
TRPA Regional Plan Update

Air Quality Goals, Policies, and Implementation Strategies

January 27, 2010

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Alternative 1 – Air Quality Goals, Policies, and Implementation Strategies

Alternative 1 – AIR QUALITY (no changes proposed)										
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

Alternative 2 – Air Quality Goals, Policies, and Implementation Strategies

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1.8.5 Air Quality/C.Emmett	AQ.DC-1 Human and Ecosystem Health Air quality in the Lake Tahoe Basin is healthy for humans and ecosystems.	Page II-29 of the AQ Subelement, 2nd full ¶: Implementation of control measures contained in the Air Quality Plan should lead to attainment of the TRPA threshold standards and should also lead to attainment and maintenance of federal and state air quality standards.	AQ-1 HUMAN & ECOSYSTEM HEALTH Air quality in the Region is attained and maintained at levels that are healthy for humans and the ecosystem.	A	Pathway agreement	Page II-1 of the G&P, Goal #1: Restore, maintain, and improve, the quality of the lake Tahoe Region for the visitors and residents of the Region.	AQ-2.1.1 Program Implementation -- TRPA will assess, consider, and use best efforts to reduce emissions, exposures, and health and environmental risks when developing and implementing programs, plans, and projects.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 5 Reduced Fees -- Reduce permit fees by: 15% for all LEED Silver Certified Construction; 25% for all LEED Gold Certified Construction; 50% for all LEED Platinum Certified Construction AQ Imp 7 Carpool Incentive -- Businesses with over 70 employees will provide dedicated spaces with the most convenient access to the entrance to employees that carpool. Employers will provide 50% of the cost of bus passes for employees to ride the bus to their employment. AQ Imp 8 Mitigation Improvements -- Chapter 93 will be totally redrafted. Major changes include requirement to provide emissions estimates for projects seeking funds, fund only projects with the lowest emission levels, add provision to provide \$5,000 for the purchase of zero emission vehicles and low emission hybrids by full time residence of the Region who also work in the Region.

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										<p>AQ Imp 9 Non Asphalt Incentive -- Reduce permit fees by 20% for the installation of approved non-asphalt materials and paving blocks in parking lots, sidewalks, and driveways.</p> <p>AQ Imp 10 Trackout -- A tackifier, trackout device or other TRPA approved measures is required during ground disturbing activities. Permanent track-out device is required to be installed at time of permit or by 2015 in areas shown to have traffic related transport issues.</p> <p>AQ Imp 13 Diesel Idling -- Diesel trucks are prohibited from idling longer than 5 min and shore power must be utilized at high use areas. Exceptions ...</p> <p>AQ Imp 14 Forest Fuels 40% -- Forest fuels reduction efforts shall reduce PM emissions by 40% compared to open burning emissions levels.</p> <p>AQ Imp 15 Wood Stove Construction -- Wood stoves are prohibited in all new construction. Wood stoves are prohibited in all project</p>

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										areas requiring a TRPA permit. AQ Imp 16 Clean Wood Stoves -- All wood stoves not certified to emit less than 4.5g/hr of PM for a non-catalyst and 2.5 g/hr of PM for a catalyst equipped stove must be removed by 2020. AQ Imp 17 Wood Stove Certification -- All properties purchased, sold, or transferred title shall ensure the wood stove is compliant with all current regulations. Evidence of such will be included in escrow documents. AQ Imp 18 Stove Mit Program -- All properties containing a wood stove shall pay an air quality mitigation fee per unit. AQ Imp 20 Bike Facilities -- Class II bike lanes shall be constructed and maintained along major highways and areas where bicycle travel is present. AQ Imp 21 Traffic Timing -- Traffic signals must be synchronized or timed appropriately to permit free flow of traffic. AQ Imp 22 Traffic

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										<p>Signals -- Eliminate traffic lights where possible and implement left turns on green light movements.</p> <p>AQ Imp 23 RTP 15% -- The RTP shall achieve a 15% reduction in baseline emissions levels by 2020.</p> <p>AQ Imp 24 Emissions Benefits -- Transportation projects shall provide estimates of pre- and post project emission levels in pounds per pollutant for each criteria pollutant.</p> <p>AQ Imp 26 Driveways -- Driveways affecting traffic or pedestrian flow must be removed or combined by 2020 or when a TRPA permit is required.</p> <p>AQ Imp 27 Region Wide Program -- TRPA will adopt the most stringent AQ standards control strategies, and implementation plans Region-wide.</p> <p>AQ Imp 28 Cost Effective Mitigation Funds -- AQ mitigation funds will be released based on a prioritization of best \$'s per pound of reduction. Jurisdictions requesting AQ mit funds must provide estimates of emissions reduction</p>

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page III-3 of the G&P, 2D: New, expanded or revised developments and land uses shall fully mitigate their regional and cumulative traffic impacts.	AQ-2.1.2 Community Coordination -- TRPA will work with local land-use agencies, transportation agencies, and others to develop ways to assess and reduce cumulative emissions, exposures, health risks, and ecosystem risks from air pollution through general plans, discretionary project review, permitting, and other local actions.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 14 AQ Imp 15 AQ Imp 16 AQ Imp 17 AQ Imp 18 AQ Imp 19 Pedestrian Facilities -- Pedestrian facilities must be constructed, upgraded, and maintained along major travel routes. AQ Imp 20 AQ Imp 21 AQ Imp 22 AQ Imp 24 AQ Imp 28
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page IV-28 of the G & P, Goal 1: Promote energy conservation programs and development of alternative energy sources to lessen dependence of scarce and high-cost energy supplies.	AQ-2.1.3 Community Coordination -- Reduce air pollution by promoting greater energy efficiency and conservation, and the use of renewable resources.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 2 Air Curtain Exempt-- Forest fuel reduction projects utilizing air curtain burners for 100% of the burning process would be exempt from burn day restrictions. AQ Imp 14

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page II-29 of the AQ Subelement, 2nd full ¶: Implementation of control measures contained in the Air Quality Plan should lead to attainment of the TRPA threshold standards and should also lead to attainment and maintenance of federal and state air quality standards.	AQ-2.1.4 Air Quality Plan -- TRPA will adopt and implement a comprehensive Air Quality Plan that addresses, but is not limited to, the following issues: emissions from mobile and stationary sources, greenhouse gases, wood burning, visual air quality, and road related pollutants.	A	Policy supports goal and sets up rational for development of code and threshold develop for implementation purposes.	AQ Imp 1 Trans Funding -- Zero emission transportation programs and projects would be given priority in terms of funding and permitting practices. AQ Imp 5 AQ Imp 14 AQ Imp 18 AQ Imp 19 AQ Imp 20 AQ Imp 21 AQ Imp 22 AQ Imp 24 AQ Imp 27

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1 HUMAN & ECOSYSTEM HEALTH	A	Pathway agreement	G&P II-26 - The Air Quality Element of the Air Quality Plan focuses on the need for air quality control strategies required to meet the air quality related goals for the Tahoe Region.	AQ-2.1.5 Air Pollutants -- Reduce sources of air pollutants at the earliest practicable date through the implementation of best management practices, community design, maintenance practices, transportation control measures, and controls on combustion and burning practices.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 4 ZEV Incentive -- Businesses with over 70 employees will provide incentives for their employees to use zero emission transportation sources. Incentives include: provide paid time for 50% of the additional commute time Vs non-zero emission travel and provide monetary incentives up to \$3,000 for purchase and use of a ZEV. AQ Imp 6 Bike Facilities --AQ Imp 12 Street Sweeping 1 -- All major roads shall be swept twice per month. All remaining roads shall be swept once per month. AQ Imp 7 AQ Imp 8 AQ Imp 10 AQ Imp 11 Clean Sweepers -- All sweepers brought into the Region will be certified by ETV Canada to the following specs-... AQ Imp 12 Street Sweeping 1 -- All major roads shall be swept twice per month. All remaining roads shall be swept once per month.

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										AQ Imp 13 AQ Imp 14 AQ Imp 15 AQ Imp 16 AQ Imp 17 AQ Imp 18 AQ Imp 19 AQ Imp 20 AQ Imp 21 AQ Imp 22 AQ Imp 24 AQ Imp 26 AQ Imp 27 AQ Imp 28 AQ Imp 29 Mitigation -- Require on-site AQ mitigation where possible. Off site AQ mitigation will be mitigated 1:1 for pollutants that are in-attainment with a positive or neutral trend and 2:1 for all other situations.

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page III-2 of the G&P, B1&2: 1) It is the goal of the Regional Transportation Plan to fulfill the requirements of the TRPA Compact. 2) It is the goal of the Regional Transportation Plan to attain and maintain the ETCC and federal, state, and local transportation standard	AQ-2.1.6 Projects, Programs, and Plans -- Projects, plans, and programs will attain and maintain air quality standards at levels that are considered healthy for humans and the ecosystem at the earliest practicable date..	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 1 AQ Imp 10 AQ Imp 11 AQ Imp 12 AQ Imp 14 AQ Imp 15 AQ Imp 16 AQ Imp 17 AQ Imp 18 AQ Imp 19 AQ Imp 20 AQ Imp 21 AQ Imp 22 AQ Imp 24 AQ Imp 27
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page III-4 of the G&P, Objective 4A&B: A) There shall be a high priority on constructing pedestrian and bicycle facilities in urbanized areas of the Regional and where reduction in congestion will result . B) Pedestrian and bicycle facilities shall be constructed, or upgraded, and maintained along major travel routes.	AQ-2.1.7 Sidewalks and Bicycle Lanes -- For the purpose of improving air quality, incorporate public sidewalks and Class II bike lanes when improvements triggering a permit are required for projects along major roads and highways or in areas with hi	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 6 AQ Imp 19 AQ Imp 20

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Code of Ordinance 72.3C: Prescribed burning shall be limited to time periods for which TRPA finds that atmospheric conditions normally will allow complete dispersion of the smoke from the prescribed burn during each day of the burn.	AQ-2.1.8 Hazardous Fuels Burning -- All burning should be conducted on appropriate days to minimize the impact on human and ecosystem health and ensure the elimination of smoke from the Region. Where practicable, the use of non-burning methods to reduce hazardous forest fuels should be used.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 2 AQ Imp 14
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page II-33 of the G&P, Combustion Heaters 3 & 5: 3) It shall be illegal for anyone to install a wood burning appliance in the Region that does not meet TRPA Code emission standards. 5) The stricter of TRPA, local, state, or federal standards regulating wood heating appliances or fuel for residential heating shall apply.	AQ-2.1.9 Home Heating Emissions -- Eliminate all but the cleanest burning technologies for use in home heating at the earliest practicable date.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 15 AQ Imp 16 AQ Imp 17 AQ Imp 18 AQ. Imp 32 Wood Stove Replacement @ Time of Sale -- Wood stove replacements would occur at time of sale; and the property certified as part of the escrow process.

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page II-1 of the G&P, Goal #1:	AQ-2.1.10 Community Design for Air Quality Improvements -- Incorporate trees and other vegetation and other enhancements into community design to improve air quality and the attraction to non-motorized travel.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	No implementation measures developed at this time.
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-2.1.11 Combustion Engine Emissions -- Reduce emissions from combustion engines to the maximum extent practicable and at the earliest practicable date.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 3 Clean Vehicle Exempt -- Add exemption for AT-PZEVs, ZEVs, and PZEVs. AQ Imp 4 AQ Imp 13 AQ Imp 21 AQ Imp 22 AQ Imp 24
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page II-2 of the G&P, Goal #2: Direct the amount and location of new land uses in conformance with the ETCC and other goals of the TRPA Compact	AQ-2.1.12 Land Use -- Promote the incorporation of programs and policies that improve air quality in the regional and local land use plans and regulatory processes.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 6 AQ Imp 19 AQ Imp 20 AQ Imp 26

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	Page II-32 of the G&P, Best Management Practices 2nd ¶: Chapter 25 of the TRPA Code implement BMPs requirements for the Region. These BMPs can significantly reduce erosion and stabilize slopes, and reduce the amount of wind-blown soils and re-entrained dust in the Region.	AQ-2.1.13 Fugitive Dust -- Reduce the amount of fugitive dust that is re-entrained into the atmosphere from unpaved areas, streets, parking lots, parcels, and construction sites.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 10 AQ Imp 11 AQ Imp 12
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-1	A	Pathway agreement	NONE	AQ-2.1.14 AQ Education -- Promote an education campaign dedicated to dissemination of the effects of air pollution and real time information of the Basin's conditions.	A	Policy supports a public education program that will help with the voluntary improvement of air quality and informing the general public in order to provide better public participation.	Existing program. No new implementation measures developed at this time.

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4: B1) It is the goal of the TRP to fulfill the requirements of the TRPA Compact. B2) It is the goal of the RTP to attain and maintain the environmental Threshold Carrying Capacities... B4) The Organization structures and process relevant to transportation and transit operations and governance shall be designed to facilitate the implementation of the Regional Transportation Plan and the goals of the Compact	AQ-2 MOBILE AIR POLLUTION SOURCES: Plans, programs, and projects that include a mobile source pollution element should reduce air pollutants to their maximum achievable levels at the earliest practicable date.	A	Pathway agreement	Page II-31 of the G & P, Transportation Control Measures Section: The California Clean Air Act defines transportation control measures as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing vehicle emissions." Transportation control measures can include both regulatory measures and transportation measures.	AQ-2.2.1 Transportation Control Measures (TCM) -- "Transportation Control Measures" shall be defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing vehicle emissions."	A	Policy supports goal and brings TRPA in line with other air pollution and transportation agencies.	Define TCMs;

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page II-26 of the G&P, Section A: The Compact states that the goal of transportation planning shall be to reduce to the extent feasible air pollution, which is caused by motor vehicles. The purpose of the Air Quality Plan is to attain and maintain the ETCC established by TRPA	AQ-2.2.2 TCM in the Air Quality Plan -- The Air Quality Plan will include Transportation Control Measures that reduce motor vehicle emissions to the maximum extent possible at the earliest practicable date.	A	Policy supports goal and brings TRPA in line with other air pollution and transportation agencies.	AQ Imp 1 AQ Imp 3 AQ Imp 4 AQ Imp 7 AQ Imp 8 AQ Imp 19 AQ Imp 20 AQ Imp 24 AQ Imp 26 AQ. Imp 63 RTP Improvements -- The Regional Transportation Plan shall demonstrate its overall effect on all TRPA Air Quality Thresholds and standards. AQ. Imp 64 Conformity -- TRPA shall develop a conformity process that determines the air quality impacts of transportation improvements on TRPA Air Quality Thresholds, similar to federal MPO air quality requirements.

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page III-6 of G & P, 6B & 6D: B) Traffic conflicts should be reduced by limiting or controlling access to major regional travel routes and major local roadway. D) Roadway designs shall accommodate bicycle lanes and transit stops and reduce conflicts between vehicles and bicycle and pedestrians.	AQ-2.2.4 Movement Synchronization & Integration -- Integrate and synchronize the signal network to improve air quality and provide priority to bicycles and pedestrians at facilities, intersections, and driveways.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 6 AQ Imp 21 AQ Imp 22

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1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page III-4 of the G&P, 4A & B: A) There shall be a high priority on constructing pedestrian and bicycle facilities in urbanized areas of the Regional and where reduction in congestion will result. B) Pedestrian and bicycle facilities shall be constructed, or upgraded, and maintained along major travel routes.	AQ-2.2.5 Non-Motorized Movement Bicycles -- Install Class 2 bike lanes on all major travel routes when the curb line is altered or improved or when major work is performed along that area.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 6 AQ Imp 20
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4	AQ-2	A	Pathway agreement	Page III-4 of the G&P, 4A & B:	AQ-02.2.6 Non-Motorized Movement Pedestrians -- Maintain year-round bicycle and pedestrian facilities in urbanized areas and along transportation routes used for commuting.	A	Policy supports goal and brings TRPA in line with other air pollution and transportation agencies.	AQ Imp 6 AQ Imp 19

Alternative 2 – Air Quality Goals, Policies, and Implementation Strategies

Alternative 2 -- AIR QUALITY										
<i>(Note: there are no enumerated goals and policies for the Air Quality Subelement. The existing goals and policies listed below are derived from the text contained in the Air Quality Subelement.)</i>										
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
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page III-6 of the G&P, Section 6B&C: B) Traffic conflicts should be reduced by limiting or controlling access to major regional travel routes and major local roadway. C) Intersection improvements required to upgrade existing levels of service including lane restriping, turn lanes, channelization and traffic signals should be implement when warranted.	AQ-2.2.7 Traffic Conflicts -- Improve air quality by reducing traffic conflicts.	A	Policy supports goal and brings TRPA in line with other air pollution and transportation agencies.	AQ Imp 21 AQ Imp 22 AQ Imp 26
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page III-6 of the G&P, Section 7F: Level of service (LOS) criteria for the region's highway system and signalized intersections during peak periods shall be: Level of service "C" on rural recreational/scenic roads; Level of service "D" on rural developed area roads; Level of service "D" on urban developed area roads; Level of service "D" for signalized intersections.; Level of Service "E" may be acceptable	AQ-2.2.8 Level of Service (LOS) - - Attain and maintain functional vehicle delay standards for the Region's road system and signalized intersections.	A	Previous policy structured as code.	AQ Imp 24 AQ. Imp 36 Level of Service -- Level of service (LOS) criteria for the Region's road system and signalized intersections during peak periods shall be: o Level of service "C" on rural recreational/scenic roads. o Level of service "D" on rural developed area roads. o Level of service "D" on urban developed area roads. o Level of service "D" for signalized intersections. o Level of service

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Alternative 2 -- AIR QUALITY										
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						during peak periods in urban areas, not to exceed four hour per day.				"E" may be acceptable during peak periods in urban areas, not to exceed four hours per day. Existing G&P II-6 7.F
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page III-3 of the G&P, Policy 1: Participate in state and local transportation planning efforts to ensure coordination and consistency in transportation system.	AQ-2.2.9 Transportation Participation -- Participate in state and local transportation planning efforts to ensure coordination and consistency with air quality objectives and to strengthen linkages between air quality and transportation.	A	Policy supports goal and brings TRPA in line with other air pollution and transportation agencies.	Existing practices; No implementation measures developed at this time.
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page III-3 of the G&P, 2D:	AQ-2.2.10 Emission Estimates -- TRPA's Transportation plans and projects shall include an estimate of their expected emissions, measured in pounds for each criteria pollutant.	A	includes a requirement to provide emission estimates.	AQ Imp 24

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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
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page III-2 of the G&P Section B4:	AQ-2.2.11 Attainment of ETCC -- The goal of TRPA's Transportation Plan shall be to reduce to the extent feasible air pollution caused by transportation activities and to attain and maintain the Environmental Threshold Carrying Capacities.	A	Policy supports goal and brings TRPA in line with other air pollution and transportation agencies.	AQ Imp 1 AQ Imp 3 AQ Imp 4 AQ Imp 6 AQ Imp 7 AQ Imp 8 AQ Imp 13 AQ Imp 19 AQ Imp 20 AQ Imp 21 AQ Imp 22 AQ Imp 24 AQ Imp 26 AQ Imp 28 AQ Imp 29 AQ Imp 36
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page III-2 of the G&P Section B1, B2 & B4:	AQ-2	A	Pathway agreement	Page II-31 of the G&P, ¶7&8: The California Clean Air Act defines transportation control measures as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing vehicle emissions." Transportation control measures can include both regulatory measures and transportation measures.	AQ-2.2.12 TCMs -- TRPA's Transportation Plan shall include TCMs that reduce vehicle emissions to the maximum extent possible and at a minimum be designed and implemented to ensure that air quality standards are attained and maintained at levels at that are considered healthy for humans and our ecosystem at the earliest practicable date.	A	Policy supports goal and brings TRPA in line with other air pollution and transportation agencies.	AQ Imp 1 AQ Imp 3 AQ Imp 4 AQ Imp 6 AQ Imp 7 AQ Imp 8 AQ Imp 13 AQ Imp 19 AQ Imp 20 AQ Imp 21 AQ Imp 22 AQ Imp 24 AQ Imp 26 AQ Imp 36

Alternative 2 – Air Quality Goals, Policies, and Implementation Strategies

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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
1.8.5 Air Quality/C.Emmett	AQ.DC-2 Visibility: Visibility in the Lake Tahoe Basin is at 2001 – 2003 levels or better.	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-3 VISIBILITY -- Visibility in the Region is maintained at a level that does not interfere with the protection, preservation, or enjoyment of the residents' or visitors' visual experience.	A	Pathway agreement	Code of Ordinance, Section 72.3C: Prescribed burning shall be limited to time periods for which TRPA finds that atmospheric conditions normally will allow complete dispersion of the smoke from the prescribed burn during each day of the burn. Page II-33 of the G&P, Combustion Heaters 3 & 5	AQ-2.3.1 Visibility -- Reduce or limit sources of pollutants that degrade visibility.	A	TRPA does not have the resources to monitor atmospheric conditions. The fire council requested TRPA not dictate burn days.	AQ Imp 10 AQ Imp 11 AQ Imp 12 AQ Imp 13 AQ Imp 14 AQ Imp 15 AQ Imp 16 AQ Imp 17 AQ Imp 18 AQ Imp 24 AQ Imp 27
1.8.5 Air Quality/C.Emmett	AQ.DC-2	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-3	A	Pathway agreement	Page IV-22 of the G&P, Policy 3: The factors or conditions that contribute to scenic degradation in identified areas need to be recognized and appropriately considered in restoration programs to improve scenic quality.	AQ-2.3.2 Street Sweeping/Vacuums -- Utilize appropriate equipment and sweep roads frequently enough to prevent potentially harmful accumulation and distribution of materials.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 11 AQ Imp 12
1.8.5 Air Quality/C.Emmett	AQ.DC-2	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-3	A	Pathway agreement	Page II-32 of the G&P, Best Management Practices 2nd ¶:	AQ-2.3.3 Paving of Roads, Driveways, Parking Areas -- All unpaved roads, driveways, and parking areas should be paved or treated to an acceptable level at the earliest practicable	A	Policy supports goal and sets up rational for development of code for implementation purposes.	Existing Practices; No new implementation measures developed at this time.

Alternative 2 – Air Quality Goals, Policies, and Implementation Strategies

Alternative 2 -- AIR QUALITY										
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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
							date.			
1.8.5 Air Quality/C.Emmett	AQ.DC-2	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-3	A	Pathway agreement	Code of Ordinance Section 72.3C: Prescribed burning shall be limited to time periods for which TRPA finds that atmospheric conditions normally will allow complete dispersion of the smoke from the prescribed burn during each day of the burn.	AQ-2.3.4 Burning and Visibility -- All burning should be conducted on appropriate days to ensure air quality standards are maintained and that the maximum dispersion and elimination of pollutants occurs.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 2 AQ Imp 14 AQ Imp 15 AQ Imp 16 AQ Imp 17
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the G&P 1st¶: The purpose of Ch 93 is to implement TRPA's Air Quality Plan and... The traffic and air quality mitigation fees collected under Ch 93 must be expended on projects which will offset or reduce emissions.	AQ-4 AIR QUALITY MITIGATION -- An adequate air quality mitigation program, including air quality mitigation fees, is maintained for the Region.	A	Pathway agreement	Page II-29 of the AQ Subelement, 2nd full ¶	AQ-2.4.1 AQ Mitigation Fees -- Collect the appropriate mitigation fees and expend air quality mitigation fees on measures that offset AQ emissions.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 8 AQ Imp 28 AQ Imp 29

Alternative 2 – Air Quality Goals, Policies, and Implementation Strategies

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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
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the G&P 1st¶:	AQ-4	A	Pathway agreement	Code of Ordinance Section 95-1: Beginning December 1, 1993, each rental transaction in which the rental car is rented by, or delivered to, a person in the Tahoe Region, shall be assessed a mitigation fee in the amount of \$4 for each day of the rental transaction.	AQ-2.4.2 AQ Fee on Rental Cars -- Air quality mitigation fees shall be assessed on rented vehicles.	A	existing	AQ Imp 3 Minor changes to existing code
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the G&P 1st¶:	AQ-4	A	Pathway agreement	Page III-3 of the G&P, 2D:	AQ-2.4.3 Mitigation Fund -- New, expanded, or revised developments, projects, equipment installations, and land uses, shall document and mitigate their regional and cumulative air quality impacts through either direct mitigation or contributing to an air quality mitigation fund.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 8 AQ Imp 28 AQ Imp 29

Alternative 3 – Air Quality Goals, Policies, and Implementation Strategies

Alternative 3 -- AIR QUALITY										
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
1.8.5 Air Quality/C.Emmett	AQ.DC-1 Human and Ecosystem Health Air quality in the Lake Tahoe Basin is healthy for humans and ecosystems.	Page II-29 of the AQ Subelement, 2nd full ¶: Implementation of control measures contained in the Air Quality Plan should lead to attainment of the TRPA threshold standards and should also lead to attainment and maintenance of federal and state air quality standards.	AQ-1 HUMAN & ECOSYSTEM HEALTH -- Air quality in the Region is attained and maintained at levels that are healthy for humans and the ecosystem.	A	Pathway agreement	Page II-29 of the AQ Subelement, 2nd full ¶: Implementation of control measures contained in the Air Quality Plan should lead to attainment of the TRPA threshold standards and should also lead to attainment and maintenance of federal and state air quality standards.	AQ-3.1.1 - Reduce health and ecosystem risks, emissions, and pollutant exposures, through plans, discretionary project review, and permitting;	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 24 Emissions Benefits -- Transportation projects shall provide estimates of pre- and post project emission levels in pounds per pollutant for each criteria pollutant. AQ. Imp 30 Emissions Standards & Practices -- Adopt and implement different air quality standards and implementation practices between the two states. AQ. Imp 31 Diesel Idling CA Side -- Implement improved diesel idling restrictions on the California side of the Region for commercial and transit diesel vehicles, limiting idling to no more than 5 minutes. AQ. Imp 32 Wood Stove Replacement @ Time of Sale -- Wood stove replacements would occur at time of sale; and the property certified as part of the escrow process. AQ. Imp 34 Carpooling Incentives -- Offer incentives for carpooling, such as better parking spots or providing cars or vans for carpooling. AQ Imp 24 Emissions Benefits -- Transportation projects shall provide estimates of pre- and post project emission

Alternative 3 – Air Quality Goals, Policies, and Implementation Strategies

Alternative 3 -- AIR QUALITY										
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>levels in pounds per pollutant for each criteria pollutant.</p> <p>AQ. Imp 36 Level of Service -- Level of service (LOS) criteria for the Region's road system and signalized intersections during peak periods shall be:</p> <ul style="list-style-type: none"> o Level of service "C" on rural recreational/scenic roads. o Level of service "D" on rural developed area roads. o Level of service "D" on urban developed area roads. o Level of service "D" for signalized intersections. o Level of service "E" may be acceptable during peak periods in urban areas, not to exceed four hours per day. <p>AQ. Imp 38 Burn Day Exemption -- Forest fuel reduction projects utilizing air curtain burners for 100% of the burning process would not be subject to burn day restrictions.</p> <p>AQ. Imp 39 Mitigation -- Require new projects, programs, and planning efforts mitigate their air quality impacts.</p> <p>AQ. Imp 62 New AQ Stds -- Implement AQ</p>

Alternative 3 – Air Quality Goals, Policies, and Implementation Strategies

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										standards adopted by California and the federal government in the applicable areas of the Basin.

Alternative 3 – Air Quality Goals, Policies, and Implementation Strategies

Alternative 3 -- AIR QUALITY										
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
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶:	AQ-1	A	Pathway agreement	Page II-26 of the G & P, Section A: The Air Quality Element of the Air Quality Plan focuses on the need for air quality control strategies required to meet the air quality related goals for the Tahoe Region.	AQ-3.1.2 - Update the 1992 Air Quality Plan to address current conditions and needs.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 19 Pedestrian Facilities -- Pedestrian facilities must be constructed, upgraded, and maintained along major travel routes. AQ. Imp 20 Bike Facilities -- Class II bike lanes shall be constructed and maintained along major highways and areas where bicycle travel is present. AQ. Imp 24 AQ. Imp 30 AQ. Imp 31 AQ. Imp 32 AQ. Imp 34 AQ. Imp 36 AQ. Imp 39
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶:	AQ-1	A	Pathway agreement	Page II-32 of the G & P, 6th ¶: Chapter 25 of the TRPA Code implement BMPs requirements for the Region. These BMPs can significantly reduce erosion and stabilize slopes, and reduce the amount of wind-blown soils and re-entrained dust in the Region.	AQ-3.3.1 - Reduce the amount of re-entrained dust in the atmosphere resulting from human or natural activities on paved and unpaved areas, streets, parking lots, parcels, and construction sites.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ. Imp 39 Existing measures
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶:	AQ-1	A	Pathway agreement	Page II-29 of the AQ Subelement, 2nd full ¶:	AQ-3.1.3 - Educate the public regarding the effects of air pollution in the	A	Policy supports goal and sets up rational for development of code and threshold	AQ. Imp 24 AQ. Imp 39 Existing measures

Alternative 3 – Air Quality Goals, Policies, and Implementation Strategies

Alternative 3 -- AIR QUALITY										
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
							Region.		develop for implementation purposes.	
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶:	AQ-1	A	Pathway agreement	Page III-3 of the G&P, 2D: New, expanded or revised developments and land uses shall fully mitigate their regional and cumulative traffic impacts.	AQ-3.4.1 - New, expanded or revised developments and land uses shall fully mitigate their regional and cumulative traffic impacts.	U	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ. Imp 24 AQ. Imp 39
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶:	AQ-1	A	Pathway agreement	Page III-2 of the G&P, B1&2: 1) It is the goal of the Regional Transportation Plan to fulfill the requirements of the TRPA Compact. 2) It is the goal of the Regional Transportation Plan to attain and maintain the ETCC and federal, state, and local transportation standard	AQ-3.2.1 - Driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, bicycle and pedestrian facilities.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 26 Driveways -- Driveways affecting traffic or pedestrian flow must be removed or combined by 2020 or when a TRPA permit is required.

Alternative 3 – Air Quality Goals, Policies, and Implementation Strategies

Alternative 3 -- AIR QUALITY										
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
1.8.5 Air Quality/C.Emmett	AQ.DC-1	Page II-29 of the AQ Subelement, 2nd full ¶:	AQ-1	A	Pathway agreement	Page III-4 of the G&P, Objective 4A&B: A) There shall be a high priority on constructing pedestrian and bicycle facilities in urbanized areas of the Regional and where reduction in congestion will result. B) Pedestrian and bicycle facilities shall be constructed, or upgraded, and maintained along major travel routes.	AQ-3.2.2 - Develop and encourage the use of pedestrian and bicycle facilities as a safe and viable alternative to automobile use.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ Imp 19 Pedestrian Facilities -- Sidewalks and pedestrian facilities must be constructed and maintained for year around use. AQ Imp 20 Bike Facilities -- Class II bike lanes shall be constructed and maintained along major highways and areas where bicycle travel is present.

Alternative 4 – Air Quality Zones Goals, Policies, and Implementation Strategies

Alternative 4 – AIR QUALITY										
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
1.8.5 Air Quality/C.Emmett	Visibility Visibility in the Lake Tahoe Basin is at 2001 – 2003 levels or better.	Page II-29 of the AQ Subelement, 2nd full ¶: Implementation of control measures contained in the Air Quality Plan should lead to attainment of the TRPA threshold standards and should also lead to attainment and maintenance of federal and state air quality standards.	Goal AQ.3 VISIBILITY -- Visibility in the Region is maintained at a level that does not interfere with the protection, preservation, or enjoyment of the residents' or visitors' visual experience.	A	Pathway agreement	Code of Ordinance 72.3C: Prescribed burning shall be limited to time periods for which TRPA finds that atmospheric conditions normally will allow complete dispersion of the smoke from the prescribed burn during each day of the burn.	Policy AQ. 2.3.1 Visibility -- Reduce or limit sources of pollutants that degrade visibility.	A	TRPA does not have the resources to monitor atmospheric conditions. The fire council requested TRPA not dictate burn days.	AQ. Imp 18 Stove Mit Program -- All properties containing a wood stove shall pay an air quality mitigation fee per unit. AQ. Imp 43 Fugitive Dust -- Fugitive dust BMPs would be required at the time of sale for all properties. AQ. Imp 44 Driveways -- All unpaved driveways must be paved within 5 years. AQ. Imp 45 Leaf Blowers -- The use of leaf blowers would be prohibited. AQ. Imp 46 Track-Out -- Track-out devices would be required for construction and industrial areas to prevent materials from being tracked onto other properties or roadways. AQ. Imp 47 Dirt Roads -- All dirt roads must be decommissioned or BMP'd by 2015. AQ. Imp 48 Motorized Off-Road -- Motorized off-road use would be prohibited on all non-BMP'd roads. AQ. Imp 49 Forest Fuels 60% -- Forest fuels reduction efforts shall reduce PM emissions by 60% compared to open burning emissions levels. AQ. Imp 50 Fuels &

Alternative 4 – Air Quality Zones Goals, Policies, and Implementation Strategies

Alternative 4 – AIR QUALITY										
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
										Slopes -- Burning for forest fuels reductions would be prohibited on slopes less than 30 % within 1/4 mile of a road or suitable staging areas. AQ. Imp 51 Wood Stove Removal -- All non-pellet wood stoves and fireplaces shall be removed within 5 years.
1.8.5 Air Quality/C.Emmett	Visibility Visibility in the Lake Tahoe Basin is at 2001 – 2003 levels or better.	Page II-29 of the AQ Subelement, 2nd full ¶:	Goal AQ.3 VISIBILITY -- Visibility in the Region is maintained at a level that does not interfere with the protection, preservation, or enjoyment of the residents' or visitors' visual experience.	A	Pathway agreement	None	Policy AQ. 2.3.2 Street Sweeping/Vacuums -- Utilize appropriate equipment and sweep roads frequently enough to prevent potentially harmful accumulation and distribution of materials.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ. Imp 40 Sweepers -- All sweepers operating in the Region must use BACT and be certified by ETV Canada or other suitable verification agencies to advanced emission protocols. AQ. Imp 41 Street Sweeping -- All highways and major streets must be swept once per week and the remaining streets must be swept twice per month.

Alternative 4 – Air Quality Zones Goals, Policies, and Implementation Strategies

Alternative 4 – AIR QUALITY										
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
										AQ. Imp 42 Fugitive Dust -- Street sweeping to recover deicing materials would be required immediately after a storm event and be completed within 4 days.
1.8.5 Air Quality/C.Emmett	Visibility Visibility in the Lake Tahoe Basin is at 2001 – 2003 levels or better.	Page II-29 of the AQ Subelement, 2nd full ¶:	Goal AQ.3 VISIBILITY -- Visibility in the Region is maintained at a level that does not interfere with the protection, preservation, or enjoyment of the residents' or visitors' visual experience.	A	Pathway agreement	Page II-32 of the G&P, Best Management Practices 2nd ¶: Chapter 25 of the TRPA Code implement BMPs requirements for the Region. These BMPs can significantly reduce erosion and stabilize slopes, and reduce the amount of wind-blown soils and re-entrained dust in the Region.	Policy AQ. 2.3.3 Paving of Roads, Driveways, Parking Areas -- All unpaved roads, driveways, and parking areas should be paved or treated to an acceptable level at the earliest practicable date.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ. Imp 47 Dirt Roads -- All dirt roads must be decommissioned or BMP'd by 2015. AQ. Imp 48 Motorized Off-Road -- Motorized off-road use would be prohibited on all non-BMP'd roads.

Alternative 4 – Air Quality Zones Goals, Policies, and Implementation Strategies

Alternative 4 – AIR QUALITY										
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
1.8.5 Air Quality/C.Emmett	Human and Ecosystem Health Air quality in the Lake Tahoe Basin is healthy for humans and ecosystems.	Page III-2 of the G&P, Section B4: B4) The Organization structures and process relevant to transportation and transit operations and governance shall be designed to facilitate the implementation of the Regional Transportation Plan and the goals of the Compact	Goal AQ.2 MOBILE AIR POLLUTION SOURCES -- Plans, programs, and projects that include a mobile source pollution element should reduce air pollutants to their maximum achievable levels at the earliest practicable date.	A	Pathway agreement	G&P II-31 - The California Clean Air Act defines transportation control measures as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing vehicle emissions." Transportation control measures can include both regulatory measures and transportation measures.	Policy AQ. 2.2.1 Transportation Control Measures (TCM) -- "Transportation Control Measures" shall be defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing vehicle emissions."	A	Policy supports goal and brings TRPA in line with other air pollution and transportation agencies.	AQ. Imp 54 Driveway Locations -- Driveways must be located along side streets whenever possible. AQ. Imp 55 Transit Improvements -- 50% of Government sponsored/financed mass transit would need to have lower emissions per person mile of travel that private automobiles by 2018. AQ. Imp 56 Clean Transit 2025 -- Government sponsored/financed mass transit would need to have lower emissions per person mile of travel that private automobiles 2025. AQ. Imp 57 Watercraft -- Reduce emissions from watercraft by limiting the number of motorized watercraft, limiting the horsepower, and limiting the number of days of use of watercraft. AQ. Imp 60 Employer Vanpool -- Require employers to operate a vanpool if more than 20 employees live outside a 20-mile radius of their work location. AQ. Imp 61 Improved CMAQ Funding -- Require that CMAQ funding in the Region be limited to projects and programs designed for

Alternative 4 – Air Quality Zones Goals, Policies, and Implementation Strategies

Alternative 4 – AIR QUALITY										
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
										the attainment or maintenance of the most stringent air quality standards applicable in the Region for ozone, carbon monoxide and particulate matter.
1.8.5 Air Quality/C.Emmett	Human and Ecosystem Health Air quality in the Lake Tahoe Basin is healthy for humans and ecosystems.	Page II-29 of the G & P, 1st full ¶: The purpose of Ch 93 is to implement TRPA's Air Quality Plan and... The traffic and air quality mitigation fees collected under Ch 93 must be expended on projects which will offset or reduce emissions.	Goal AQ 4 AIR QUALITY MITIGATION -- An adequate air quality mitigation program, including air quality mitigation fees, is maintained for the Region.	A	Pathway agreement	Page III-3 of the G&P, 2D: New, expanded or revised developments and land uses shall fully mitigate their regional and cumulative traffic impacts.	Policy AQ. 2.4.3 Mitigation Fund --New, expanded, or revised developments, projects, equipment installations, and land uses, shall document and mitigate their regional and cumulative air quality impacts through either direct mitigation or contributing to an air quality mitigation fund.	A	Policy supports goal and sets up rational for development of code for implementation purposes.	AQ. Imp 58 Improved Mitigation -- New projects, programs, and planning efforts will need to mitigate their air quality impacts at a 3.0 to 1.0 ration for all non-attainment air pollutants.