Corridors -- Reduce noise levels within the transportation corridors at the earliest practicable date to avoid adverse noise effects on adjacent areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 17 N. Imp 18 N. Imp 21 N. Imp 22 N. Imp 34 N. Imp 36 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | Page II-23 of the G&P, Goal 2: | N-2 | A | Pathway agreement | NONE | N-2.6 Community Noise Equivalent Level (CNEL) Standards.-- Implement CNEL standards that ensure serenity of the community and neighborhood and provide abundant quiet recreation areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 13 N. Imp 17 N. Imp 34 |

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| 1.8.3 Noise/C. Emmett | N.DC-2 | Page II-23 of the G&P, Goal 2: | N-2 | A | Pathway agreement | NONE | N-2.7 Noise Sensitive Areas - - Consider all areas in the Basin except those classified with a TRPA CNEL standard of 60 dBA or higher, as lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities in the Region is essential to serve its intended purpose. | N | Policy supports goal and sets up rational for development of code for implementation purposes. Brings TRPA in-line with FHWA on highway noise. | N. Imp 17 N. Imp 18 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | Page II-23 of the G&P, Goal 2: | N-2 | A | Pathway agreement | NONE | N-2.8 Non-Motorized Transportation Modes -- Prioritize funding and implementation for non-motorized transportation methods. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 5 N. Imp 15 |

Alternative 2 – Noise Goals, Policies, and Implementation Strategies

| Alternative 2 -- NOISE | | | | | | | | | | |
|-------------------------------|--|--------------------------------|---|---|-------------------|---|---|---|--|--|
| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 | Page II-23 of the G&P, Goal 2: | N-2 | A | Pathway agreement | Page II-23 of the G&P, Policy 1: TRANSMISSION OF NOISE FROM THE TRANSPORTATION CORRIDORS SHALL BE REDUCED | N-2.9 Control Noise Transmission -- Reduce the transmission of noise to and from transportation corridors using site design requirements, which may include set backs, earthen berms, barriers, low noise pavement, vehicle trip reductions or other appropriate measures for both private and public projects and programs. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 17 N. Imp 21 N. Imp 34 N. Imp 36 |
| 1.8.3 Noise/C. Emmett | N.DC-3 Noise levels are controlled to protect wildlife. | NONE | N-3 Noise and Wildlife Noise levels are controlled to protect wildlife | N | Pathway agreement | NONE | N-3.1 Partner Agency Coordination -- Coordinate and collaborate with the applicable enforcement agencies and Regional partners to develop and enforce policies, program, and regulation that control noise levels to protect wildlife. | N | Broadens policy for streamlining. | N. Imp 14 N. Imp 19 |

Alternative 2 – Noise Goals, Policies, and Implementation Strategies

| Alternative 2 -- NOISE | | | | | | | | | | |
|-------------------------------|---|---------------|---|---|---|---|---|---|--|---|
| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-3 | NONE | N-3 | N | Pathway agreement | Pag II-23 of the G&P, Policy 3: TRPA WILL FURTHER DEFINE CNELs FOR WILDERNESS AND ROADLESS AREAS AND FOR CRITICAL WILDLIFE HABITAT AREAS. | N-3.2 Wildlife Protection Measures -- Adopt and implement noise programs, standards, monitoring requirements, and enforcement programs for the protection of wildlife. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 3 N. Imp 8 N. Imp 9 N. Imp 12 N. Imp 14 N. Imp 19 N. Imp 36 N. Imp 37 |
| 1.8.3 Noise/C. Emmett | N.DC-2 Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | NONE | N-4 Transportation Noise: Noise associated with transportation activities is controlled to attain and maintain the Environmental Threshold Carrying Capacities and federal, state and local noise standards. | N | Transportation Noise is the leading cause of noise violations in the Region | Page III-2 of the G&P, B.1 & B2: B1) It is the goal of the Regional Transportation Plan to fulfill the requirements of the TRPA Compact. B2) It is the goal of the Regional Transportation Plan to attain and maintain the ETCC and federal, state, and local transportation standards. | N-4.1 Regional Transportation Plan -- The Regional Transportation Plan will incorporate measures to ensure attainment and maintenance of noise standards and perseverance of the community's serenity at the earliest practicable date. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 5 N. Imp 6 N. Imp 11 N. Imp 12 N. Imp 13 N. Imp 17 N. Imp 18 N. Imp 20 N. Imp 21 N. Imp 22 N. Imp 33 N. Imp 36 N. Imp 39 |

Alternative 2 – Noise Goals, Policies, and Implementation Strategies

| Alternative 2 -- NOISE | | | | | | | | | | |
|-------------------------------|---------------------------|---------------|---------------|---|---|----------------------------------|--|---|--|--|
| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-4 | N | Transportation Noise is the leading cause of noise violations in the Region | Page III-2 of the G&P, B.1 & B2: | N-4.2 Prioritize Project Funding -- Prioritize funding and implementation of non-motorized transportation methods over motorized sources. | A | prioritize low environmental impact transportation over traditional means. | N. Imp 5 N. Imp 20 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-4 | N | Transportation Noise is the leading cause of noise violations in the Region | NONE | N-4.3 Mitigation Fees -- Implement noise mitigation fees for projects that cannot directly mitigate their noise impacts. Direct mitigation will continue to be the preferred method. | N | Allows projects that are unable to mitigate their noise impact on-site or in a cost-effective manner a solution. | N. Imp 6 N. Imp 15 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-4 | N | Transportation Noise is the leading cause of noise violations in the Region | Page II-23 of the G&P, Policy 1: | N-4.3 Transmission of Noise - - Transmission of noise from transportation corridors shall be reduced at the earliest practicable date | A | Ensures transportation projects consider noise impacts in their development or redevelopment. | N. Imp 17 N. Imp 18 N. Imp 20 N. Imp 21 N. Imp 34 N. Imp 36 |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-1 Single event noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | Page II-21 of the G&P, Goal 1: Single event noise standards shall be attained and maintained | N-1 Single Event Noise : Single event noise levels are controlled to preserve the serenity of the community and neighborhood and provided abundant quiet recreation areas. | A | Pathway agreement | NONE | N-1.1 - Single Event Noise Levels Adopt and implement policies, programs, and regulations to control single event noise levels and preserve serenity at the earliest practicable date. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 9 Noise Monitoring -- TRPA will maintain adequate noise monitoring, enforcement programs, and routinely monitor noise associated with motor vehicles, motorcycles, over-the-snow vehicles, and aircraft use to ensure the serenity of the community and neighborhood is preserved. N. Imp 11 Project Compliance -- Projects and programs shall ensure they do not cause exceedances or exacerbate the noise levels in the Region. All projects shall identify: (1) Noise abatement measures that are reasonable and feasible and those that are to be incorporated in the project, and (2) Noise impacts for which no apparent solution is available. N. Imp 14 OHV Use -- Off-highway vehicle use is prohibited in the Lake Tahoe Basin except on specified roads, trails or designated areas where the impacts are mitigated. N. Imp 19 OHV Noise -- Off-road vehicles shall be limited to 96 dB using SAE J-1287 test. N. Imp 33 Loudspeakers -- Loudspeakers or similar |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
|-------------------------------|---------------------------|---------------|---------------|---|----------------|-----------------|-----------------|---|------------------|---|
| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| | | | | | | | | | | <p>devices used for amplifying sound outdoors for the purpose of advertising products or services or to attract patrons are prohibited.</p> <p>N. Imp 38 Education & Signage -- Marinas and boat launching facilities and off-highway recreation areas, shall post conspicuous notices of the noise ordinances. Signs prohibiting the use of engine brakes shall be posted on all highways.</p> <p>N. Imp 39 Aircraft -- Update aircraft noise standards to reflect the Airport Settlement Agreement and other current conditions.</p> <p>N. Imp 40 Off-Road Motorcycle -- Update Off-road motorcycle noise standards on the CA side of the Region to be consistent with state regulations.</p> |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
|-------------------------------|---------------------------|---------------|---------------|---|-------------------|---|---|---|--|--|
| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-1 | NONE | N-1 | A | Pathway agreement | NONE | State Specific Noise Programs Adopt and implement different noise standards and implementation strategies between the two states. | A | requested policy for analysis | N. Imp 28 State Specific Standards/Implementation Measures -- Adopt and implement different noise standards and implementation strategies between the two states. N. Imp 19 -- CA Only N. Imp 40 |
| 1.8.3 Noise/C. Emmett | N.DC-1 | NONE | N-1 | A | Pathway agreement | Page II-21 of the G & P, Policy 1 & 4: 1) An ordinance and enforcement program shall be developed to permit only aircraft that meet the single event noise thresholds to use the airport. 4) OFF-ROAD VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED. | N-1.4 - Monitoring and Enforcement Routinely monitor and enforce noise standards for the preservation of community serenity. | A | Policy supports goal and sets up rational for development of code and threshold develop for implementation purposes. | N. Imp 9 N. Imp 11 |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-1 | NONE | N-1 | A | Pathway agreement | Page II-22 of the G & P, Policy 2,3 &5: 2) BOATS WILL ONLY BE ALLOWED TO USE LAKE TAHOE IF THEY COMPLY WITH THE SINGLE-EVENT THRESHOLD. 3) MOTOR VEHICLES AND MOTORCYCLES SHALL COMPLY WITH THE APPROPRIATE NOISE THRESHOLDS. 5) THE USE OF SNOWMOBILES WILL BE RESTRICTED TO DESIGNATED AREAS. | N-1.5 - Watercraft, off-Highway and Over-the Snow Vehicles Allow the use of vehicles and equipment only on specified roads, trails or areas where the impacts are mitigated. | A | Broadens policy for streamlining. | N. Imp 14 N. Imp 38 |
| 1.8.3 Noise/C. Emmett | N.DC-1 | NONE | N-1 | A | Pathway agreement | Page II-22 of G & P, Policy 4 &5: | N-1.6 - Separate Incompatible Uses Restrict off-highway vehicles, motorcycles, and over-the-snow vehicles in close proximity to residential or other sensitive areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 14 N. Imp 19 - CA only |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | Page II-23 of the G&P, Goal 2: COMMUNITY NOISE EQUIVALENT LEVELS SHALL BE ATTAINED AND MAINTAINED. | N-2 Community Noise: Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | A | Pathway agreement | Page II-23 of the G & P, Policy 1 & 2: 1) TRANSMISSION OF NOISE FROM THE TRANSPORTATION CORRIDORS SHALL BE REDUCED. 2) Reduce Noise-related impacts associated with the airport to acceptable levels. | N-2.1 - Community Noise Levels Adopt and implement policies, programs, and regulations to meet community noise standards and preserve serenity at the earliest practicable date. | A | Broadens policy for streamlining. | N. Imp 11 N. Imp 17 PAS CNEL Levels -- Plan areas shall meet the following CNEL levels 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. TRPA maps shall identify the boundaries of all noise areas. (insert CNEL levels as developed by Gabby) N. Imp 18 Serenity & Quiet -- Add a requirement that "All plan areas in the Basin except those classified with a TRPA CNEL standard of 60 dBA or higher, are considered lands on which serenity and quiet are of extraordinary significance and serve an important public need and the preservation of those qualities in the Basin is essential to serve its intended purpose." N. Imp 36 Highways and Transportation Corridors - - Projects within transportation corridors shall include design criteria to help reduce the transmission of noise from the transportation corridor.23.6.D N. Imp 39 |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
|-------------------------------|---------------------------|---------------|---------------|---|-------------------|---|--|---|--|--|
| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-2 | A | Pathway agreement | Page II-22 of the G & P, Policy 6: THE PLAN WILL PERMIT USES ONLY IF THEY ARE CONSISTENT WITH THE NOISE STANDARDS. SOUND PROOFING PRACTICES MAY BE REQUIRED ON ALL STRUCTURES CONTAINING USES THAT WOULD OTHERWISE ADVERSELY IMPACT THE PRESCRIBED NOISE LEVELS | N-2.2 - Compatible Uses and Events Restrict or control uses or events to those that are compatible with the area, comply with noise standards, and do not cause adverse environmental effects. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 11 N. Imp 17 N. Imp 34 CNEL Exceedances -- TRPA shall not approve a project which causes a community noise standard (CNEL) to be exceeded or causes further degradation to an existing non-compliance condition. |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-2 | A | Pathway agreement | NONE | N-2.3 - Noise Mitigation Implement a noise mitigation fund. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 5 Prioritize Funding -- TRPA will prioritize funding and implementation of non-motorized transportation methods in project plans, transportation planning and in disbursement of mitigation funds. N. Imp 6 Mitigation Fees - - Noise mitigation fees are required for all projects that cause increased noise in the Region. Direct mitigation will be used whenever practicable. N. Imp 15 Mitigation Fund -- TRPA will develop a noise mitigation fund to address unmitigated on- and off-site noise impacts associated with a project |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| | | | | | | | | | | or program. This fee will be applicable to private and public entities for their programs and projects. Potential mitigation shall include, but not be limited to sound insulation of affected structures, acquisition of noise sensitive sites, low noise pavement, noise barriers, etc. |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-2 | A | Pathway agreement | Page II-22 of the G & P, Policy 6: THE PLAN WILL PERMIT USES ONLY IF THEY ARE CONSISTENT WITH THE NOISE STANDARDS. SOUND PROOFING PRACTICES MAY BE REQUIRED ON ALL STRUCTURES CONTAINING USES THAT WOULD OTHERWISE ADVERSELY IMPACT THE PRESCRIBED NOISE LEVELS | N-2.4 - Sound Control Require sound proofing or control as appropriate for projects, uses or structures with the potential to cause an exceedance of noise standards or adversely impact the surrounding areas or persons enjoying quiet recreational activities | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 11 N. Imp 17 N. Imp 33 |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-2 | A | Pathway agreement | Page II-23 of the G & P, Policy 1 & 2: | N-2.5 - Transportation Corridors Reduce noise levels within the transportation corridors at the earliest practicable date to avoid adverse noise effects on adjacent areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 38 Education & Signage -- Marinas and boat launching facilities and off-highway recreation areas, shall post conspicuous notices of the noise ordinances and the impacts of noise. Signs prohibiting the use of engine brakes shall be posted on all highways. N. Imp 41 Buoys -- New buoys are prohibited in Shoreline areas out of attainment with CNEL standards based on TRPA's monitoring protocols. N. Imp 42 Bouy Density -- The increase in buoy density at buildout shall be maintained at levels that ensure CNEL levels are maintained 1dB below standards based on TRPA's monitoring protocols. N. Imp 43 Noise Analysis -- A noise analysis shall be completed when stuctures are expected to increase the number of boats on the lake by 5 or greater. |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-2 | A | Pathway agreement | NONE | N-2.6 - Community Noise Equivalent Level (CNEL) Standards Implement CNEL standards that ensure serenity of the community and neighborhood and provide abundant quiet recreation areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 17 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-2 | A | Pathway agreement | NONE | N-2.7 - Noise Sensitive Areas Consider all areas in the Basin except those classified with a TRPA CNEL standard of 60 dBA or higher, as lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities in the Region is essential to serve its intended purpose. | N | Policy supports goal and sets up rational for development of code for implementation purposes. Brings TRPA in-line with FHWA on highway noise. | N. Imp 18 |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-2 | A | Pathway agreement | NONE | N-2.8 - Non-Motorized Transportation Modes Prioritize funding and implementation for non-motorized transportation methods. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | Existing measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 | NONE | N-2 | A | Pathway agreement | Page II-23 of the G & P, Policy 1 : | N-2.9 - Control Noise Transmission Reduce the transmission of noise to and from transportation corridors using site design requirements, which may include set backs, earthen berms, barriers, low noise pavement, vehicle trip reductions or other appropriate measures for both private and public projects and programs. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 17 N. Imp 34 N. Imp 36 |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-3 Noise levels are controlled to protect wildlife. | NONE | N-3 Noise and Wildlife: Noise levels are controlled to protect wildlife | N | Pathway agreement | | N-3.1 - Partner Agency Coordination Coordinate and collaborate with the applicable enforcement agencies and Regional partners to develop and enforce policies, program, and regulation that control noise levels to protect wildlife. | N | Broadens policy for streamlining. | N. Imp 14 N. Imp 19 |
| 1.8.3 Noise/C. Emmett | N.DC-3 | NONE | N-3 | N | Pathway agreement | Page II-23 of the G & P, Policy 3: TRPA WILL FURTHER DEFINE CNELs FOR WILDERNESS AND ROADLESS AREAS AND FOR CRITICAL WILDLIFE HABITAT AREAS. | N-3.2 - Wildlife Protection Measures Adopt and implement noise programs, standards, monitoring requirements, and enforcement programs for the protection of wildlife. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | Existing measures |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | NONE | N-4 Transportation Noise: Noise associated with transportation activities is controlled to attain and maintain the Environmental Threshold Carrying Capacities and federal, state and local noise standards. | N | Transportation Noise is the leading cause of noise violations in the Region | Page III-2 of the G & P, B.1 & B2: B1) It is the goal of the Regional Transportation Plan to fulfill the requirements of the TRPA Compact. B2) It is the goal of the Regional Transportation Plan to attain and maintain the ETCC and federal, state, and local transportation standards. | N-4.1 - Regional Transportation Plan The Regional Transportation Plan will incorporate measures to ensure attainment and maintenance of noise standards and perseverance of the community's serenity at the earliest practicable date. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | Existing measures |
| 1.8.3 Noise/C. Emmett | Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | NONE | N-4 | N | Transportation Noise is the leading cause of noise violations in the Region | Page III-2 of the G & P, B.1 & B2: | N-4.2 - Prioritize Project Funding Prioritize funding and implementation of non-motorized transportation methods over motorized sources. | A | prioritize low environmental impact transportation over traditional means. | Existing measures |

Alternative 3 – Noise Goals, Policies, and Implementation Strategies

| Alternative 3 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | NONE | N-4 | N | Transportation Noise is the leading cause of noise violations in the Region | NONE | N-4.3 - Mitigation Fees Implement noise mitigation fees for projects that cannot directly mitigate their noise impacts. Direct mitigation will continue to be the preferred method. | N | Allows projects that are unable to mitigate their noise impact on-site or in a cost-effective manner a solution. | N. Imp 6 N. Imp 15 |
| 1.8.3 Noise/C. Emmett | Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | NONE | N-4 | N | Transportation Noise is the leading cause of noise violations in the Region | Page II-23 of the G & P, Policy 1: | N-4.3 - Transmission of Noise Transmission of noise from transportation corridors shall be reduced at the earliest practicable date | A | Ensures transportation projects consider noise impacts in their development or redevelopment. | N. Imp 17 N. Imp 18 N. Imp 34 N. Imp 36 N. Imp 38 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-1 Single event noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | Page II-21 of the G&P, Goal 1: Single event noise standards shall be attained and maintained | N-1 Single Event Noise: Single event noise levels are controlled to preserve the serenity of the community and neighborhood and provided abundant quiet recreation areas. | A | Pathway agreement | NONE | 1.1 - Single Event Noise Levels Adopt and implement policies, programs, and regulations to control single event noise levels and preserve serenity at the earliest practicable date. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 2 Complying Noises -- The TRPA will only allow projects and uses that comply with noise standards and do not adversely affect the serenity of the community, neighborhoods or wildlife. Sound proofing shall be required on all structures containing uses that have the potential to cause an exceedance of any noise standards or adversely impact the surrounding area. N. Imp 3 Restrict OHV 1000' -- Prohibit off-highway vehicle, motorcycles, and over-the-snow vehicle within 1000 feet of residences and other sensitive areas or users. N. Imp 8 Working Muffler - - 1. All engines will be equipped with a working silencer with noise levels not exceeding factory original units. 2. No noise defeat devices are permitted. N. Imp 10 Local Jurisdiction Enforcement - - Local, state and federal jurisdictions shall maintain a program to monitor and enforce noise standards. N. Imp 14 OHV Use -- Off-highway vehicle use is prohibited in the Lake Tahoe Basin except on |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| | | | | | | | | | | <p>specified roads, trails or designated areas where the impacts are mitigated.</p> <p>N. Imp 25 Seaplanes -- No seaplane bases or docking facilities are allowed in the Basin. Seaplanes shall be prohibited within 1-mile of the shoreline of Lake Tahoe. Define seaplanes-make sure they include float planes and anything that flies and can land on water. 23.6.B Seaplane Bases:</p> <p>N. Imp 26 Helipads -- Only two helipads are allowed in the Region. One at the South Lake Tahoe Airport; and One at Barton Memorial Hospital. Except for emergency purposes, helicopters are prohibited from landing in the Region other than at the above helipads.</p> <p>23.6.C Helipads:</p> <p>N. Imp 28 State Specific Standards/Implementation Measures -- Adopt and implement different noise standards and implementation strategies between the two states.</p> <p>N. Imp 30 Watercraft Testing -- Watercraft with the potential to violate noise standards shall be tested prior to use.</p> <p>N. Imp 32 Automatic Fines -- a) All aircraft violating the noise standards shall be given</p> |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| | | | | | | | | | | <p>an automatic \$300 per offence fine. The fine will be deposited in the noise mitigation fund. Emergency, military aircraft and permitted special events are exempt.</p> <p>b) All motorized vehicles and watercraft violating the noise standards shall be given an automatic \$200 per offence fine. The fine will be deposited in the noise mitigation fund. Emergency, military aircraft and permitted special events are exempt.</p> <p>N. Imp 35 Motorcycles -- For motorcycles traveling less than or equal to 35 MPH, 77.0 dBA when measured at 50 feet. For motorcycles traveling greater than 35 MPH, 86.0 dBA when measured at 50 feet. On-road motorcycles shall be limited to 96 dB using SAE J-1287 test.</p> <p>N. Imp 37 Off-Road Vehicles And Over-Snow Vehicles -- Public agencies responsible for the administration of public lands and recreation areas shall post notices of TRPA noise standards in conspicuous locations at access points to use areas and routinely</p> |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| | | | | | | | | | | <p>monitor and enforce those standards. Rental and excursion operators shall not operate or offer for rent or use any off-road vehicle or oversnow vehicle not in compliance with the standards.</p> <p>23.2.A. N. Imp 39 Aircraft -- Update aircraft noise standards to reflect the Airport Settlement Agreement and other current conditions.</p> |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| 1.8.3 Noise/C. Emmett | N.DC-1 | N/A | N-1 Single Event Noise: | A | Pathway agreement | NONE | 1.2 - Region-wide Noise Program Adopt and implement Region-wide noise programs to ensure the protection of human and ecosystem health and community serenity. | N | Broadens policy for streamlining. | <p>N. Imp 1 Region-wide Standards/Implementation -- Implement the most stringent federal, state, and local noise standards and implementation strategies Region-wide.</p> <p>N. Imp 2</p> <p>N. Imp 3</p> <p>N. Imp 4 Permitted Events -- All events that have the potential to violate noise standards shall be permitted and monitored. Events that may contribute to noise violations will not be permitted.</p> <p>N. Imp 5 Prioritize Funding -- TRPA will prioritize funding and implementation of non-motorized transportation methods in project plans, transportation planning and in disbursement of mitigation funds.</p> <p>N. Imp 6 Mitigation Fees - - Noise mitigation fees are required for all projects that cause increased noise in the Region. Direct mitigation will be used whenever practicable.</p> <p>N. Imp 7 Exemptions To Noise Limitations -- The standards of this chapter shall not apply to noise from TRPA-approved construction or maintenance projects occurring Monday through Saturday between 8 a.m.</p> |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| | | | | | | | | | | <p>and 6:00 p.m. Construction activities outside this period are limited to 60dBA 1-hour Leq. The standards of this chapter shall not apply to safety signals, warning devices, or emergency pressure relief valves and other similar devices. Emergency work to protect life or property and fireworks used in accordance with a state or local permit are exempt from noise standards.</p> <p>N. Imp 8 N. Imp 9 Noise Monitoring -- TRPA will maintain adequate noise monitoring, enforcement programs, and routinely monitor noise associated with motor vehicles, motorcycles, over-the-snow vehicles, and aircraft use to ensure the serenity of the community and neighborhood is preserved.</p> <p>N. Imp 11 Project Compliance -- Projects and programs shall ensure they do not cause exceedances or exacerbate the noise levels in the Region. All projects shall identify: (1) Noise abatement measures that are reasonable and feasible and those that are to be incorporated in the project, and</p> |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| | | | | | | | | | | <p>(2) Noise impacts for which no apparent solution is available.</p> <p>N. Imp 12 Project Monitoring -- All projects located in areas that either exceed noise standards or are within 3dB of the noise standards shall allow TRPA permission to monitor noise levels on the property up to 5 years after completion of the project.</p> <p>N. Imp 13 Level of Significance -- The level of significance for noise is defined as an increase of 3.0 dB or greater at any monitoring location or any increase in noise if the area already violates noise standards.</p> <p>Define noise-sensitive site in Chapter 2 and identify in updated PASs under planning considerations and policies. Update TRPA Chk list.</p> <p>N. Imp 14</p> <p>N. Imp 15 Mitigation Fund -- TRPA will develop a noise mitigation fund to address unmitigated on- and off-site noise impacts associated with a project or program. This fee will be applicable to private and public entities for their programs and projects. Potential mitigation shall include, but not be limited to sound insulation of</p> |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| | | | | | | | | | | <p>affected structures, acquisition of noise sensitive sites, low noise pavement, noise barriers, etc.</p> <p>N. Imp 16 Noise Containment -- Require noise containment measures such as sound proofing and enclosures for generators and other loud sources.</p> <p>N. Imp 17 PAS CNEL Levels -- Plan areas shall meet the following CNEL levels 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. TRPA maps shall identify the boundaries of all noise areas. (insert CNEL levels as developed by Gabby)</p> <p>N. Imp 18 Serenity & Quiet -- Add a requirement that "All plan areas in the Basin except those classified with a TRPA CNEL standard of 60 dBA or higher, are considered lands on which serenity and quiet are of extraordinary significance and serve an important public need and the preservation of those qualities in the Basin is essential to serve its intended purpose."</p> |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| | | | | | | | | | | <p>N. Imp 19 OHV Noise -- Off-road vehicles shall be limited to 96 dB using SAE J-1287 test.</p> <p>N. Imp 20 Mitigation -- Projects will be required to mitigate all noise associated with their project, including noise generated within their project area as well as off-site traffic noise associated with the project. If actual mitigation is not feasible for the project proponent to implement, payment into a noise mitigation fund may be utilized to offset the impact at a 1.5 to 1.0 cost ratio.</p> <p>N. Imp 21 Transportation Noise -- Non-attainment transportation noise corridors shall be brought into attainment at the earliest practicable date or upon refurbishing, resurfacing and when any major work within the transportation noise corridor is conducted. Low noise pavement or other mitigation shall be used on transportation corridors and roadways that are out-of-attainment with noise standards or that contribute to noise issues in the surrounding community or neighborhoods. Payment into a noise mitigation fund will not be permitted</p> |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| | | | | | | | | | | as a substitute for providing low-noise pavement on highway paving projects. N. Imp 22 Transportation Measures -- Transportation measures designed and implemented to ensure that noise standards are attained and maintained at levels that preserve the serenity of the community and neighborhood and provide quiet recreation areas shall be incorporated into the RTP. N. Imp 23 Engine Brakes -- Use of engine brakes shall be prohibited in the Region, except for emergencies. N. Imp 24 Non-Complying Activities -- Limit or otherwise restrict activities that may attract non-complying vehicles or other activities that cause exceedances of the noise standards. N. Imp 25 N. Imp 26 N. Imp 27 1-Hr Stds -- Develop and implement 1-hour noise standards to address human/ecosystem health issues for unnecessary noise. N. Imp 28 N. Imp 29 Resurface Roads -- All roadways in non-attainment areas shall be resurfaced with |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| | | | | | | | | | | acceptable low noise pavement by 2025. N. Imp 31 Vehicle Trips >20 -- Projects within noise non-attainment areas that have the potential to increase vehicle trips by more than 20 trips per day are prohibited. N. Imp 32 Loudspeakers -- Loudspeakers or similar devices used for amplifying sound outdoors for the purpose of advertising products or services or to attract patrons are prohibited. 23.6.G N. Imp 34 CNEL Exceedances -- TRPA shall not approve a project which causes a community noise standard (CNEL) to be exceeded or causes further degradation to an existing non-compliance condition. N. Imp 35 N. Imp 36 N. Imp 38 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| 1.8.3 Noise/C. Emmett | N.DC-1 | N/A | N-1 Single Event Noise: | A | Pathway agreement | NONE | 1.3 - Region-wide Noise Program Adopt and implement the most stringent federal, state, and local noise standards Region-wide for the protection of human and ecosystem health and community serenity. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 1 |
| 1.8.3 Noise/C. Emmett | N.DC-1 | N/A | N-1 Single Event Noise: | A | Pathway agreement | Page II-21 of the G & P, Policy 1 & 4: 1) An ordinance and enforcement program shall be developed to permit only aircraft that meet the single event noise thresholds to use the airport. 4) OFF-ROAD VEHICLE USE IS PROHIBITED IN THE LAKE TAHOE REGION EXCEPT ON SPECIFIED ROADS, TRAILS, OR DESIGNATED AREAS WHERE THE IMPACTS CAN BE MITIGATED. | 1.4 - Monitoring and Enforcement Routinely monitor and enforce noise standards for the preservation of community serenity. | A | Policy supports goal and sets up rational for development of code and threshold develop for implementation purposes. | N. Imp 9 N. Imp 11 N. Imp 12 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-1 | N/A | N-1 Single Event Noise: | A | Pathway agreement | Page II-22 of the G & P, Policy 2,3 &5: 2) BOATS WILL ONLY BE ALLOWED TO USE LAKE TAHOE IF THEY COMPLY WITH THE SINGLE-EVENT THRESHOLD. 3) MOTOR VEHICLES AND MOTORCYCLES SHALL COMPLY WITH THE APPROPRIATE NOISE THRESHOLDS. 5) THE USE OF SNOWMOBILES WILL BE RESTRICTED TO DESIGNATED AREAS. | 1.5 - Watercraft, off-Highway and Over-the Snow Vehicles Allow the use of vehicles and equipment only on specified roads, trails or areas where the impacts are mitigated. | A | Broadens policy for streamlining. | N. Imp 3 N. Imp 10 N. Imp 14 N. Imp 30 |
| 1.8.3 Noise/C. Emmett | N.DC-1 | N/A | N-1 Single Event Noise: | A | Pathway agreement | Page II-22 of G & P, Policy 4 &5: | 1.6 - Separate Incompatible Uses Restrict off-highway vehicles, motorcycles, and over-the-snow vehicles in close proximity to residential or other sensitive areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 3 N. Imp 10 N. Imp 14 N. Imp 19 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-2 Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | N-2 Community Noise: Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | N-2 Community Noise: Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | A | Pathway agreement | Page II-23 of the G & P, Policy 1 & 2: 1) TRANSMISSION OF NOISE FROM THE TRANSPORTATION CORRIDORS SHALL BE REDUCED. 2) Reduce Noise-related impacts associated with the airport to acceptable levels. | 2.1 - Community Noise Levels Adopt and implement policies, programs, and regulations to meet community noise standards and preserve serenity at the earliest practicable date. | A | Broadens policy for streamlining. | N. Imp 2 N. Imp 4 N. Imp 6 N. Imp 7 N. Imp 9 N. Imp 11 N. Imp 12 N. Imp 13 N. Imp 16 N. Imp 17 N. Imp 18 N. Imp 20 N. Imp 21 N. Imp 22 N. Imp 23 N. Imp 24 N. Imp 25 N. Imp 26 N. Imp 27 N. Imp 29 N. Imp 33 N. Imp 34 N. Imp 35 N. Imp 36 N. Imp 39 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | N/A | N-2 Community Noise: | A | Pathway agreement | Page II-22 of the G & P, Policy 6: THE PLAN WILL PERMIT USES ONLY IF THEY ARE CONSISTENT WITH THE NOISE STANDARDS. SOUND PROOFING PRACTICES MAY BE REQUIRED ON ALL STRUCTURES CONTAINING USES THAT WOULD OTHERWISE ADVERSELY IMPACT THE | 2.2 - Compatible Uses and Events Restrict or control uses or events to those that are compatible with the area, comply with noise standards, and do not cause adverse environmental effects. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 4 N. Imp 11 N. Imp 17 N. Imp 24 N. Imp 34 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| | | | | | | PRESCRIBED NOISE LEVELS | | | | |
| 1.8.3 Noise/C. Emmett | N.DC-2 | N/A | N-2 Community Noise: | A | Pathway agreement | NONE | 2.3 - Noise Mitigation Implement a noise mitigation fund. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 5 N. Imp 6 N. Imp 15 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | N/A | N-2 Community Noise: | A | Pathway agreement | Page II-22 of the G & P, Policy 6: | 2.4 - Sound Control Require sound proofing or control as appropriate for projects, uses or structures with the potential to cause an exceedance of noise standards or adversely impact the surrounding areas or persons enjoying quiet | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 11 N. Imp 17 N. Imp 33 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| | | | | | | | recreational activities | | | |
| 1.8.3 Noise/C. Emmett | N.DC-2 | N/A | N-2 Community Noise: | A | Pathway agreement | Page II-23 of the G & P, Policy 1 & 2: | 2.5 - Transportation Corridors Reduce noise levels within the transportation corridors at the earliest practicable date to avoid adverse noise effects on adjacent areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 17 N. Imp 18 N. Imp 21 N. Imp 22 N. Imp 29 N. Imp 31 N. Imp 34 N. Imp 36 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | N/A | N-2 Community Noise: | A | Pathway agreement | NONE | 2.6 - Community Noise Equivalent Level (CNEL) Standards Implement CNEL standards that ensure serenity of the community and neighborhood and provide abundant quiet recreation areas. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 13 N. Imp 17 N. Imp 34 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| 1.8.3 Noise/C. Emmett | N.DC-2 | N/A | N-2 Community Noise: | A | Pathway agreement | NONE | 2.7 - Noise Sensitive Areas Consider all areas in the Basin except those classified with a TRPA CNEL standard of 60 dBA or higher, as lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities in the Region is essential to serve its intended purpose. | N | Policy supports goal and sets up rational for development of code for implementation purposes. Brings TRPA in-line with FHWA on highway noise. | N. Imp 17 N. Imp 18 |
| 1.8.3 Noise/C. Emmett | N.DC-2 | N/A | N-2 Community Noise: | A | Pathway agreement | NONE | 2.8 - Non-Motorized Transportation Modes Prioritize funding and implementation for non-motorized transportation methods. | N | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 5 N. Imp 15 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| 1.8.3 Noise/C. Emmett | N.DC-2 | N/A | N-2 Community Noise: | A | Pathway agreement | Page II-23 of the G & P, Policy 1: | 2.9 - Control Noise Transmission Reduce the transmission of noise to and from transportation corridors using site design requirements, which may include set backs, earthen berms, barriers, low noise pavement, vehicle trip reductions, or other appropriate measures. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 17 N. Imp 21 N. Imp 29 N. Imp 31 N. Imp 34 N. Imp 36 |
| 1.8.3 Noise/C. Emmett | N.DC-3 Noise levels are controlled to protect wildlife. | N/A | N-3 Noise and Wildlife: Noise levels are controlled to protect wildlife | N | Pathway agreement | NONE | 3.1 - Partner Agency Coordination Coordinate and collaborate with the applicable enforcement agencies and Regional partners to develop and enforce policies, program, and regulation that control noise levels to protect wildlife. | N | Broadens policy for streamlining. | N. Imp 14 N. Imp 19 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
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| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | N.DC-3 | N/A | N-3 Noise and Wildlife: | N | Pathway agreement | Page II-23 of the G & P, Policy 3: TRPA WILL FURTHER DEFINE CNELs FOR WILDERNESS AND ROADLESS AREAS AND FOR CRITICAL WILDLIFE HABITAT AREAS. | 3.2 - Wildlife Protection Measures Adopt and implement noise programs, standards, monitoring requirements, and enforcement programs for the protection of wildlife. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 3 N. Imp 8 N. Imp 9 N. Imp 12 N. Imp 14 N. Imp 19 N. Imp 36 N. Imp 37 |
| 1.8.3 Noise/C. Emmett | Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | N/A | N-4 Transportation Noise: Noise associated with transportation activities is controlled to attain and maintain the Environmental Threshold Carrying Capacities and federal, state and local noise standards. | N | Transportation Noise is the leading cause of noise violations in the Region | Page III-2 of the G & P, B.1 & B2: B1) It is the goal of the Regional Transportation Plan to fulfill the requirements of the TRPA Compact. B2) It is the goal of the Regional Transportation Plan to attain and maintain the ETCC and federal, state, and local transportation standards. | 4.1 - Regional Transportation Plan The Regional Transportation Plan will incorporate measures to ensure attainment and maintenance of noise standards and perseverance of the community's serenity at the earliest practicable date. | A | Policy supports goal and sets up rational for development of code for implementation purposes. | N. Imp 5 N. Imp 6 N. Imp 11 N. Imp 12 N. Imp 13 N. Imp 17 N. Imp 18 N. Imp 20 N. Imp 21 N. Imp 22 N. Imp 29 N. Imp 31 N. Imp 33 N. Imp 36 N. Imp 39 |

Alternative 4 – Noise Goals, Policies, and Implementation Strategies

| Alternative 4 -- NOISE | | | | | | | | | | |
|-------------------------------|---|---------------|---------------------------|---|---|------------------------------------|--|---|--|--|
| Element or Subelement/ Author | Pathway Desired Condition | Existing Goal | Proposed Goal | Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Goal Rationale | Existing Policy | Proposed Policy | Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged | Policy Rationale | Implementation Measures |
| 1.8.3 Noise/C. Emmett | Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | N/A | N-4 Transportation Noise: | N | Transportation Noise is the leading cause of noise violations in the Region | Page III-2 of the G & P, B.1 & B2: | 4.2 - Prioritize Project Funding Prioritize funding and implementation of non-motorized transportation methods over motorized sources. | A | Prioritize low environmental impact transportation over traditional means. | N. Imp 5 N. Imp 20 |
| 1.8.3 Noise/C. Emmett | Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | N/A | N-4 Transportation Noise: | N | Transportation Noise is the leading cause of noise violations in the Region | NONE | 4.3 - Mitigation Fees Implement noise mitigation fees for projects that cannot directly mitigate their noise impacts. Direct mitigation will continue to be the preferred method. | N | Allows projects that are unable to mitigate their noise impact on-site or in a cost-effective manner a solution. | N. Imp 6 N. Imp 15 |
| 1.8.3 Noise/C. Emmett | Community noise levels are controlled to preserve the serenity of the community and neighborhood and provide abundant quiet recreation areas. | N/A | N-4 Transportation Noise: | N | Transportation Noise is the leading cause of noise violations in the Region | Page II-23 of the G & P, Policy 1: | 4.3 - Transmission of Noise Transmission of noise from transportation corridors shall be reduced at the earliest practicable date | A | Ensures transportation projects consider noise impacts in their development or redevelopment. | N. Imp 17 N. Imp 18 N. Imp 20 N. Imp 21 N. Imp 29 N. Imp 31 N. Imp 34 N. Imp 36 |