TRPA
APC
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1985

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TAHOE REGIONAL PLANNING AGENCY
NOTICE OF SPECIAL MEETING
ADVISORY PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that on Thursday, November 14, 1985, commencing at 9:30 a.m., the Advisory Planning Commission of the Tahoe Regional Planning Agency will conduct a special meeting at the TRPA office, 195 U.S. Highway 50, Round Hill, Zephyr Cove, Nevada. The agenda for said meeting is attached to and made a part of this notice. (The regularly scheduled APC meeting has been cancelled.)

Date: November 4, 1985

By: David S. Ziegler
David S. Ziegler
Acting Executive Director
Tahoe Regional Planning Agency

TAHOE REGIONAL PLANNING AGENCY
SPECIAL MEETING OF THE ADVISORY PLANNING COMMISSION

TRPA Office, 195 U.S. Highway 50
Round Hill, Zephyr Cove, Nevada

November 14, 1985
9:30 a.m.

SPECIAL MEETING AGENDA

I CALL TO ORDER AND DETERMINATION OF QUORUM

II APPROVAL OF AGENDA

III DISPOSITION OF MINUTES

IV APPEAL

Mel Traylor, Appeal of Staff Determination to Approve Bruce Purdy's Application for a Garage and Breezeway Addition to a Single Family Dwelling, 869 Lakeshore Drive, Lot 27, Washoe County APN 122-181-27, TRPA File #85505

V PLANNING MATTERS

A. Status of Regional Plan Work Program

1. General

2. Airport Master Plan

B. Review of Final Draft, Reasonable Further Progress Report, 1982 Air Quality Plan

C. Review of Draft EIS, Relocation of the Lake Tahoe Community College

D. Discussion: Policy Advisory Committee for Administration of Transportation Development Act Funds

VI REPORTS

A. Staff

B. Legal Counsel

C. Public Interest Comments

D. APC Members

VII RESOLUTIONS

For Former APC Member Bill Murphy

VIII CORRESPONDENCE

IX PENDING MATTERS

X ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY
STAFF SUMMARY

Mel Traylor, Appeal of Staff Determination to Approve Bruce Purdy's Application for a Garage and Breezeway Addition to a Single Family Dwelling, 869 Lakeshore, Lot 27, Washoe County, APN 122-181-27, TRPA File #85505

Appellant: Mel Traylor

Applicant: Bruce Purdy

Appeal: The appellant, whose property borders Mr. Purdy's east property boundary, is appealing a determination by Agency staff that the proposed project complies with Agency regulations. Specifically, the appellant believes that the proposed construction will significantly reduce the view from his property to the north and will necessitate the destruction of a 100 foot pine tree and several other large fir trees (75 feet in height). See attachment A, appellant's testimony and photos.

Property Location: 869 Lakeshore Drive, Washoe County, Nevada, APN 122-181-27.

Project Description: On August 6, 1985 the applicant submitted an application proposing to relocate an existing (14' x 20') single story garage and construct a single story (27' x 6') breezeway, (12' x 8') garbage bin storage area, and (48' x 24') two story garage. The second floor will consist of a (14' x 40') workshop (studio). The maximum height of the proposed garage is 20' 4". The impervious land coverage for the proposed buildings is 1,212 square feet. The applicant also proposes to pave an additional 574 square feet of driveway. The TRPA staff made a final determination on September 15, 1985 that the subject project complies with all applicable Agency ordinances and regulations. The subject property is located within the shorezone and, therefore, the adjoining property owners were sent notification of the pending project.

Land Coverage: The Preliminary Injunction requires compliance with the land capability classification for all projects in the basin proposing to modify or relocate land coverage. The total impervious land coverage for the existing residence, driveways and garage is 6,187 square feet or 21.6%. The subject property is located within a land capability 6, which will allow a maximum 30% coverage or 8,583 square feet based upon a lot size of 28,160 square feet. The applicant proposes to construct an additional 1,392 square feet of coverage for a total of 7,579 square feet for the subject property. The proposed project conforms to the land capability classification system.

Building Height: The average maximum height permitted under Section 7.13 of the Nevada Side Land Use Ordinance is 35 feet. The maximum height of the proposed structure is 20' 4". The existing residence is 24' in height.

GC/cs
11/4/85

Agenda Item IV

Article V(g) of the Tahoe Regional Planning Compact, Findings: In determining that the subject project could be approved, Agency staff was required to establish that Article V(g) findings could be made with respect to the project. Finding #9 relates to the visual impact of the project by requiring that the project be consistent with the goals and policies of the Conservation Element of the Regional Plan, as amended.

Agency staff assessed the proposed building additions with respect to the applicable goals and policies and generally determined that the proposed additions would not change the existing visual character of the shoreline to any appreciable degree as viewed from Lake Tahoe. The proposed structure would not block any vistas from the public right-of-way. In the approximate vicinity of the proposed project there are no significant vistas of Lake Tahoe from Lake Shore Drive. The surrounding properties are heavily developed with single family multi-storied homes. The existing view from Mr. Traylor's property, looking west of Mr. Purdy's property, is one of tree tops and a multi-story residence.

Ordinance Provisions: Section 15.00 of the TRPA Shorezone Ordinance establishes the following special standards for review of construction in the backshore:

15.30 Scope of Review of Proposed Uses

Unless the use or construction proposed violates other applicable laws or is required to be reviewed by ordinance provisions other than Section 15.00 and Section 4.11(9) hereof, no proposed backshore use or construction may be denied; provided, however, that reasonable conditions of development may be imposed with respect to:

(1) The shape of the proposed structures;

(2) The exterior appearance of the proposed structures, including without limitation the colors and materials utilized in construction;

(3) The siting of the proposed structures; and

(4) The size of the proposed structures; provided, however, that in imposing conditions respecting size, the reviewing authority shall be guided by an appraisal of the purposes and objectives of both the Land Use Ordinance and the Shorezone Ordinance.

15.40 Criteria for Review:

In imposing conditions of development pursuant to the provisions of 15.30, the reviewing authority shall be guided by an appraisal of this ordinance in relation to the unique characteristics of the site and shall further attempt to meet the following objectives to the maximum extent feasible:

(1) The protection of significant vistas;

(2) Minimizing the visual impact of the proposed construction or use on the shorezone and area surrounding the site; and

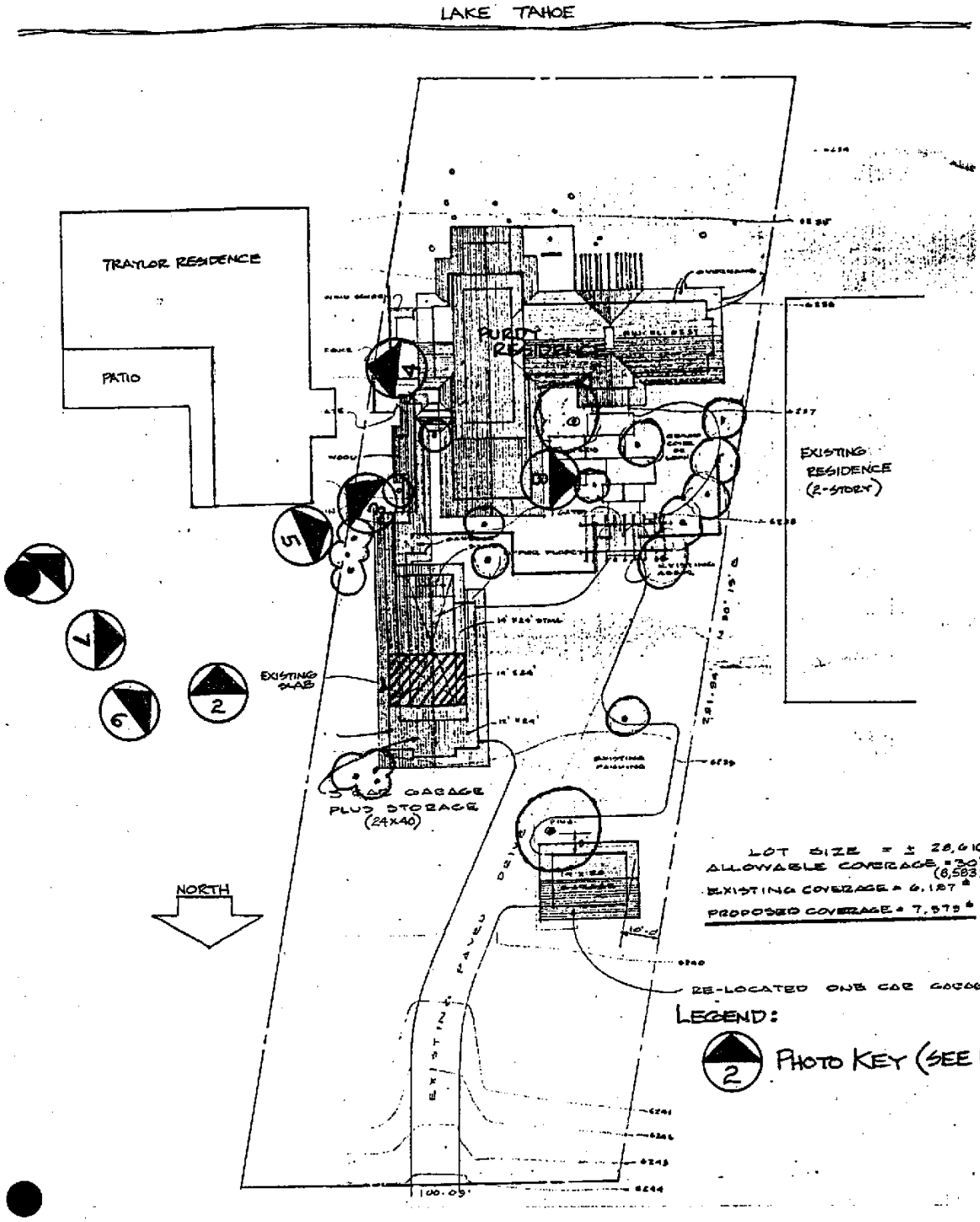
(3) The preservation of the site and shorezone from environmental harm both during and after construction.

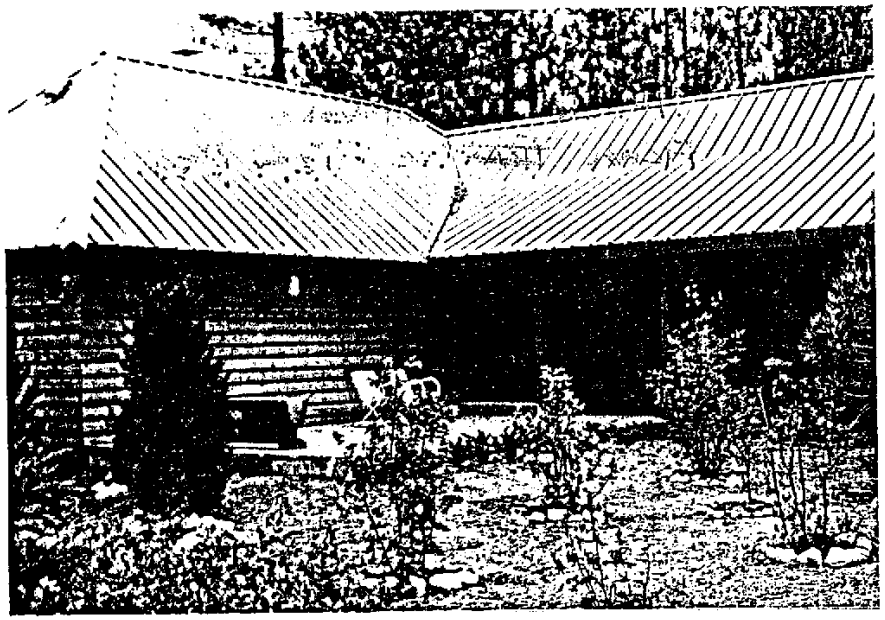
Appellant's Position: Mr. Traylor's main objections are to the overall height and length of the proposed garage. Mr. Traylor contends that the proposed structure will necessitate the removal of several large trees and block the western view from his property.

Staff's Position: The proposed structure's height of 20' 4" is well within the Agency's height standard of 35 feet. The minimum side yard setback at any point along the garage will be 10 feet as required by Washoe County. The proposed structure is setback over 100 feet from Lake Shore Drive. After both an Agency review of the submitted site plan and on site field inspection, staff has concluded that no tree removal is required for the project. The project would not violate the visual related goals and policies of the Regional Plan.

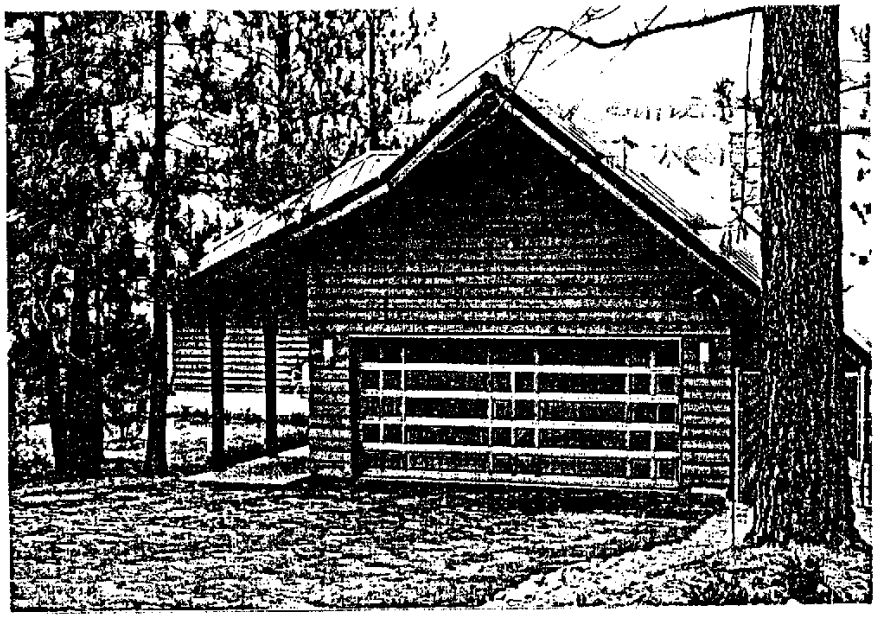
POOR QUALITY ORIGINAL (S) TO FOLLOW

HIGH DESERT MICROIMAGING, INC.
1225 FINANCIAL BLVD
RENO, NV 89502
(775) 359-6980


LAKE TAHOE
TRAYLOR RESIDENCE
PATIO
BURD RESIDENCE
EXISTING RESIDENCE (2-STORY)
EXISTING SLAB
2 CAR GARAGE PLUS STORAGE (24X40)
NORTH
LOT SIZE = ± 28,610 ☐'
ALLOWABLE COVERAGE = 30% (8,583 ☐')
EXISTING COVERAGE = 6,187 ☐'
PROPOSED COVERAGE = 7,573 ☐'
RE-LOCATED ONE CAR GARAGE
LEGEND:
PHOTO KEY (SEE PHOTOS)



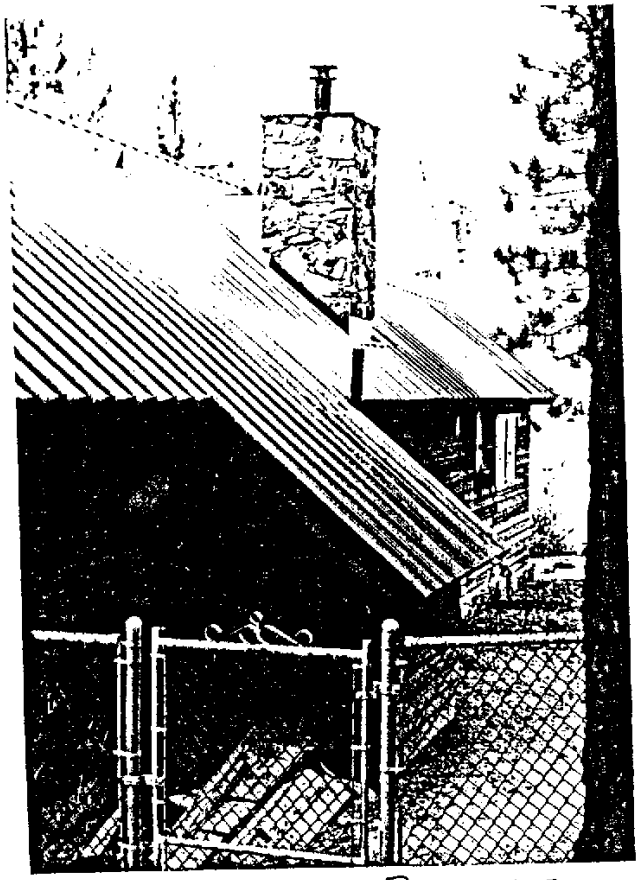
VIEW #1 - TRAYLOR RESIDENCE



VIEW #2 - TRAYLOR RESIDENCE

AGENDA ITEM IV

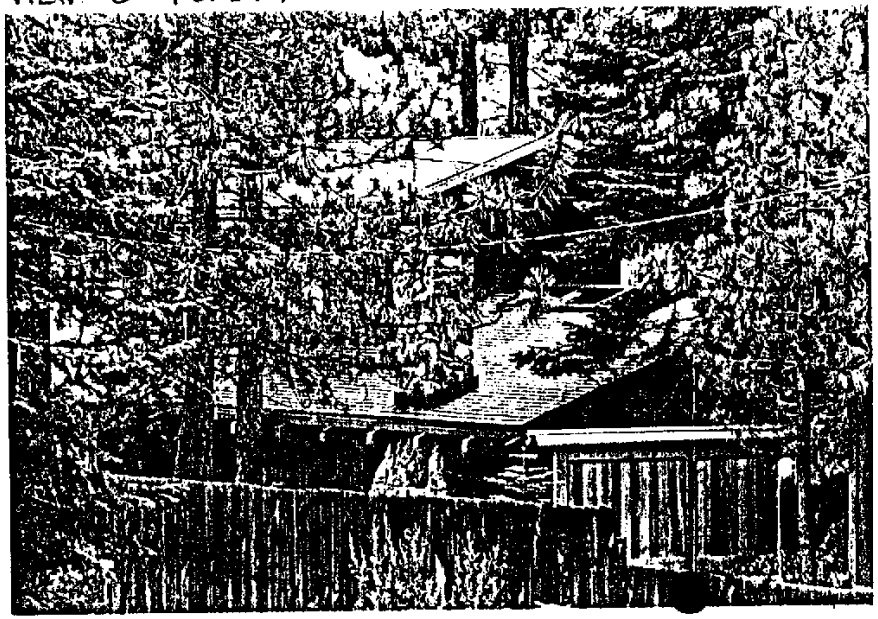
11/4/85



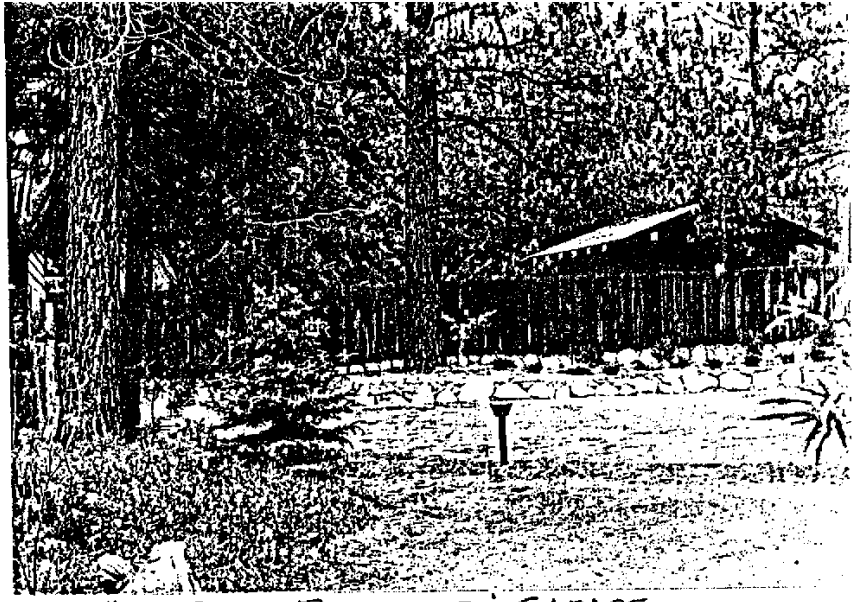
VIEW #3 - TRAYLOR RESIDENCE

VIEW #4 - TRAYLOR RESIDENCE

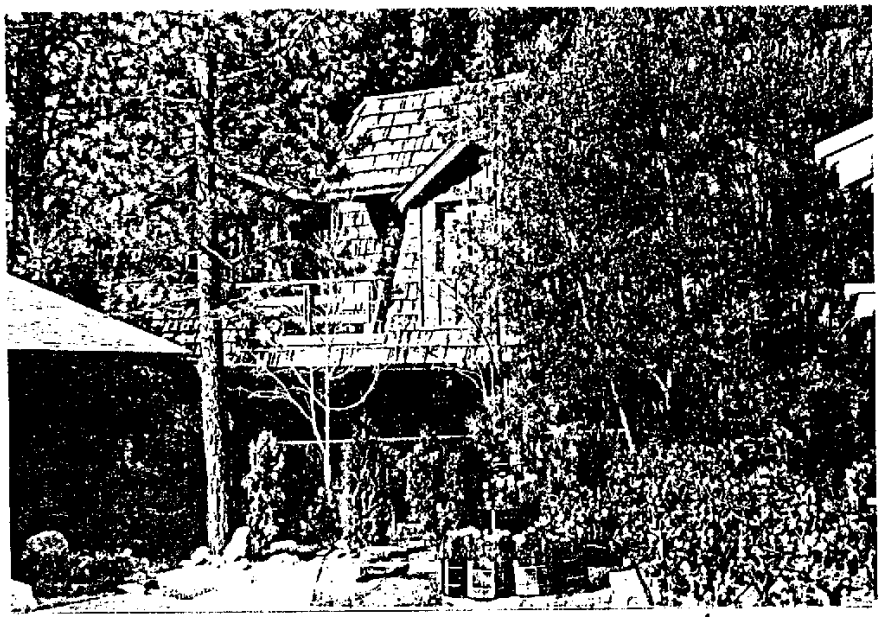
VIEW #5 - PURDY RESIDENCE



VIEW #6 - PURDY RESIDENCE & GARAGE



VIEW #7 - PURDY RESIDENCE & GARAGE



VIEW #8 - EXISTING RESIDENCE TO THE WEST OF PURDY RESIDENCE.

AGENDA ITEM IV

11/4/85

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 1038
Zephyr Cove, Nevada 89448-1038

195 U.S. Highway 50
Round Hill, Zephyr Cove, NV

(702) 588-4547

MEMORANDUM

November 5, 1985

To: Advisory Planning Commission

From: Agency Staff

Subject: Status of Regional Plan Work Program--General

Introduction

At its October meeting, the TRPA Governing Body reviewed the status of the Agency's consensus-building process for resolving the Regional Plan litigation. The Board was generally supportive of the tentative agreements to date, and authorized the continuation of the process. But the Board also expressed concern that the process not continue indefinitely.

Subsequent to the Board meeting, Mr. Morgan directed the staff to begin an update of the Long Range Planning Division's work program to reflect progress made on consensus to date, remaining consensus-building to be done, and related staff and committee assignments.

The Consensus-Building Workshop reinforced the need for a revised work program at its meeting on October 29-30. A small group assisted the staff in analyzing the remaining issues and developing an agenda for the next two months. The workshop members reviewed the agenda and agreed that the staff should continue to develop the work program in more detail.

Strategy

At present, although the Regional Plan is under litigation, most of the elements of the Regional Plan framework exist in draft form, and many elements have undergone detailed review by the APC, the public, and the Board. The Long Range Planning Division's goals for fiscal 85-86 are:

-- to gain Governing Board approval for and implement a workable Regional Plan,

-- to coordinate research activities,

-- to provide necessary program integration and support related to implementation of the Regional Plan, and

-- to carry out other required planning duties.

Given the events of the first four months of the fiscal year, the Division's objectives require updating to reflect both substantive changes and schedule slippage. In general, the Consensus Building Workshop will continue to meet in November and December to consider the major remaining issues: commercial development, coverage rules, multi-density, phasing, transfer-of-development-rights, and enforcement. After resolution of those issues, the role of the full workshop will be primarily to review and ratify the work of several small groups working concurrently on other issues. Attached is a draft matrix depicting tentative assignments of APC members and other parties to the various small groups.

The following is a list of selected objectives from the Long Range Planning Division work program, showing both their originally-scheduled and revised target dates:

Objective		Original Schedule	Revised Schedule
A-1	Obtain consensus on key Regional Plan issues	10/85	1/86
A-2	Revise Goals and Policies as necessary; gain GB approval	1/86	3/86
A-3	Complete non-controversial portions of Code of Ordinances	10/85	3/86
A-4	Complete controversial portions of Code (see Objective A-1)	1/86	3/86
A-5	Arrange for and carry out editorial review of Code of Ordinances and related parts of Regional Plan framework	3/86	3/86
A-6	Complete Design Review Guidelines	12/85	1/86
A-7	Complete BMP Handbook	8/85	1/86
A-8	Revise Rules and Regs of Practice and Procedure	10/85	12/85

A-9	Complete monitoring program; coordinate with Enforcement Div.	2/86	2/86
A-9a	Report on development of monitoring program to consensus-building workshop	n/a	12/85
A-10	Complete CIP for water quality, SEZ's, and transportation	2/86	3/86
A10a	Report on development of CIP to consensus-building workshop	n/a	11/85
A-16	Develop contingency program for limited 1986 building season	n/a	3/86
C-2	Complete maps as necessary for complete Regional Plan	2/86	3/86
D-7	Prepare Regional Transportation Plan update for Nov. 86 submission to Caltrans	6/86 (80%)	6/86 (80%)
D-7a	Report on development of RTP update to consensus-building workshop	n/a	11/85
D-8d	Help prepare specific plans: airport master plan	as reqd.	3/86
D-15	Perform trial run of ILES; perform analysis; make recommendations	11/85	12/85

At the November 14 APC meeting, the staff will present additional details on the Long Range Planning Division work program, including a tentative calendar of committee and other small group meetings, and a detailed statement of purpose and method for each of the objectives, above. Please direct any questions or comments to Dave Ziegler or Gabby Barrett at (702) 588-3296.

REGIONAL PLAN WORKING GROUPS
DRAFT: 05-Nov-85

Group	Rules and Regulations	APC Land Use	APC Resource	APC Trans. Airport	IPES	TDR	Monitoring	PAS	CIP	Redevelopment
TRPA Staff	G GEORGE S SCHOLLEY	G BARRETT G GEORGE	G BARRETT J SHAFFER W MELGIN	L ANDERSON J BRENNAN	G GEORGE W MELGIN	G BARRETT T ARMLIN J DANA	D ZIEGLER W MELGIN L ANDERSON J SHAFFER	G BARRETT G GEORGE J SHAFFER	J MAEN L ANDERSON J SHAFFER	G MIOKIFF G BARRETT T ARMLIN
Members	J HOUGHTELING J REED S McMULLEN APC PLANNER	B COMBS N HARPER T JANIN L TEMPLE J RENZ J HOOLE A BECKER S McMULLEN B CURTIS S HANSEN	L POPPOFF J HOEFER D PYLE M JAMES L DODGION SHOREZONE TSR CORP STATE LANDS FISH & GAME OTHERS	J RYERSON B MARTIN L DODGION AIRPORT SLT CA ATT GEN FAA AIRLINES GAMING ALL SKI AREAS OTHERS	R TWISS K FOSTER C SKAU OTHERS	D NACHIDA R SAWYER G WRIGHT D CRABB L LIVINGSTON	LTIMP (WQ) TRG USGS SWRCB TRPA USFS OTHERS AIR QUALITY J RYERSON D SERDOZ E WITHYCOMBE OTHERS OTHERS	B COMBS N HARPER T JANIN L TEMPLE J RENZ J HOEFER STATE PARKS	P.S. LIST	SLT REDEVELOP COMMITTEE NORTHSHORE REPRESENTIVES
	CONSENSUS MEMBERS	CONSENSUS MEMBERS	CONSENSUS MEMBERS	CONSENSUS MEMBERS	CONSENSUS MEMBERS	CONSENSUS MEMBERS	CONSENSUS MEMBERS	CONSENSUS MEMBERS	CONSENSUS MEMBERS	CONSENSUS MEMBERS
Duties Subject Tasks	RULES & REGS PROJECT REVIEW EIS ORD CHAP 1 GENERAL PROV	ORD CHAP 2 LAND USE ORD CHAP 3 SUBDIVISION ORD CHAP 9 GROWTH MANAGE DESIGN REVIEW	ORD CHAP 4 SHOREZONE BMP SEZ RESTORATION DEFINITION	AIRPORT CHANGE USE MITIGATION 5 YEAR TRANS PLAN	IPES	TDR ALLOCATIONS LAND COVERAGE MULTI UNITS EXISTING USES BANKING	PLAN MONITOR IPES MONITOR PERFORM STDS	REVISED PAS HEARINGS	CIP SCHEDULES 5 YEAR PLAN PS REC	PUBLIC REDEV PRIVATE REDEV

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 1038
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195 U.S. Highway 50
Round Hill, Zephyr Cove, NV

(702) 588-4547

MEMORANDUM

November 5, 1985

To: APC

From: Staff

Subject: Status of Regional Plan Work Program--Airport Master Plan

BACKGROUND

The City of South Lake Tahoe has been proceeding with the preparation of an Airport Master Plan for the past 12 months. The City contracted with QUAD Consultants to prepare the Master Plan. QUAD Consultants has contracted with a team of professionals in the areas of airport facility design, noise, land use, traffic and air quality impact analysis. Presently there are an EIR and Airport Master Plan both in administrative draft form.

These documents are being developed by the City. TRPA has not entered into a formal agreement to allow for a joint EIR/EIS and Master Plan. However, the TRPA staff has been working closely with the City of South Lake Tahoe and its consultants to provide input on the planning process. The Airport is considered to be a vital component of the transportation element of the Regional Plan. It is expected that expansion of air carrier service should achieve approximately 4% of the desired VMT reduction standard. Goal 1 of the aviation and waterborn subelement states:

> PROVIDE COMMERCIAL AIR CARRIER SERVICE AS AN ALTERNATIVE TRAVEL MODE.
>
> Air carrier service provides an alternative travel mode into/out of the Basin, and therefore is an important element in the transportation plan. Additional vehicle trips will be generated by the airport facility. However, a significant number should be accommodated by public/private transportation service. Overall, visitor-related auto trips into and within the Basin will be reduced as a result of commercial air carrier service. Providing the alternative travel mode eliminates approximately 65 vehicles, 333 vehicle trips, and achieves a reduction of 2,100 VMT per plane per day.

TECHNICAL OVERVIEW

Transportation - Upon review of the Draft EIS and Master Plan, there appear to be very small incremental savings in VMT as air service at the Airport increases. These VMT savings are based upon assumptions using the present vehicle mode split, average trip lengths, and diversion of vehicles which would have

traveled to Lake Tahoe if air service was not available. Attached is a spread sheet which staff has developed to analyze the impacts on VMT of an airplane carrying 100 passengers to the Lake Tahoe Airport.

Based upon the present vehicle mode split, there appears to be a degradation of the level of service at the following intersections in the year 2005, above the anticipated levels as follows:

LOCATION	% DEGRADATION IN LOS
Airport Entrance	0.0 - .01 %
Airport Exit	.02 - .06 %
SR 89 (The Wye)	.01 - .03 %
Al Tahoe Blvd.	.01 - .02 %
Pioneer Trail	.01 - .02 %
Park Avenue	.01 - .02 %

It is anticipated that both congestion and VMT could decrease and show positive impacts as the vehicle mode split from the Airport shifts to increased use of transit service.

Noise - The TRPA has established single event noise thresholds for aircraft arriving and departing from the Lake Tahoe Airport. These thresholds were established using the Federal Aviation Administration Advisory Circular 36-3B. The threshold is 84.0 dBA maximum noise level for both approach and departure. This threshold is to decrease by an average of 1 dBA over a five-year period after the Regional Plan becomes effective. Attached are noise ratings for aircraft which presently use or are anticipated to use the South Lake Tahoe Airport. Using the Advisory Circular, the DC9-80 is the only commercial jet aircraft which can meet the initial noise threshold of 84.0 dBA for both arrivals and departures. Using actual noise measurements taken at the airport and values estimated from other airports, the Agency has not identified any commercial jet aircraft which can meet both the arrival and departure single event noise threshold of 84.0 dBA.

Air Quality - Anticipated impacts upon carbon monoxide (CO) are expected to increase as follows based upon full use in the year 2005:

	Winter 1 Hour Average	Winter 8 Hour Average
Near St. Line	0.4 - 0.1 %	0.1 %
Near Airport	2.5 - 1.9 %	3.4 - 3.0 %

	Summer 1 Hour Average	Summer 8 Hour Average
Near St. Line	1.4 - 0.5 %	0.7 - 0.3 %
Near Airport	2.1 - 1.7 %	1.0 %

Nitrogen dioxide (NO2) levels in the Tahoe Basin are expected to increase based upon full use in the year 2005. Even though NO2 emissions from autos are expected to decrease by the year 2005 based upon a cleaner fleet, the direct NO2 emissions from jet aircraft are quite high in comparison, resulting in a 0.2 - 2.3 % increase.

One hour average ozone oxidant levels are expected to increase based upon full use in the year 2005 by 1.4 - 2.3 %. One hour average sulfur dioxide levels at the airport are expected to increase based upon full use in the year 2005 by 0.3 - 12.1 %.

Land Use - Impacts upon land use from the Airport are primarily from cumulative noise levels (CNEL) from jet aircraft and proposed increased coverage for expansion of facilities.

The Regional Plan states that the TRPA will establish approved flight paths and that a 60 dBA CNEL threshold will be applied to those areas impacted by the flight paths. Based upon the environmental document accompanying the Draft Master Plan, there appear to be no surrounding residential areas impacted by a 60 dBA or greater CNEL level. However, the TRPA has not at this point established any approved flight paths and anticipates using the data from the Master Plan to do so.

Increases in land coverage are primarily due to the proposed expansion of general aviation facilities. This expansion requires approximately 14.5 acres of new coverage. Two sites have been identified for this expansion. The concern regarding the expansion of general aviation facilities is that there appears to be no environmental benefit. General aviation does not appear to reduce VMT. In fact, general aviation increases vehicle trips, parking requirements and coverage.

DISCUSSION

To date, in the absence of a signed three-party agreement, Agency staff has participated informally in the development of the draft Master Plan and EIR by the City and QUAD Consultants, primarily through review and comment on working draft documents. Both the City and TRPA staffs would prefer to process the

Master Plan and environmental documents jointly. However, several issues relating to the process for, and content of, the Master Plan and EIS remain unresolved. For example:

-- Is the range of Master Plan alternatives presented in the DEIR appropriate and acceptable to the TRPA?

-- What is the TRPA's process for developing master plans in general? What parties need to be consulted prior to the release of a master plan for review? What is the process for resolving technical differences?

-- How should a long-term master plan address threshold attainment, given the technical uncertainties?

At this time, the staff requests input from the APC on the above issues, so that the staff can refine its work program for the upcoming months. In the consensus-building process, the participants have directed the staff to convene a small working group to attempt to reach consensus on all transportation-related issues, including the airport. Therefore, the APC should also identify those APC members who should sit on the working group.

Please contact Jim Brennan at (702) 588-3296 if you have any questions or comments on this issue.

B:AIRVHT1

TOTAL PAX: 100

			OCCUPANCY
% DIVERTED:	69 %	69.0 PAX DIVERTED	
% ECHO:	41 %	41.0 PAX DIVERTED	2.0 PERSON/VEHICLE
% SPOONER:	28 %	28.0 PAX DIVERTED	
SPOONER-RENT:	70 %	19.6 PAX DIVERTED	2.0 PERSON/VEHICLE
SPOONER-AUTO:	24 %	6.7 PAX DIVERTED	6.7 PERSON/VEHICLE
SPOONER-LIMO:	6 %	1.7 PAX DIVERTED	2.5 PERSON/VEHICLE

28.0 PAX DIVERTED SPOONER

VHT CALCULATIONS

ECHO ==> 256.3 @ 12.6 MILES
SPOONER ==> 161.8 @ 14.1 MILES

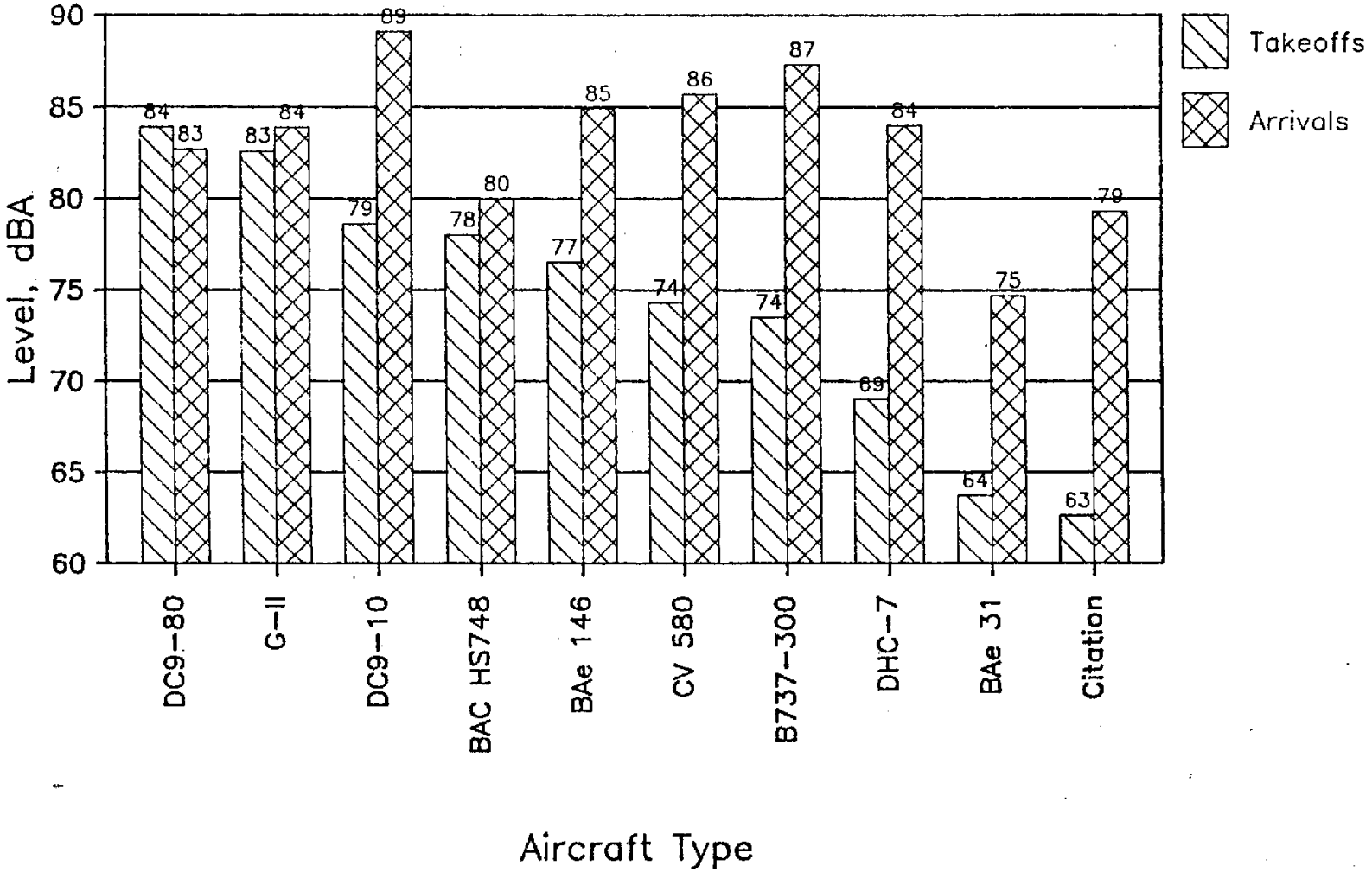
TOTAL ==> 420.1 BASE VHT

AIR SERVICE ANALYSIS

	BASE SHUTTLE	BASE AUTO	BASE TAXI	BASE RENTAL	SCENARIO SHUTTLE	SCENARIO AUTO	SCENARIO TAXI	SCENARIO RENTAL	CHECK
# PAX/PLANE	100 PASSENGERS				100 PASSENGERS				
MODE CHOICE	25	25	33	17	37	25	27	11	100.0
PERSON TRIPS/MODE	25	25	33	17	37	25	27	11	
VEHICLE OCC.	10.0	2.0	2.5	2.0	15.0	2.0	2.5	2.0	
TRIPS/MODE	1.0	1.6	2.0	1.0	1.0	1.6	2.0	1.0	
VEHICLE TRIPS	2.5	20.0	26.4	8.5	2.5	20.0	21.6	5.5	
AVERAGE TRIP LENGTH	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	
VHT/MODE	15.5	124.0	163.7	52.7	15.3	124.0	133.9	34.1	
TOTAL VHT	355.9 VHT				307.3 VHT				
BASE VHT	420.1 VHT				420.1 VHT				
VHT SAVINGS	(64.2) VHT				(112.8) VHT				

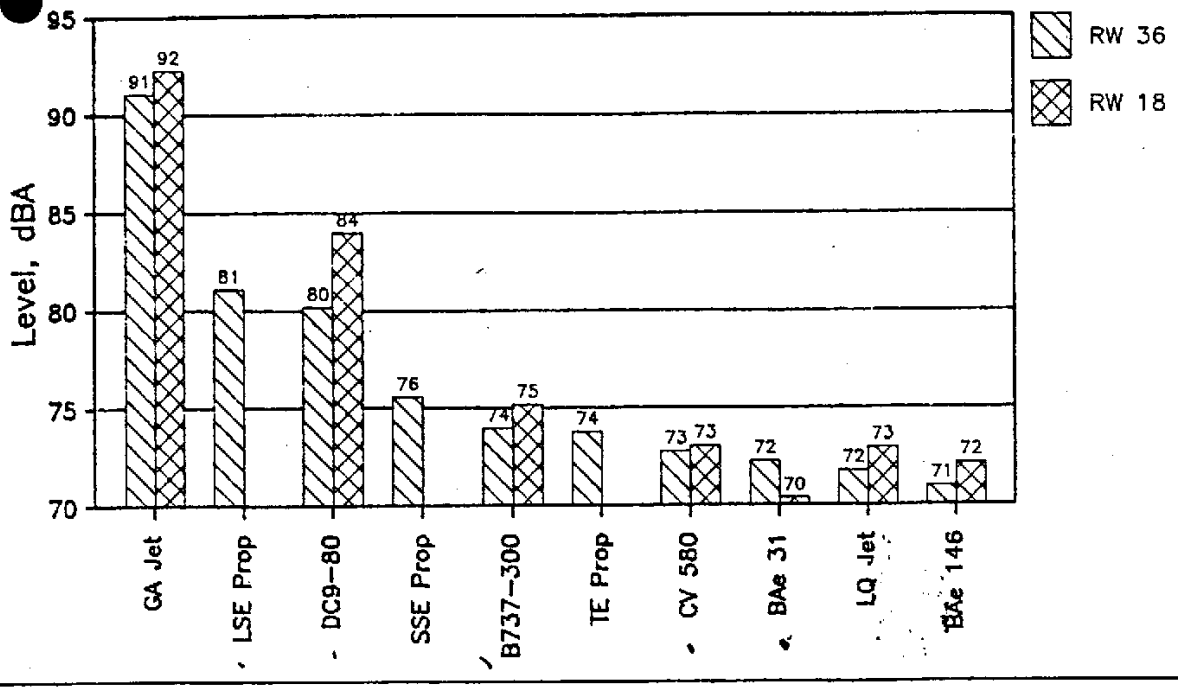
Maximum Noise Level per AC 36-3C

TRPA Reference Locations



Estimated Maximum Noise Level: Takeoffs

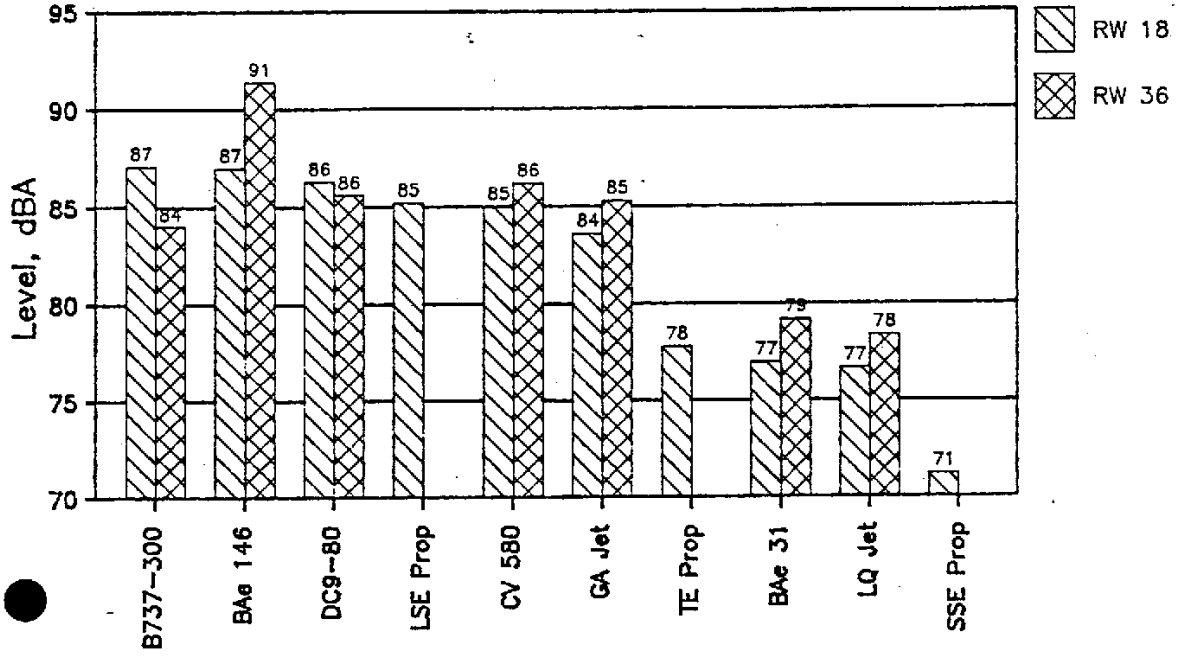
TRPA Reference Locations



Aircraft Type

Estimated Maximum Noise Level: Arrivals

TRPA Reference Locations



Aircraft Type

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 1038
Zephyr Cove, Nevada 89448-1038

195 U.S. Highway 50
Round Hill, Zephyr Cove, NV

(702) 588-4547

MEMORANDUM

November 5, 1985

To: Advisory Planning Commission

From: Agency Staff

Subject: Review of Final Draft, Reasonable Further Progress Report, 1982 Air Quality Plan

The APC reviewed the August 7, 1985 draft of the RFP report at its August, 1985 and September, 1985 meetings. At the September 11, 1985 meeting, staff discussed monitor locations, STAGE cutbacks, and inspection and maintenance. Subsequent to this meeting, staff has reviewed comments received from the League to Save Lake Tahoe and the Nevada Department of Environmental Protection, and has consulted with NDEP and CARB staff. Where appropriate, these comments have been incorporated into the attached Final Draft.

The Final Draft addresses progress made toward implementing the 1982 Air Quality Plan during 1983 and 1984. Although they are briefly noted, the Final Draft does not address actions which have occured subsequent to 1984. The TRPA plans to circulate a first draft of the 1985 RFP in the Spring of 1986.

The TRPA staff requests that the Advisory Planning Commission endorse the attached Final Draft of the Reasonable Further Progress Report for transmittal to NDEP, CARB, and EPA.

If you should require any further information, please contact Dave Ziegler or Curtis Jordan at (702) 588-3292.

CJ
11/5/85

AGENDA ITEM V B.

October 11, 1985

FINAL DRAFT

ANNUAL REPORT ON AIR QUALITY

FOR THE

LAKE TAHOE BASIN

1983 & 1984

Responsible Agency:

Tahoe Regional Planning Agency
195 U. S. Highway 50
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Abstract:

The purpose of this document is to report on implementation of the 1982 Lake Tahoe Basin Plan for meeting the National Ambient Air Quality Standard for carbon monoxide.

The Environmental Protection Agency requires a report on attainment of the carbon monoxide standard annually. This report contains both air quality trends for the reporting period and an evaluation of progress on control measures included in the 1982 plan.

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1983 & 1984

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I. INTRODUCTION

The federal Clean Air Act Amendments of 1977 require states violating federal air quality standards to develop plans which demonstrate attainment of these standards by 1982, or by 1987, for carbon monoxide (CO) and ozone (O_3). The Act also requires the states to make "reasonable further progress" in annual emission reductions to ensure attainment by the statutory deadlines. The Lake Tahoe Air Basin is not attaining the federal standard for carbon monoxide.*

On August 26, 1982, the Tahoe Regional Planning Agency (TRPA) adopted an air quality plan which provided for attainment of the CO standard by 1987. California submitted the plan to the Environmental Protection Administration (EPA) as a revision to the State Implementation Plan (SIP) on December 20, 1983; EPA approved the SIP revision on February 24, 1984. The Nevada State Implementation Plan contains the 1979 TRPA Non-Attainment Plan.

The Clean Air Act also requires each air quality plan to include a contingency plan which describes the measures to be developed and implemented if progress is not made toward attainment of the federal CO standard. If the TRPA cannot demonstrate "reasonable further progress," the Agency must revise the air quality plan to provide for attainment. The adopted Lake Tahoe Basin Air Quality Plan requires the Agency to consider additional transit measures, ridesharing, driver advisories, parking management, indirect source review and idling restrictions as contingency measures.

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* In 1978, EPA designated all of the Lake Tahoe Air Basin a nonattainment area for carbon monoxide. Nevada Division of Environmental Protection (NDEP) monitoring indicates that Nevada demonstrated attainment by December 31, 1982. In 1983, Nevada and California requested that EPA redesignate portions of the Basin to attainment. On March 29, 1985 EPA proposed to redesignate all portions of the Basin except the Tahoe City area, El Dorado County, and the urbanized portion of Douglas County (Federal Register, March 29, 1985, p. 12574). Nevada has opposed this proposed rulemaking. On July 29, 1985, EPA staff agreed with California Air Resource Board (CARB) staff that Tahoe City should be redesignated to attainment.

II. SUMMARY AND CONCLUSIONS

A. Control Measures

-- Although several of the adopted control measures are behind schedule, the TRPA and other lead agencies have made significant progress toward the goals of the Air Quality Plan.

-- Inspection/maintenance (I/M) programs are underway in the urbanized areas of California and Nevada. I/M is not scheduled to begin at Tahoe before 1987. The Agency plans additional studies to document the effectiveness of a Tahoe I/M program.

-- Computerized traffic signals have been installed on the South Shore, and several key intersection improvements have been made. The Agency is developing a program to monitor speed improvements.

-- Transit ridership has not increased as the Air Quality Plan projected. However, traffic volumes are generally down since 1981.

-- The Postal Service plans to build three pilot neighborhood delivery centers in 1985.

B. Ambient Air Quality

-- Violations of the 9.3 ppm 8-hour standard have been monitored at two of the permanent monitoring stations--Stateline, California and Lake Tahoe Blvd. No violations are seen at the Bijou School or Stateline, Nevada. There are no apparent trends. (See Location Map, Figure 1.)

-- More violations usually occur in the winter months. However, in 1982, there were several summertime violations. (See Figure 11.)

-- Key CO data from CARB for calendar year 1984 are still preliminary.

TAHOE REGIONAL PLANNING AGENCY

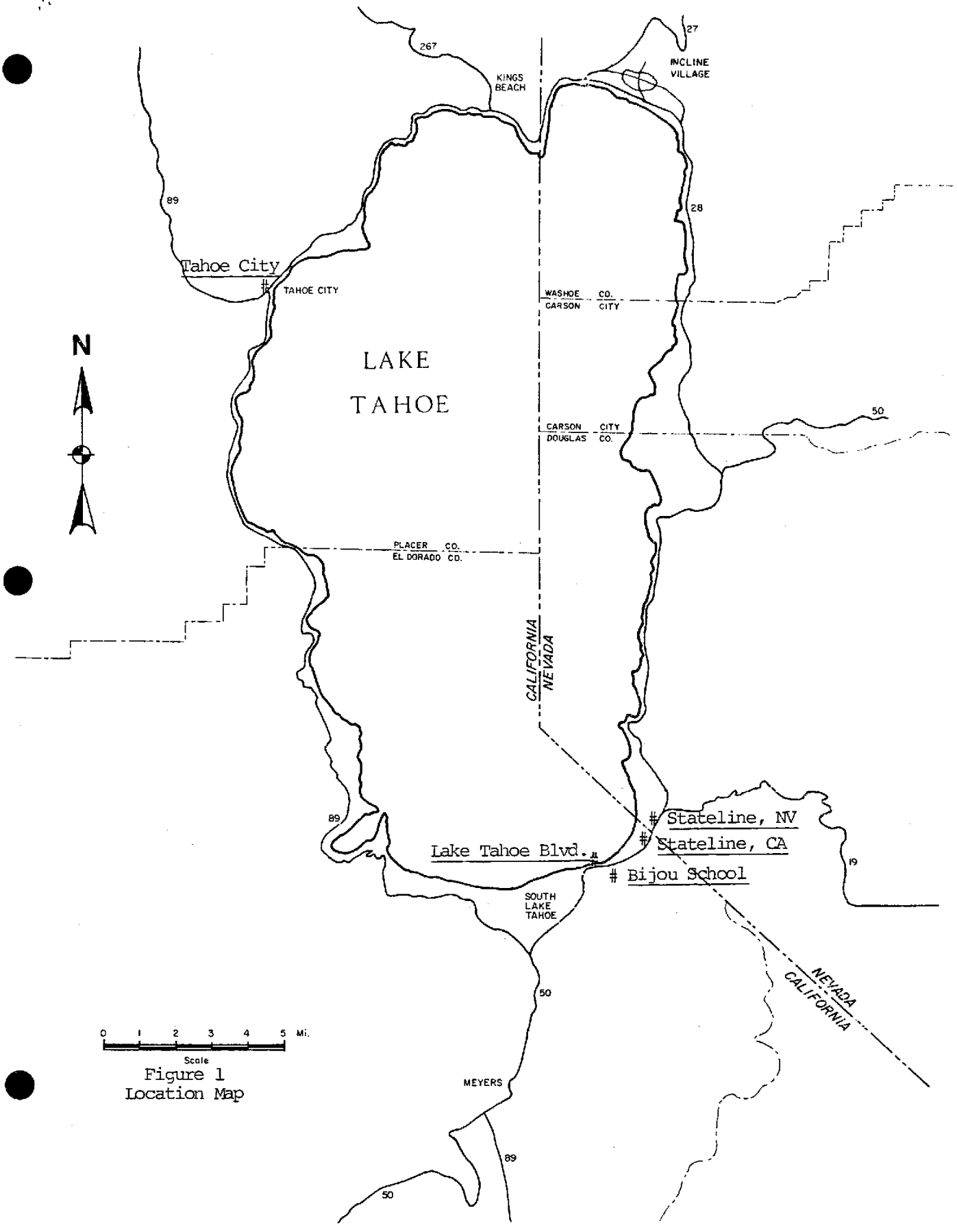

Figure 1
Location Map

III. STATUS OF CONTROL MEASURES

A. Summary of the Air Quality Plan

The 1982 Air Quality Plan analyzes seven different control measures, and combinations of those measures, to meet the 9.3 ppm carbon monoxide standard.* Using the Caline 3 air quality model, the Plan predicts CO concentrations at various sites in the South Shore, for different mixes of control measures.

The seven control measures, ranked in order of their impact on CO concentrations at the Stateline, California station are:

1. federal and state auto emission standards
2. inspection/maintenance programs in major urban areas in California and Nevada, and in the South Shore of the Tahoe Basin
3. computerized traffic signalization on the U.S. 50 corridor
4. intersection modifications on the U.S. 50 corridor to improve traffic flow
5. transit improvements
6. inspection/maintenance programs in major urban areas in California and Nevada, but not in the Tahoe Basin
7. mail delivery in the El Dorado County portion of the Tahoe Basin

The Air Quality plan selected a mix of control measures 1, 2, 3, 4, 5 and 7 to attain the NAAQS for CO by 1987. Figure 2 shows the CO concentrations Caline 3 predicted for the Stateline, California station under various control measures.

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* The National Ambient Air Quality Standard is 10.0 mg/m^3. An 8-hour mean CO concentration of 9.3 ppm is more than 10.5 mg/m^3 which, rounded to 11.0 mg/m^3, is defined as an exceedance of the 10.0 mg/m^3 national standard. The California Ambient Air Quality Carbon Monoxide Standard is 9.0 ppm. The California standard applicable in the Lake Tahoe Air Basin is 6.0 ppm. (CARB technical staff is currently reviewing the technical basis for this standard).

Inspection/Maintenance

The Caline 3 model identified automobile I/M--both in urban areas of California and Nevada and in the El Dorado and Douglas County portions of the Tahoe Basin as the second-most effective program to reduce CO concentrations in known hotspots, after federal and state auto emission standards. The Plan designated the TRPA as the lead planning agency for I/M, and called for local adoption of an I/M ordinance and program start-up by June, 1984.

Computerized Traffic Signalization

According to the Air Quality Plan, the existing traffic signalization system will be improved by upgrading signals at U.S. 50 and Pioneer Trail at Meyers and at the intersections of U.S. 50 with Lyons Avenue, Tallac Avenue, Lakeview Avenue, Rufus Allen Boulevard, Takela Drive, Fairway Avenue, Ski Run Boulevard, and Wildwood Avenue.

Intersection Improvements

The Air Quality Plan identifies 18 traffic flow improvements which will improve air quality. These improvements are projected to increase average vehicle speeds, and significantly reduce CO emissions in these locations. (See Table 1.)

Transit Improvements

The Air Quality Plan calls for a short-range transit expansion program (1982-1987) to increase transit service. The program would result in 16 total buses operating on the South Shore in 1987, with 30 new bus pullouts and 45 new shelters. These improvements are projected to reduce trips on U.S. 50 in 1987 by 7%, with a ridership increase from 1,670 to 8,350 riders/day. A historical growth rate of 4% annually was used to project 1987 traffic volumes.

The Plan also called for the California Tahoe Regional Planning Agency (CTRPA) to install nine bus shelters and two turnouts through the Indirect Source Review (ISR) program.

The Plan says the system will be phased in over six years. The projected capital cost is $1.5 million, with operating costs increasing from $1.4 million in 1981 to $3 million in 1987. [All costs are 1982 dollars.]

The South Shore transit system, STAGE, carried about 610,000 persons in FY 80-81, up 25% from FY 78-79. The Heavenly Valley ski bus carried over 89,000 passengers in FY 79-80.

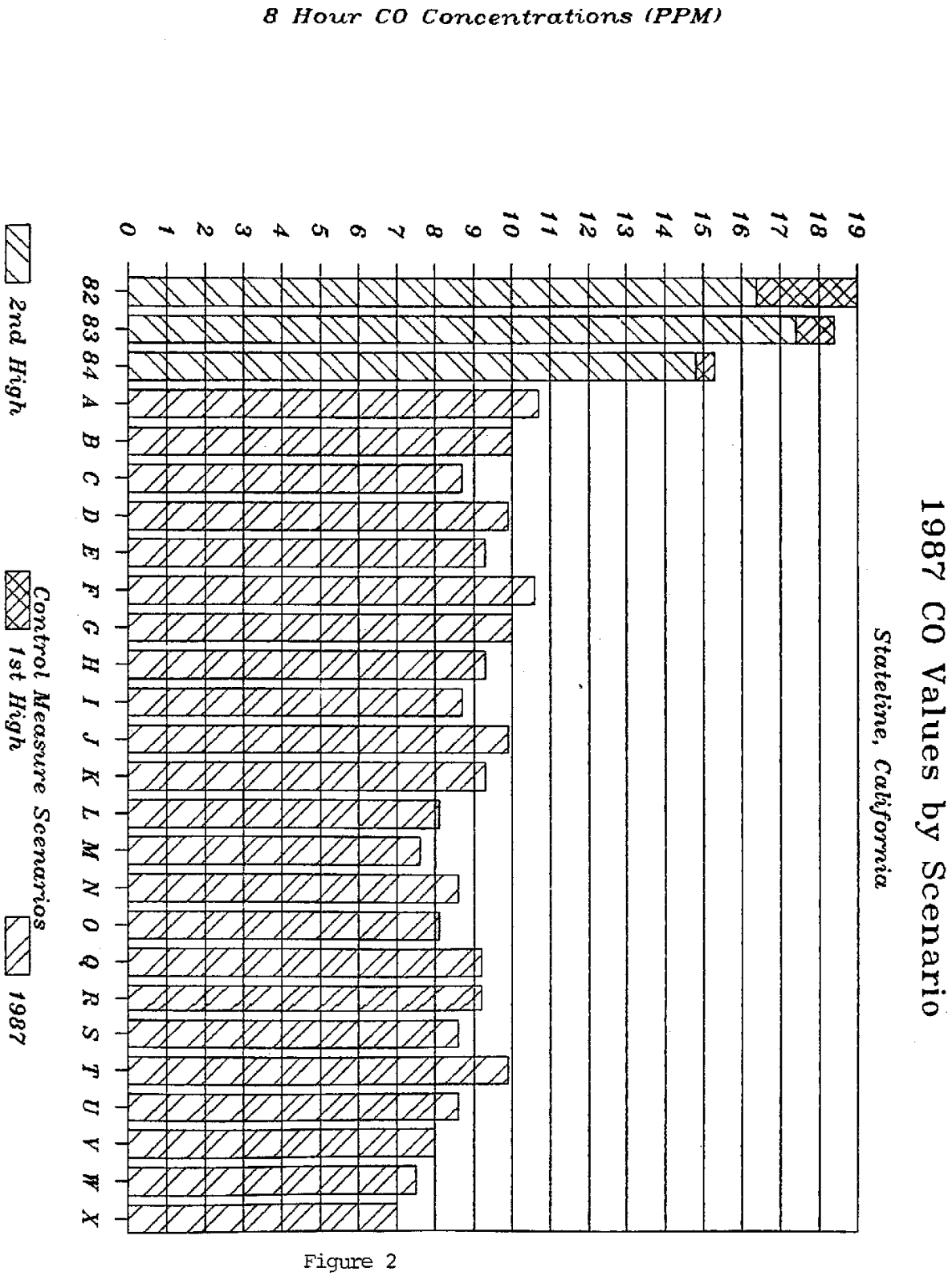

8 Hour CO Concentrations (PPM)
1987 CO Values by Scenario
Stateline, California
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19
82 83 84 A B C D E F G H I J K L M N O Q R S T U V W X
2nd High
1st High
1987
Control Measure Scenarios

Figure 2

LEGEND - FIGURE 2
CONTROL STRATEGY ALTERNATIVES
MODELED 8-HOUR CARBON MONOXIDE CONCENTRATIONS IN PARTS PER MILLION
FOR 1987 USING A FOUR PERCENT GROWTH FACTOR IN TRAFFIC VOLUME

Alternatives		Stln,CA
Individual Control Measures:		
A.	Projected Automobile Emission Standards for 1987	10.7
B.	Urbanized Area I/M Program	10.0
C.	Urbanized Area I/M Program and Implementation within El Dorado and Douglas Counties	8.7
D.	Individual Intersection Modifications	9.9
E.	Computerized Traffic Signalization System	9.3
F.	Mail Delivery	10.6
G.	Transit Improvements	10.0
Combinations of the Individual Control Measures:		
H.	Urbanized Area I/M Program and Individual Intersection Modifications (A+B+D)	9.3
I.	Urbanized Area I/M Program and Computerized Traffic Signalization System (A+B+E)	8.7
J.	Urbanized Area I/M Program and Mail Delivery (A+B+F)	9.9
K.	Urbanized Area I/M Program and Transit Improvements (A+B+G)	9.3
L.	Urbanized Area I/M Program Plus Implementation of I/M in El Dorado and Douglas Counties and Individual Intersection Modifications (A+C+D)	8.1
M.	Urbanized Area I/M Program Plus Implementation of I/M in El Dorado and Douglas Counties and Computerized Traffic Signalization System (A+C+E)	7.6
N.	Urbanized Area I/M Program Plus Implementation of I/M in El Dorado and Douglas Counties and Mail Delivery (A+C+F)	8.6
O.	Urbanized Area I/M Program plus Implementation of I/M in El Dorado and Douglas Counties and Transit Improvements (A+C+G)	8.1
P.	Individual Intersection Modifications and Mail Delivery (A+D+F)	
Q.	Individual Intersection Modifications and Transit Improvements (A+D+G)	9.2
R.	Computerized Traffic Signalization System and Mail Delivery (A+E+F)	9.2
S.	Computerized Traffic Signalization System and Transit Improvements (A+E+G)	8.6
T.	Mail Delivery and Transit Improvements (A+G)	9.9
U.	Urbanized Area I/M Program, Individual Intersection Modifications, Mail Delivery, and Transit Improvements (A+B+D+F+G)	8.6
V.	Urbanized Area I/M Program, Computerized Traffic System, Mail Delivery and Transit Improvements (A+E+F+G)	8.0
W.	Urbanized I/M Program plus implementation in El Dorado and Douglas Counties, Individual Intersection modifications, Mail Delivery and Transit Improvements (A+C+D+F+G)	7.5
X.	Urbanized I/M Program plus implementation in El Dorado and Douglas Counties, Computerized Traffic System, Mail Delivery and Transit Improvements (A+C+E+F+G)	7.0

TABLE 1

Traffic Flow Improvement Projects Contained in the Air Quality Plan

1. Intersection modification, U. S. 50 and Park Ave., CSLT
   - Completed 1984
   - Estimated 1987 speed improvement: 2 mph

2. Intersection modification, U. S. 50 and Ski Run Blvd., CSLT
   - Completed 1984
   - Estimated 1987 speed improvement: 1 mph

3. Computerized traffic signalization upgrades, U. S. 50 and Pioneer, Lyons, Tallac, Lakeview, Rufus Allen, Takela, Fairway, Ski Run, and Wildwood, CSLT
   - Completed 1985
   - Estimated 1987 speed improvement: 1 mph

4. Intersection modification, So. Tahoe "Y", CSLT
   - Completed 1984
   - Estimated 1987 speed improvement: 0 mph

5. Intersection modification, U. S. 50 and Stateline Ave., CSLT
   - Completed 1984
   - Estimated 1987 speed improvement: N/A

6. South Avenue extension, CSLT
   - Completed 1984
   - Estimated 1987 speed improvement: N/A

7. Consideration of completion of the Loop Road, CSLT and Douglas Co., Nev.
   - Completed 1984
   - Estimated 1987 speed improvement: N/A

8. Intersection modification, U. S. 50 and Wildwood, CSLT
   - Completed 1984
   - Estimated 1987 speed improvement: N/A

9. Intersection modification, U. S. 50 and Carson/O'Malley, CSLT
   - Completed 1983
   - Estimated 1987 speed improvement: N/A

10. Intersection modification, U. S. 50 and Lyons Ave., CSLT
    - Completed 1985
    - Estimated 2987 speed improvement: N/A

11. Intersection modification, U. S. 50 and Tallac Ave., CSLT
    - Completed 1985
    - Estimated 1987 speed improvement: N/A

Table 1, Cont'd.

12. Intersection modification, U. S. 50 and Takela Ave., CSLT
    - Completed 1984
    - Estimated 1987 speed improvement: N/A

13. Intersection modification, U. S. 50 and Al Tahoe Blvd., CSLT
    - First phase construction planned 1986
    - Estimated 1987 speed improvement: 2 mph

14. Intersection modification, U. S. 50 and Third St., CSLT
    - Construction planned 1986
    - Estimated 1987 speed improvement: N/A

15. Pedestrian separation, removal of traffic signal, Sahara Tahoe [High Sierra] and Caesar's Tahoe Casinos, Douglas Co., Nev.
    - Initial project stage 1986
    - TRPA
    - Estimated 1987 speed improvement: 2 mph

16. Intersection modification, U. S. 50 and Tahoe Keys Blvd., CSLT
    - Not complete
    - Caltrans
    - Estimated 1987 speed improvement: N/A

17. Intersection modification, U. S. 50 and Pioneer Trail, CSLT
    - Study not complete
    - TRPA
    - Estimated 1987 speed improvement: 2 mph

18. Sign bridge, U. S. 50 and Highway 89, CSLT
    - Not presently programed
    - Caltrans
    - Estimated 1987 speed improvement: 0 mph

Traffic Flow Improvement Projects Not Contained in the Air Quality Plan

1. Intersection improvement, U. S. 50 from Pioneer Trail to Park
    - Programed for 1986/87
    - Caltrans/CSLT

Mail Delivery

The Air Quality Plan estimated that changes in mail delivery would reduce vehicle trips on U.S. 50 by 3% between 4 p.m. and midnight during the winter. Specifically, the Plan called for a system of mail pick-up at smaller neighborhood stations. The Plan designated the Postal Service as the lead agency for this control measure.

B. Status of Control Measures, 1982-1984

Although most of the adopted control measures are behind schedule, the TRPA and the other lead agencies have made significant progress toward the goals of the Air Quality Plan.

Inspection/Maintenance

The California legislature adopted SB 33, authorizing I/M programs in urban nonattainment areas, in September 1982. Testing began in five urban areas in California in March 1984. The goal of the program is a 10% reduction in tailpipe emissions from the light-duty fleet.

In Nevada, under the authority of AB 677, the Nevada Environmental Commission adopted I/M regulations in August 1983, and initiated a testing program in the major urban areas in October 1983. (Nevada has had a pilot I/M program for resale vehicles since 1974).

With respect to I/M for cars registered in El Dorado and Douglas Counties within the Tahoe Basin, the TRPA's Advisory Planning Commission (APC) approved draft I/M provisions in September 1984. The draft ordinance, which has not been approved by the Governing Body, calls for California and Nevada to extend their I/M programs to the Tahoe Basin; the TRPA will initiate the program only if the states fail to do so. The draft ordinance calls for a start-up date in August, 1987.

In California, this approach will require new legislation. In Nevada, it will require revisions to the state I/M regulations.

The Radian Corporation, a consultant to the TRPA and the U.S. Environmental Protection Agency, reported in October, 1984, that the Air Quality Plan and Caline 3 may have overestimated the benefits of a Tahoe-region I/M program, by overestimating the improvements of the program at the tailpipe. According to Radian, the Plan may also have underestimated the air quality improvements which will result from the cleaner tourist fleet.

Representatives of the TRPA, EPA, CARB, NDEP, and California Air Pollution Control Officers Association (CAPCOA) met at Granlibakken on April 12, 1985, to discuss the Radian report and the Air Quality Plan in general. Those present agreed that TRPA should conduct meetings with appropriate technical staff as necessary to attempt to clarify the appropriate role for I/M in the Air Quality Plan. Then, the agencies should meet again to discuss the most-appropriate policy to follow.

TRPA staff met with CARB and EPA technical experts on June 25, 1985 in Sacramento, and discussed the following inputs to the Caline 3 ambient air quality model:

1) emissions rates
2) altitude adjustments
3) deterioration rates
4) tampering and misfueling
5) fleet mix
6) ambient temperature
7) vehicle speed

The conclusion of the staff present at the June 25 meeting was that there is much uncertainty surrounding the proper technical assumptions for modeling an I/M program at Tahoe. Reliable data and/or algorithms are lacking for altitude adjustments, fleet mix, ambient temperature, and vehicle speed. For example, no high-altitude test data exist to set CO emission rates for California autos at Tahoe. For these reasons, it is necessary to document the validity of the Caline 3 model, and possibly refine the model, before implementing an I/M program for Tahoe-based autos.

In light of the mandates of the Clean Air Act and the 1982 Air Quality Plan, the TRPA cannot, on its own, postpone implementation of a Tahoe I/M program. Therefore, Agency staff are working with the EPA, CARB, and NDEP to decide on the most-appropriate course of action. Several promising policy options are: (1) obtaining the necessary legislative authority in California right away, (2) identifying necessary changes in Nevada's I/M regulations, and (3) initiating limited testing of Tahoe-based autos to develop a high-altitude data base, as soon as possible.

Computerized Traffic Signalization

In August 1984, Caltrans upgraded the computerized signalization system along the U.S. 50 corridor by installing Model 170 controllers. No data are available on the effect of this upgrade on average vehicle speeds and CO emissions. However, the Agency is developing a monitoring program to determine if average vehicle speeds have increased.

Intersection Improvements

More than half of the intersection improvements called for in the Air Quality Plan have been completed. The City of South Lake Tahoe and Caltrans have completed intersection improvements at U.S. 50 and O'Malley, Tallac, Ski Run, and Park Avenue, and Caltrans has installed an intersection modification at U.S. 50 and Sierra Blvd. (For a detailed status, see Table 1.)

Transit Improvements

As of August 1984, the City of South Lake Tahoe and Caltrans have completed seven bus turnouts and eight new shelters. However, the City has not purchased the three additional buses budgeted for FY 82-83, and has not kept pace with the projected ridership increase, partially because of a fare increase in September 1982. (See Table 2.)

Ridership on the TART bus system on the north shore has been steadily increasing. Since extending the system into Incline Village in the Spring of 1985, and in conjunction with an aggressive marketing campaign, first quarter ridership in FY 85-86 is 55% above that of the same quarter in FY 84-85.

Daily ridership on the City's transit system, STAGE, has generally risen since 1981, but not to the levels anticipated in the Plan. Figure 3 shows ridership trends for the STAGE Bus System.

Ridership on the Heavenly Valley Ski Bus has increased steadily. (See Table 2 and Figure 4.) In both the 82-83 and 83-84 ski seasons, ridership was higher than the previous year for every month from December through April. In March, 1984, monthly ridership reached a high of 35,611 passengers. In the 84-85 ski season, Heavenly Valley took over operations of the shuttle system from the City of South Lake Tahoe, instituted a gratuitous service, but confined the service to the Stateline area for several months, until the City and Heavenly Valley agreed to an expanded service. Complete ridership figures for 1984-85 are not yet available, however, ridership in December, 1984 reached 42,000 passengers.

The Tahoe Transportation District's (TTD) Short Range Transit Program, adopted by the TRPA in September, 1984, projected 6,136 daily riders by 1987, short of the Air Quality Plan's goal of 8,350 daily riders. Much of the increased service contained in the Short Range Transit Program was dependent on the passage of a ½¢ sales tax increment narrowly defeated by Tahoe region voters in November, 1984. At this time, the TTD is reviewing the Short Range Transit Program and initiating a public information program designed to gain voter approval of the sales tax in November, 1986. Despite the delays in implementation of transit improvements, traffic volumes at the four permanent counters (See Figure 1) are, without exception, lower than the 1981 values. Figures 5 through 8 display the traffic count data for the four stations. (The California annual average daily traffic values for 1983 have been corrected to eliminate the effect of the closure of U.S. 50 west of Tahoe in the spring of 1983.) 1984 summary data has not been made available for California or Nevada traffic count stations.

Comparing 8-hour peak traffic volumes measured at the Upper Truckee River Bridge to the volumes necessary to meet the ambient CO standard, as projected by the Air Quality Plan, 1981, 1982, and 1984 volumes exceed the projections. However, if I/M programs were in place, only 1981 would have exceeded the projection, according to the Caline 3 model used in the Air Quality Plan. (See Figure 9.)

Mail Delivery

The U.S. Postal Service completed an Action Plan in February 1983, which evaluated alternatives and recommended a number of small postal facilities to be built in neighborhoods in the Tahoe region. The Postal Service has three Neighborhood Delivery Centers (NDC) approved by the TRPA Governing Board, and plans to begin construction in the Spring of 1985. The three NDC's are to be located at Pioneer Trail and Black Bart, at Tahoe Keys Blvd. and Eloise, and at Alameda and Harrison in the Al Tahoe neighborhood. Following their completion, the Postal Service will monitor their effectiveness at reducing trips and improving air quality.

TABLE 2

Transit Ridership

STAGE

	Annual Ridership	Daily Ridership	
1975	431,827	1,183	
1976	473,888	1,295	
1977	536,961	1,471	
1978	542,302	1,486	- Fare increase 8/78
1979	481,823	1,320	
1980	592,055	1,618	
1981	630,969	1,729	
1982	652,131	1,787	- Fare increase 9/82
1983	599,841	1,643	
1984	705,299	1,927	

Heavenly

	Seasonal Ridership
1974-1975	16,889
1975-1976	21,883
1976-1977	16,546
1977-1978	55,347
1978-1979	47,056
1979-1980	89,214
1980-1981	43,931
1981-1982	73,556
1982-1983	82,274
1983-1984	109,113

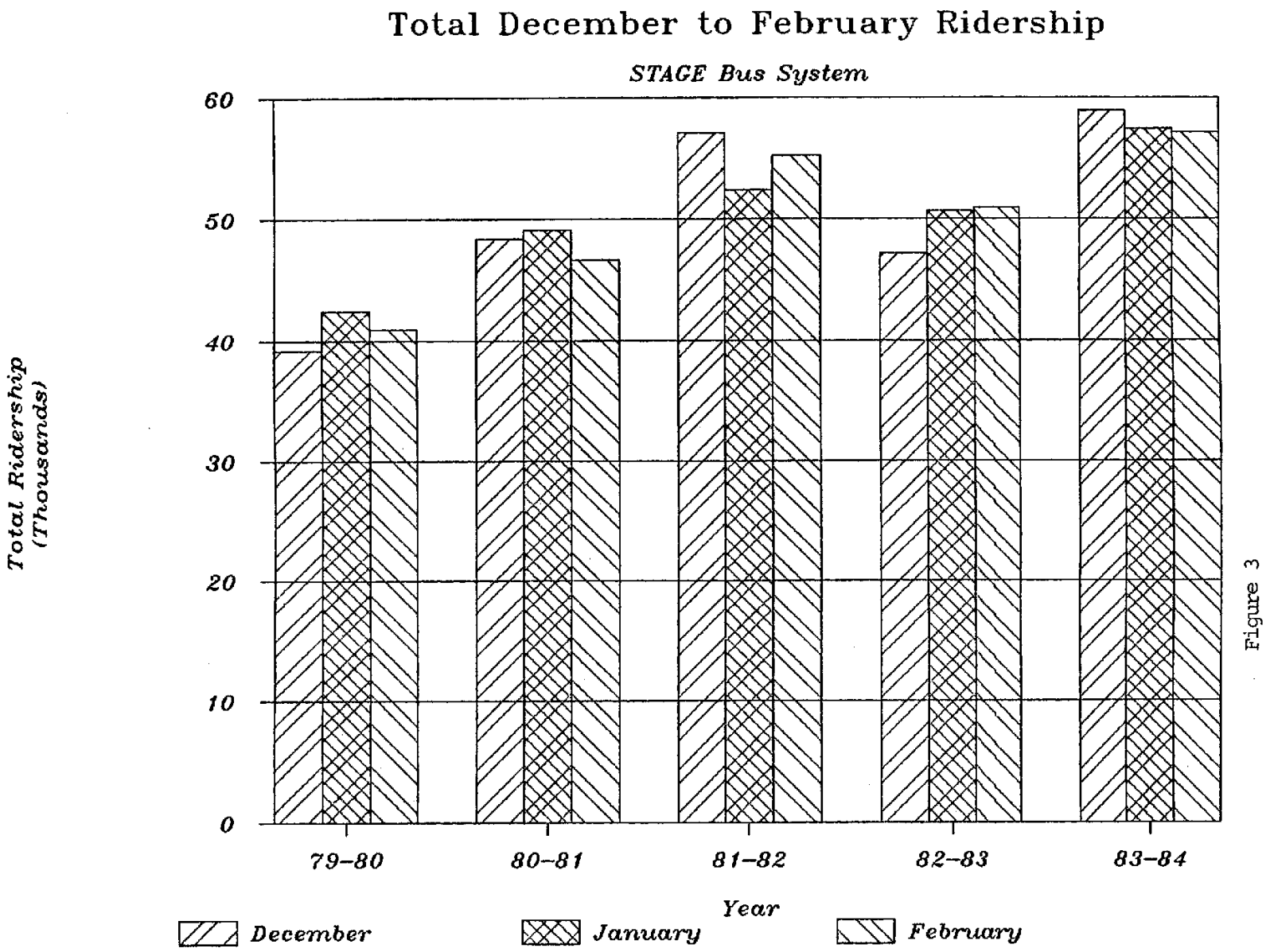

Total December to February Ridership
STAGE Bus System
Total Ridership (Thousands)
60
50
40
30
20
10
0
79-80
80-81
81-82
82-83
83-84
Year
December
January
February

Figure 3

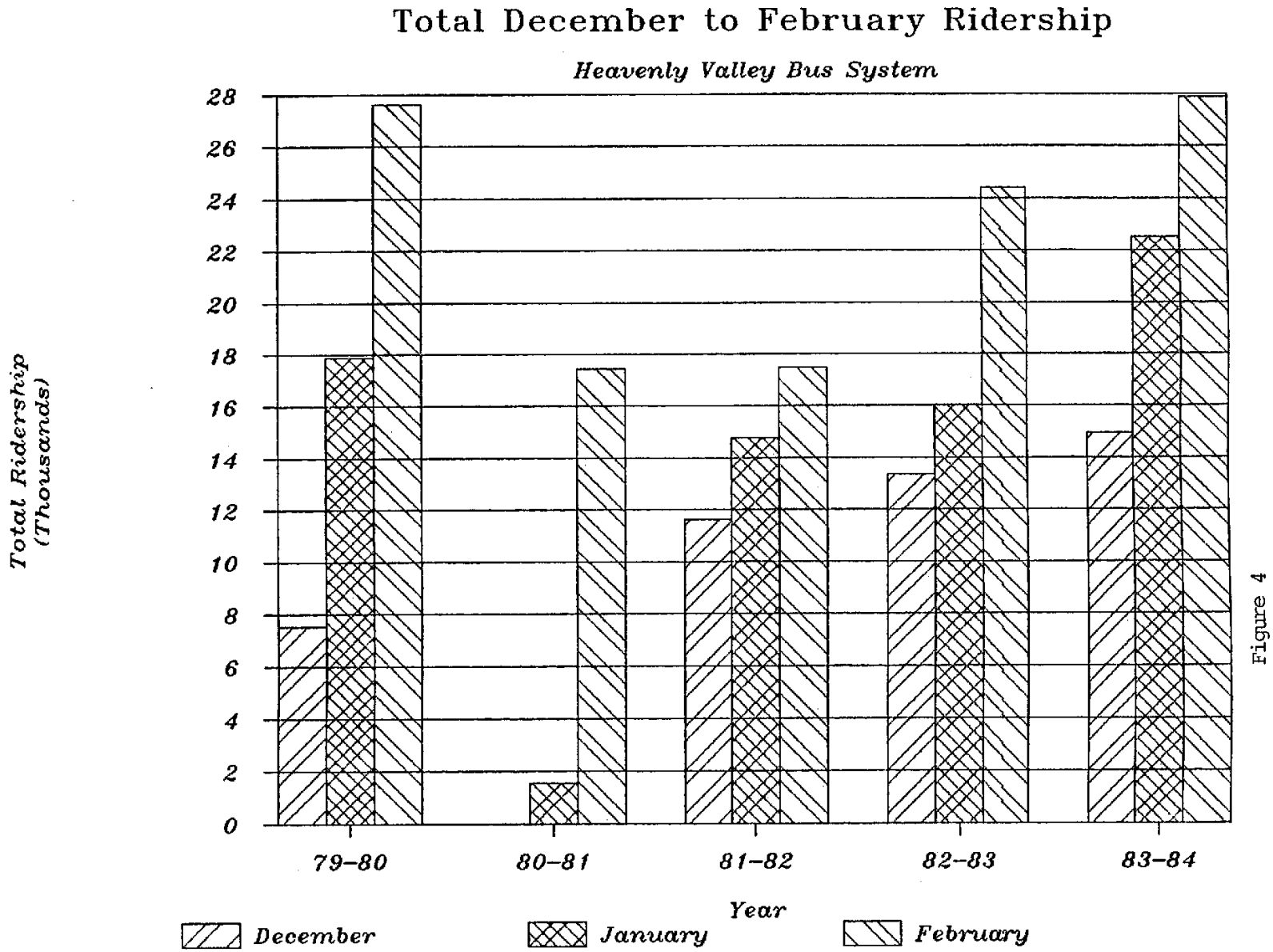

Total December to February Ridership
Heavenly Valley Bus System
Total Ridership (Thousands)
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
79-80
80-81
81-82
82-83
83-84
Year
December
January
February

Figure 4

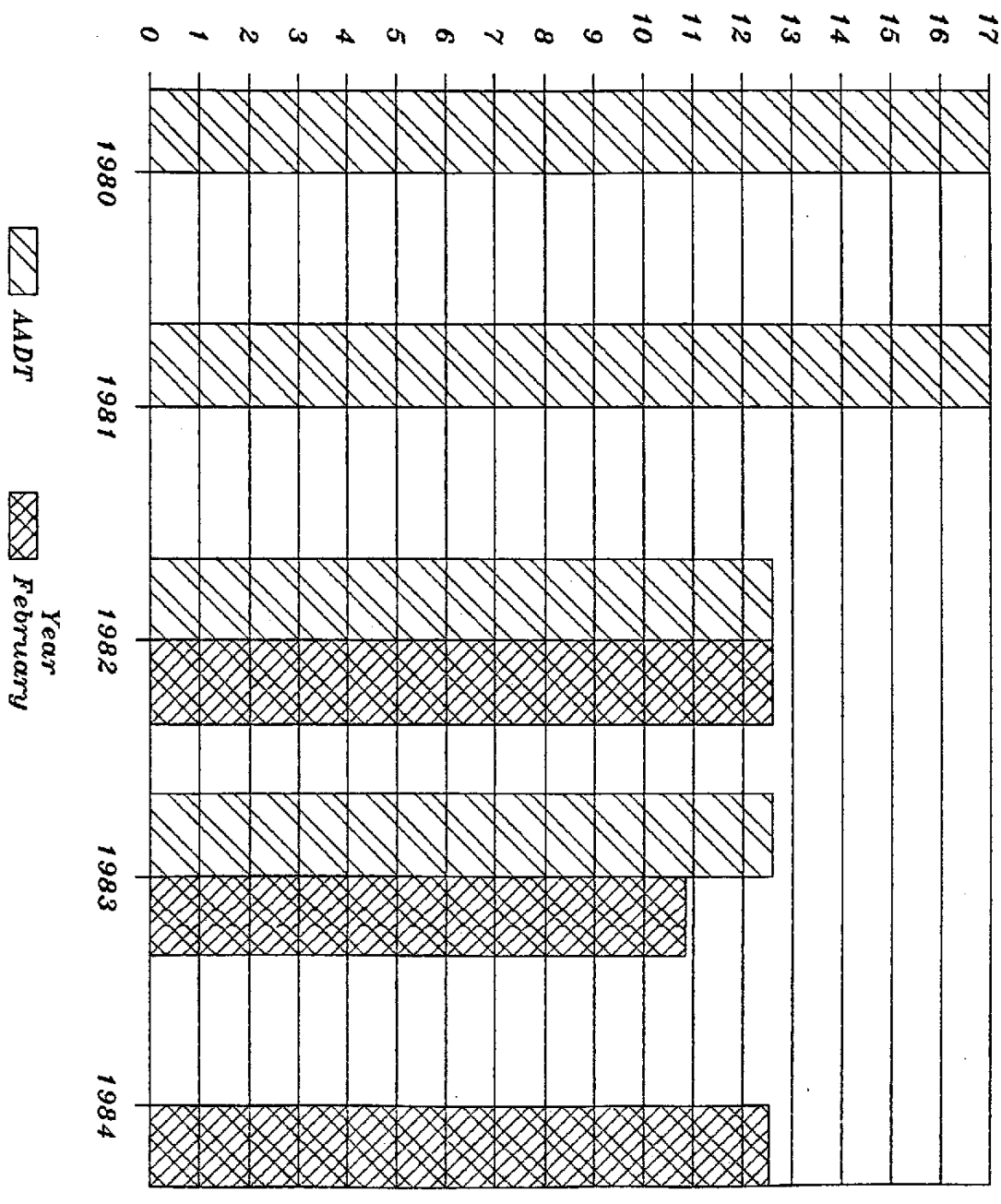

Annual & February A.D.T.
U.S. 50 @ Sawmill Road
Average Daily Traffic
(Thousands)
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
1980
1981
1982
1983
1984
AADT
February
Year

Figure 5

Annual & February A.D.T.

U.S. 50 @ Upper Truckee River Bridge

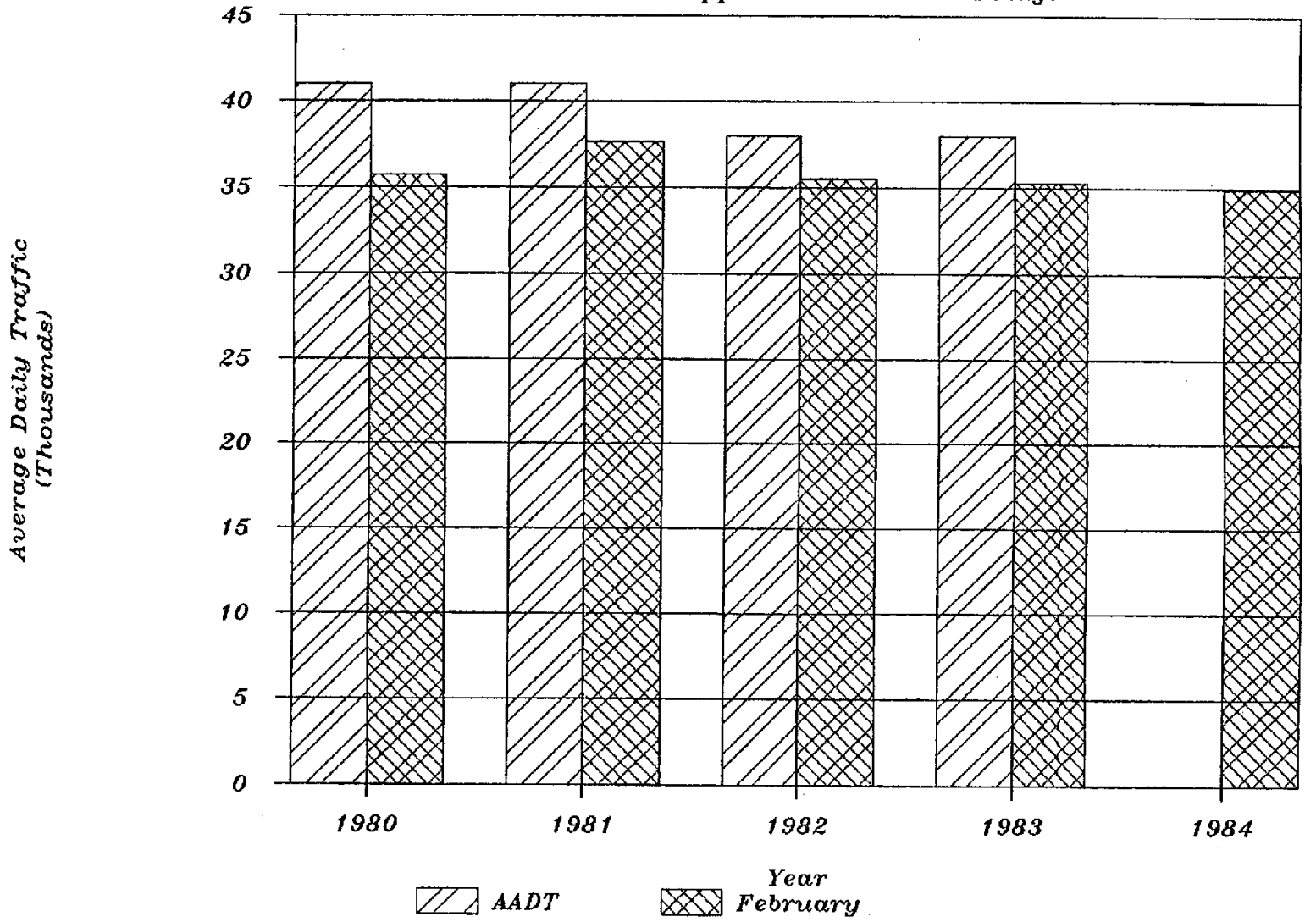


Figure 6

Annual A.D.T.

U.S. 50 @ Park Avenue

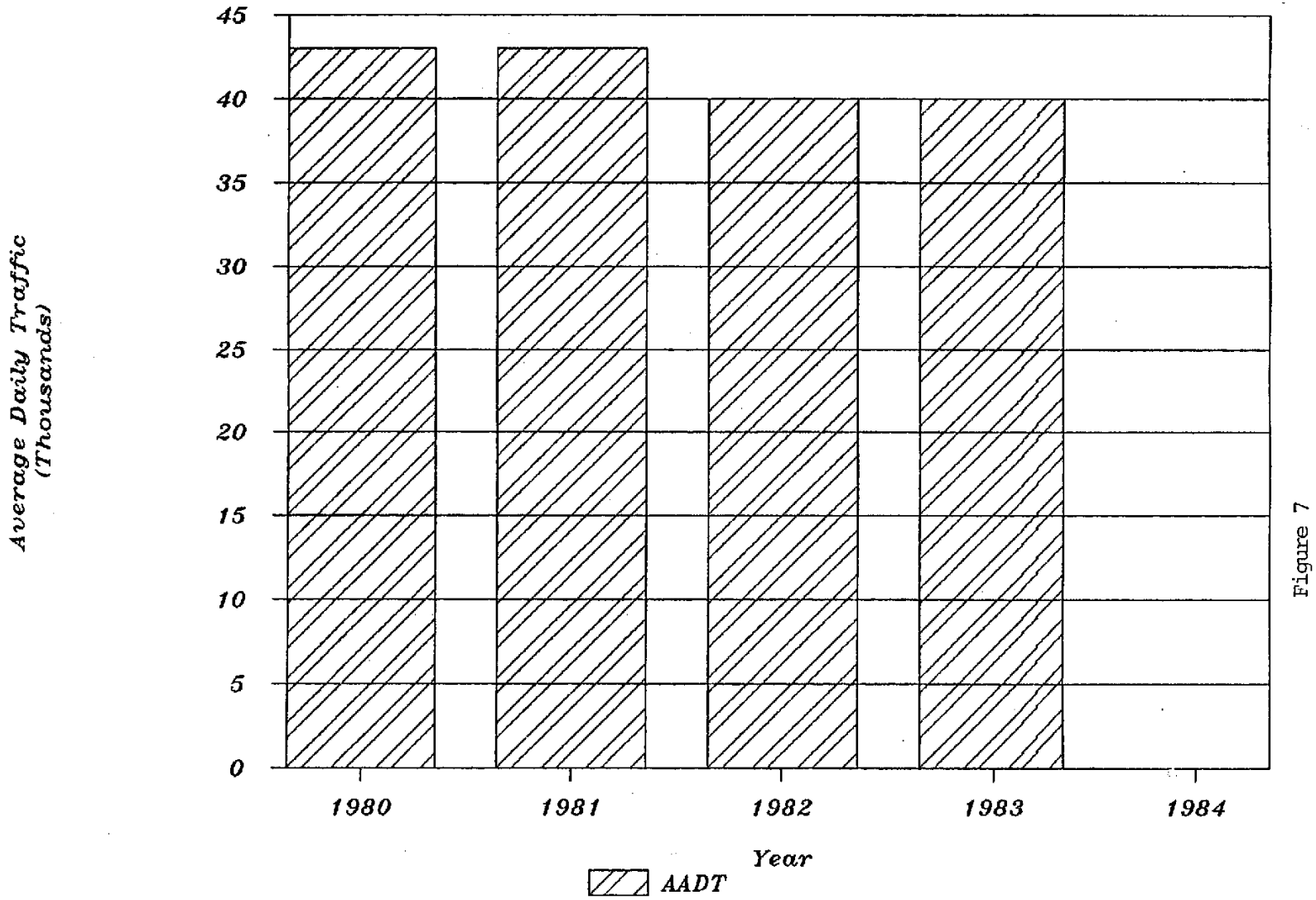


Figure 7

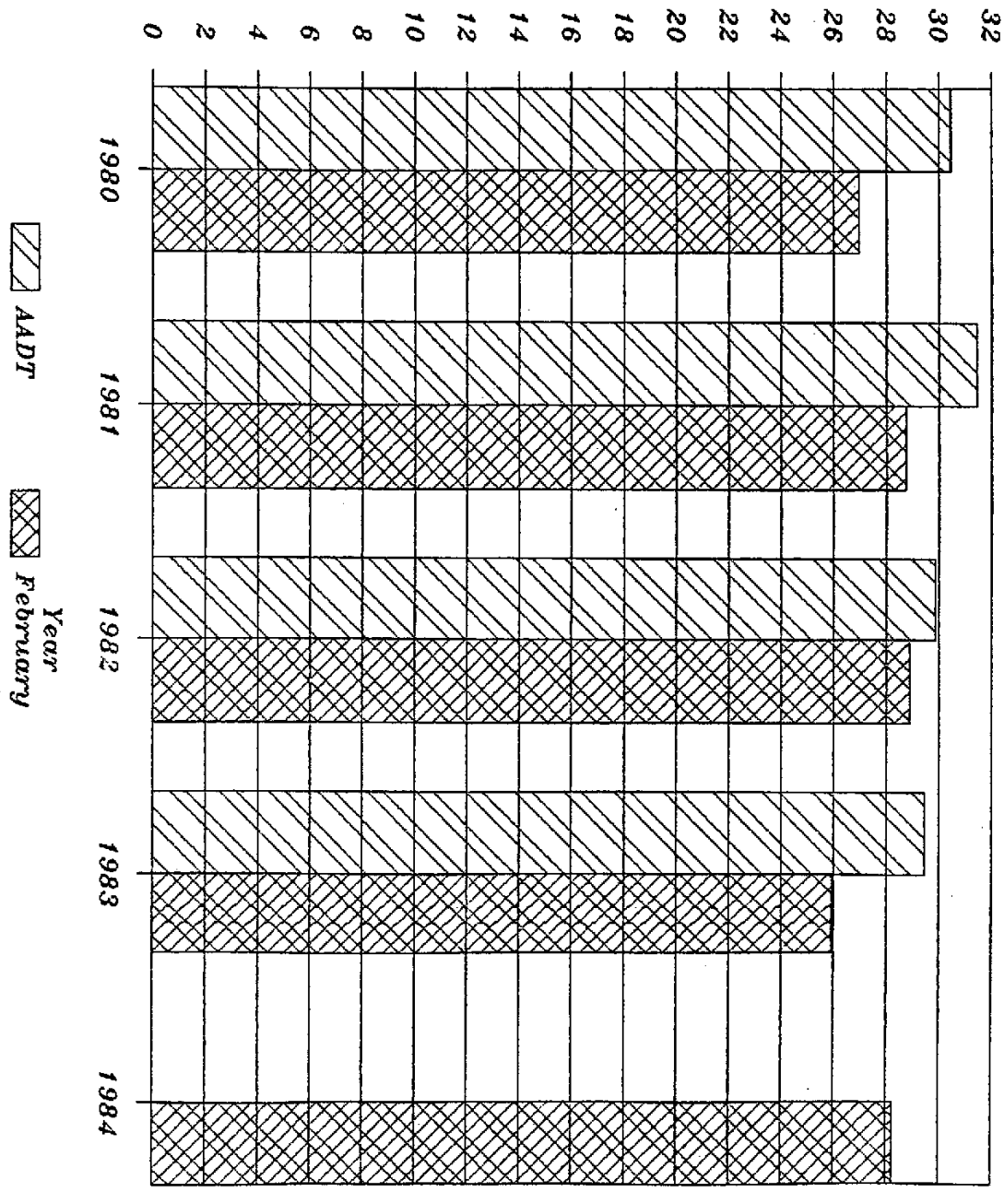

Annual & February A.D.T.
U.S. 50 @ Kingsbury
Average Daily Traffic
(Thousands)
0
2
4
6
8
10
12
14
16
18
20
22
24
26
28
30
32
1980
1981
1982
1983
1984
AADT
February
Year

Figure 8

Traffic Volumes to Attain Fed. AQ Std.

U.S. 50 @ Upper Truckee River Bridge

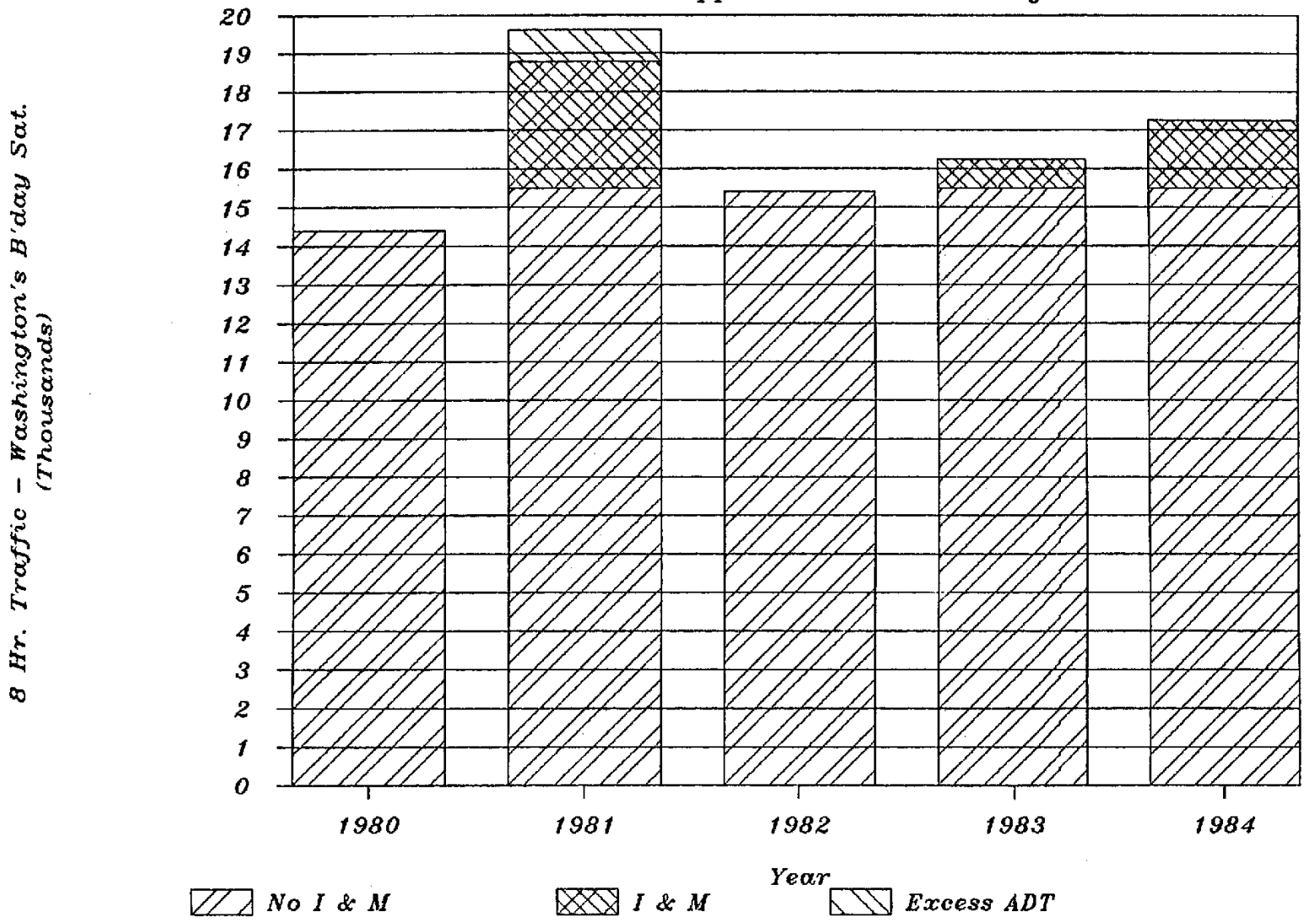


Figure 9

IV. STATUS OF AMBIENT AIR QUALITY

A. Summary of the Air Quality Plan

The Air Quality Plan identified frequent violations of the 9.3 ppm 8-hour standard for carbon monoxide at various stations in the South Shore, based on data from 1977 to 1982. Furthermore, the Plan predicted that, despite the cleaner fleet, certain areas in the South Shore would exceed the 9.3 ppm standard in 1987 if additional control measures were not implemented. These areas are U.S. 50 and 4th Street in the City of South Lake Tahoe; U.S. 50 and Al Tahoe Blvd in the City; and U.S. 50 from Ski Run Blvd. to the Nevada Loop Road. The Nevada-side CO study [NDEP, 1983] did not observe or model any CO violations in Nevada, however.

If the adopted control measures are implemented, the Plan predicts gradual decreases in CO concentrations at known hotspots and attainment of the 9.3 ppm standard by 1987.

In 1977, mobile sources (automobiles and other vehicles) accounted for 94% of CO emissions in the winter, and 99% in the summer. The highest ambient CO concentrations generally occur between 4 p.m. and 8 a.m. during the winter.

B. Status of Ambient Air Quality, 1983-84

Only preliminary air quality data are available from the CARB for calendar year 1984. The TRPA will issue a supplement to this report if the final data differs from available data.

According to the data received to date, violations of the 9 ppm 8-hour standard are observed at two of the permanent monitoring stations--Stateline, California and Lake Tahoe Blvd. No violations are seen at the Bijou School Station or at Stateline, Nevada. Based on the limited period of monitoring, the data display no discernable trend either up or down. (See Figures 10 & 11.)

Violations normally occur with more frequency in the winter months. In 1982, for example, 31 of 40 violation periods of the Stateline, California monitor occurred in the months of January, February, and December. However, there were six violations in August and September. In 1983, 23 of 28 violation periods occurred in January, February, and December, while four violations occurred in August and September. In 1984, 27 of 36 violation periods occured in January, February, and December, while five violations occurred in August and September.

1st & 2nd High CO Concentrations

Lake Tahoe Blvd., California

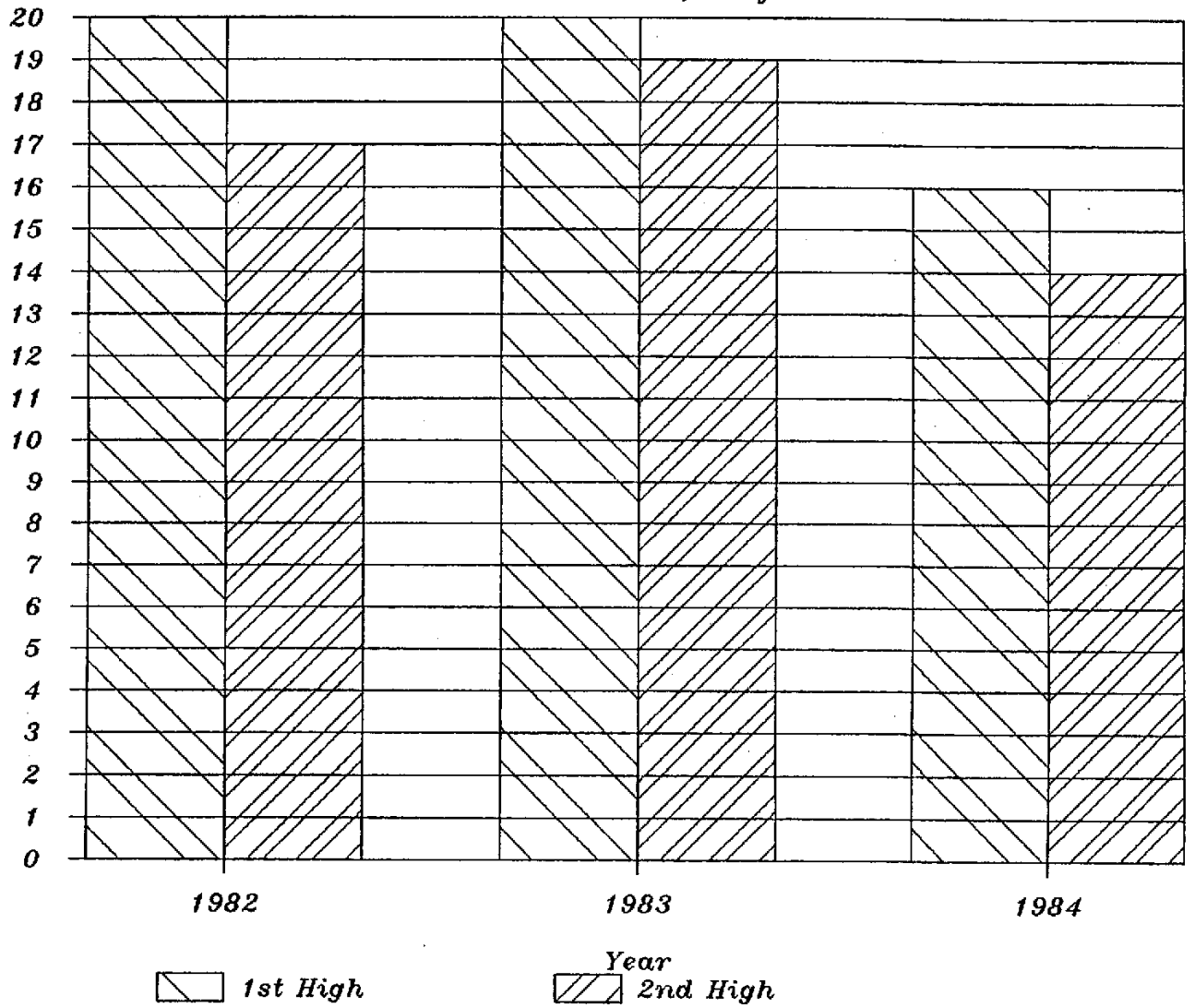


Figure 10 (a)

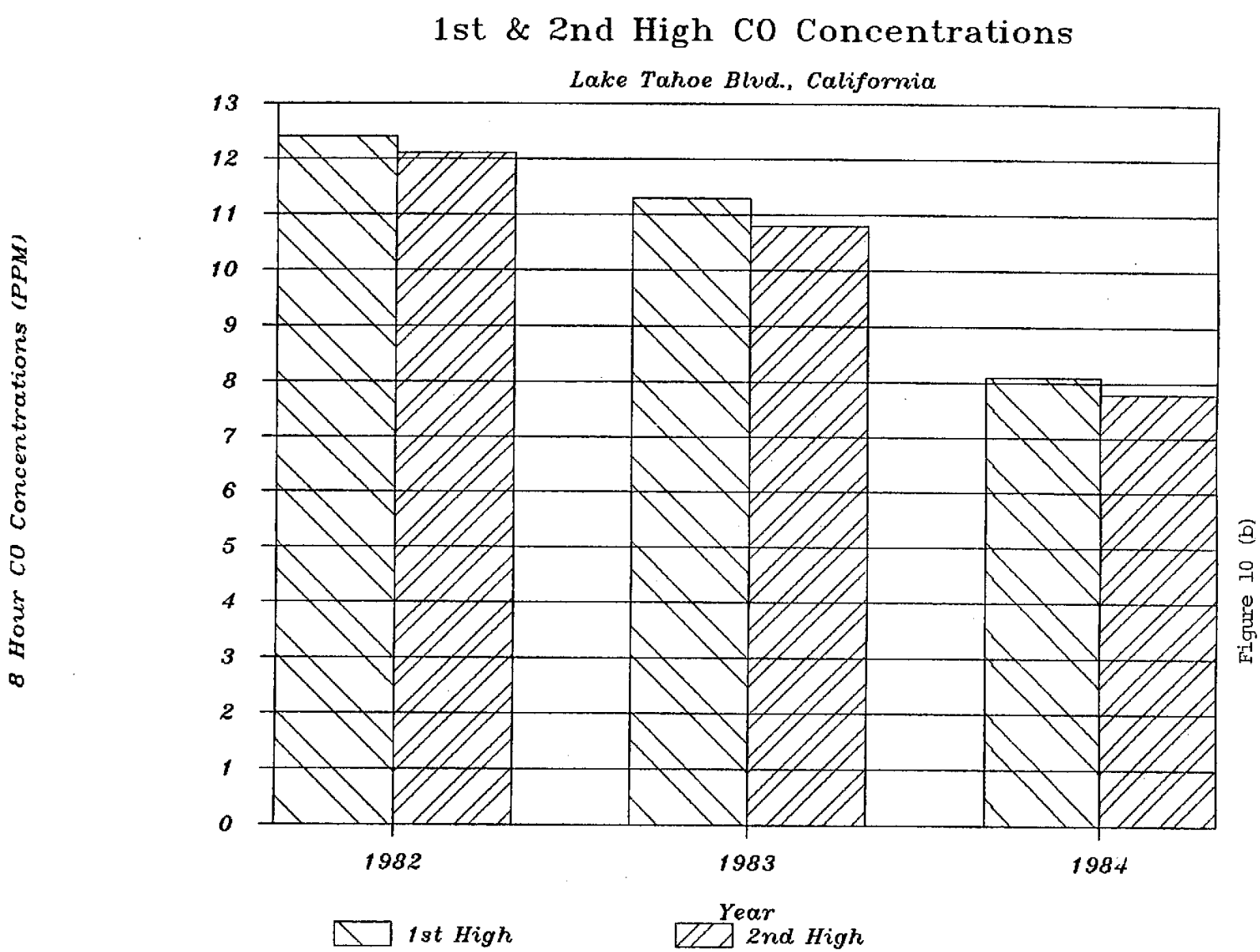

1st & 2nd High CO Concentrations
Lake Tahoe Blvd., California
8 Hour CO Concentrations (PPM)
13
12
11
10
9
8
7
6
5
4
3
2
1
0
1982
1983
1984
Year
1st High
2nd High

Figure 10 (b)

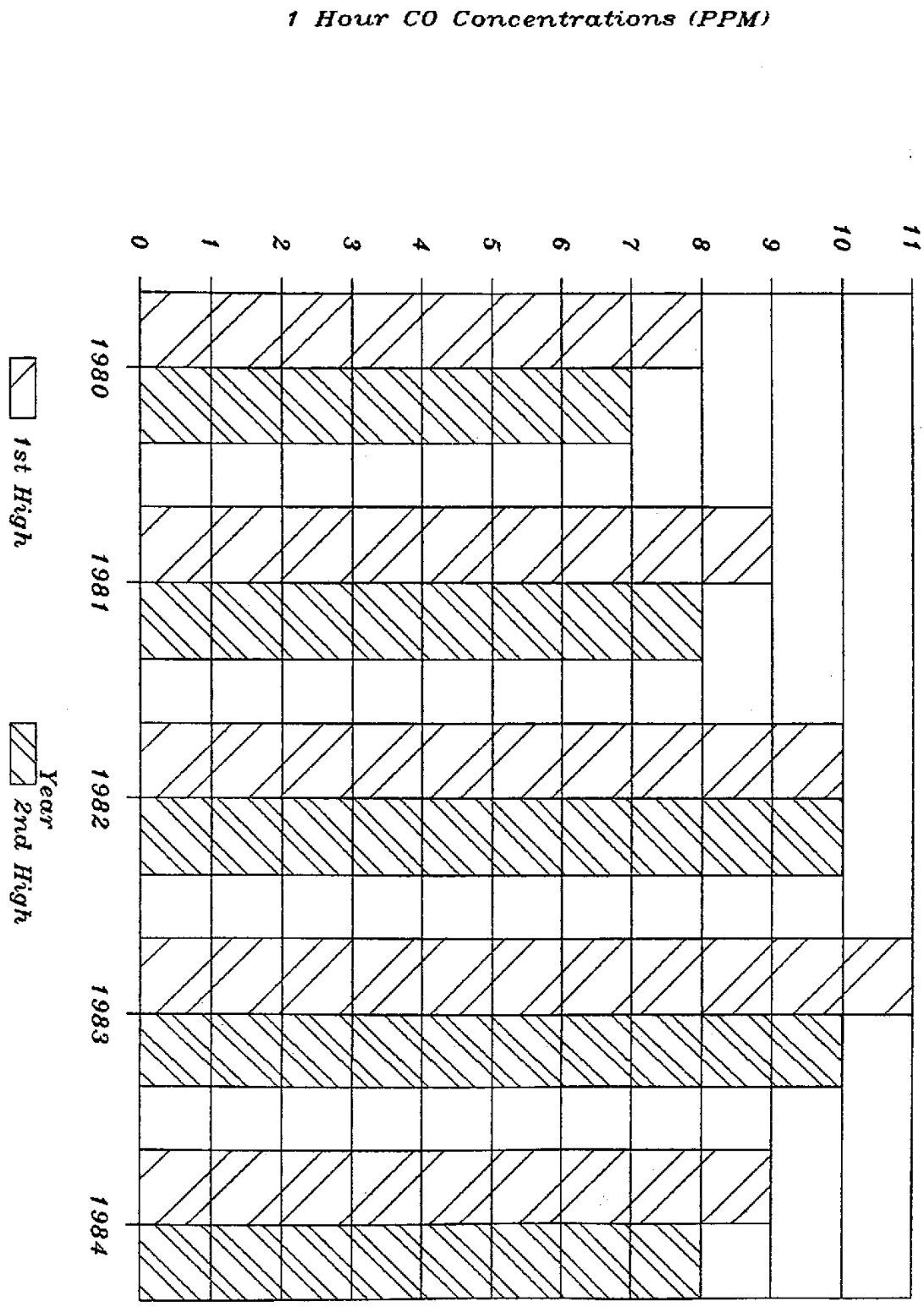

1 Hour CO Concentrations (PPM)
1st & 2nd High CO Concentrations
Bijou School, California
0
1
2
3
4
5
6
7
8
9
10
11
1980
1981
1982
1983
1984
1st High
2nd High
Year

Figure 10 (c)

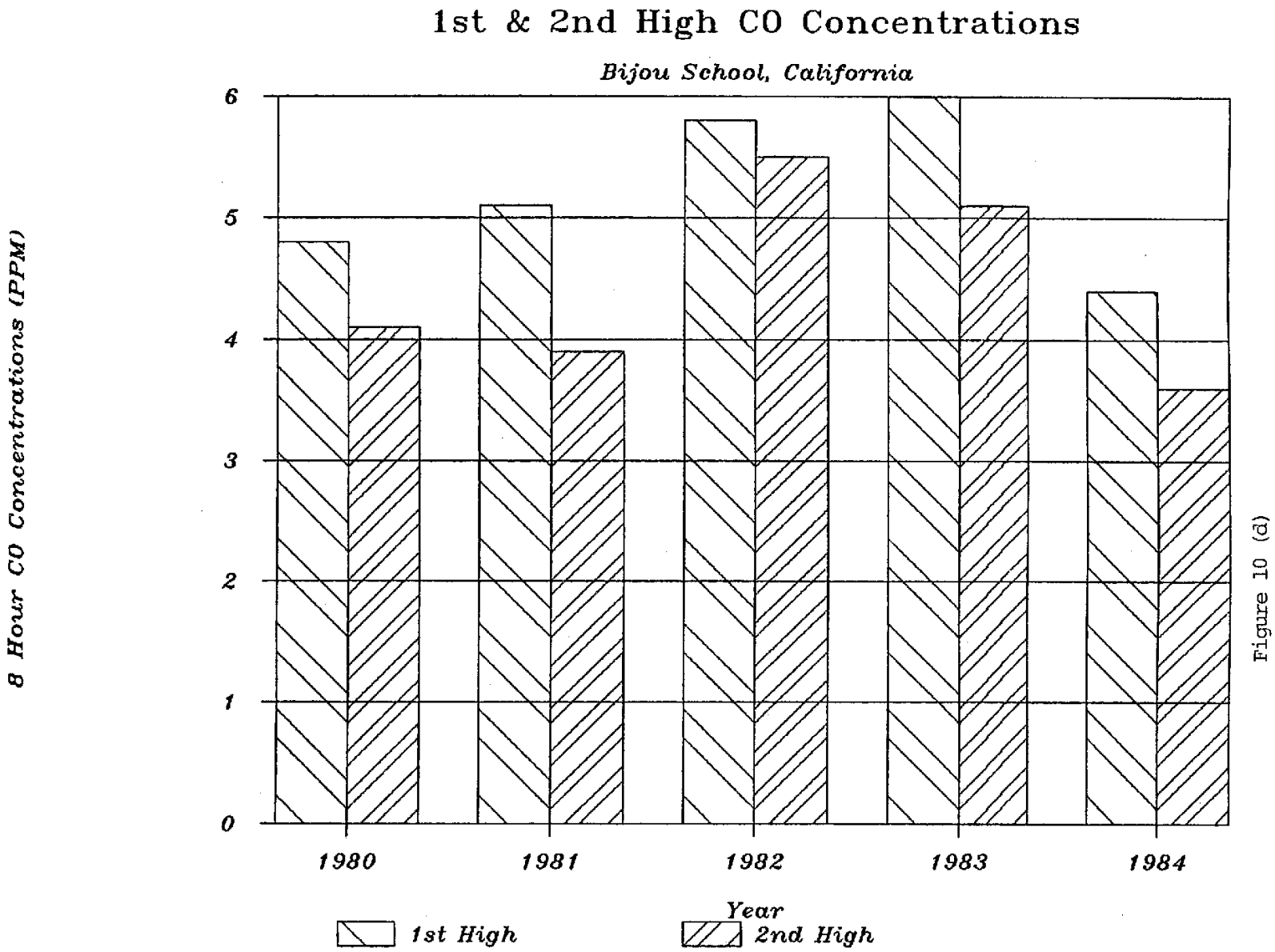
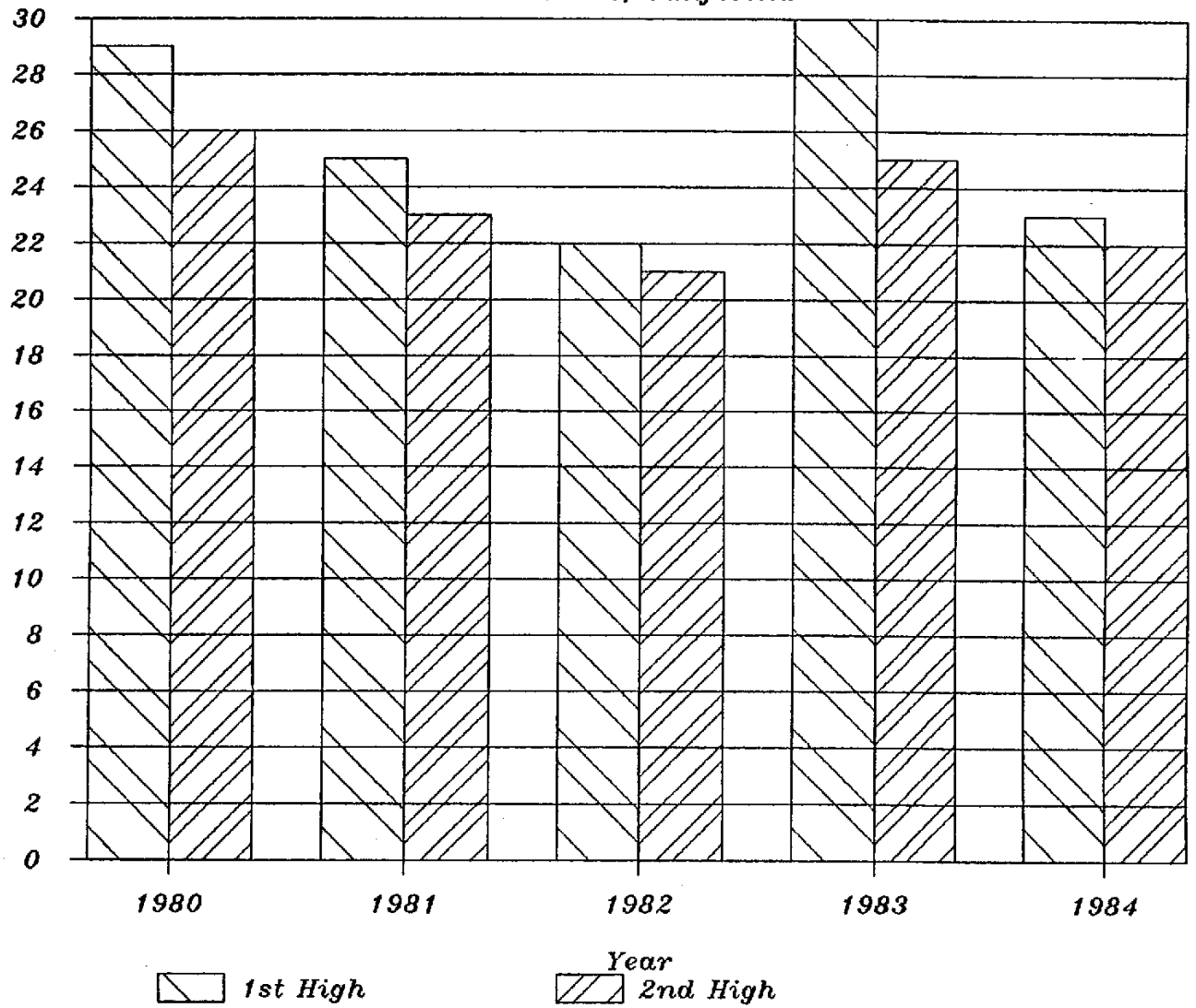

1st & 2nd High CO Concentrations
Bijou School, California
8 Hour CO Concentrations (PPM)
6
5
4
3
2
1
0
1980
1981
1982
1983
1984
Year
1st High
2nd High

Figure 10 (d)

1st & 2nd High CO Concentrations

Stateline, California



1 Hour CO Concentrations (PPM)

Figure 10 (e)

1st & 2nd High CO Concentrations

Stateline, California

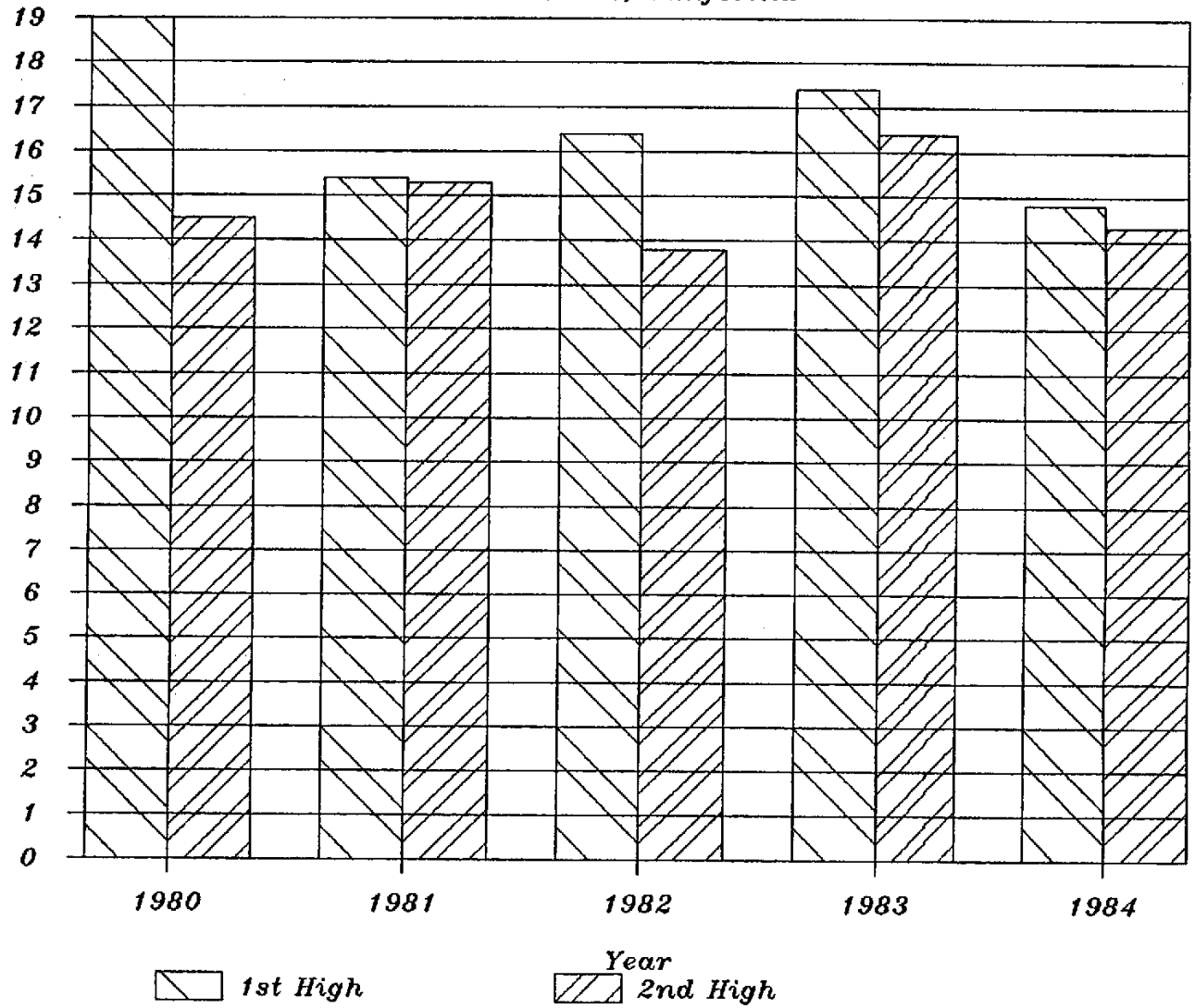


Figure 10 (F)

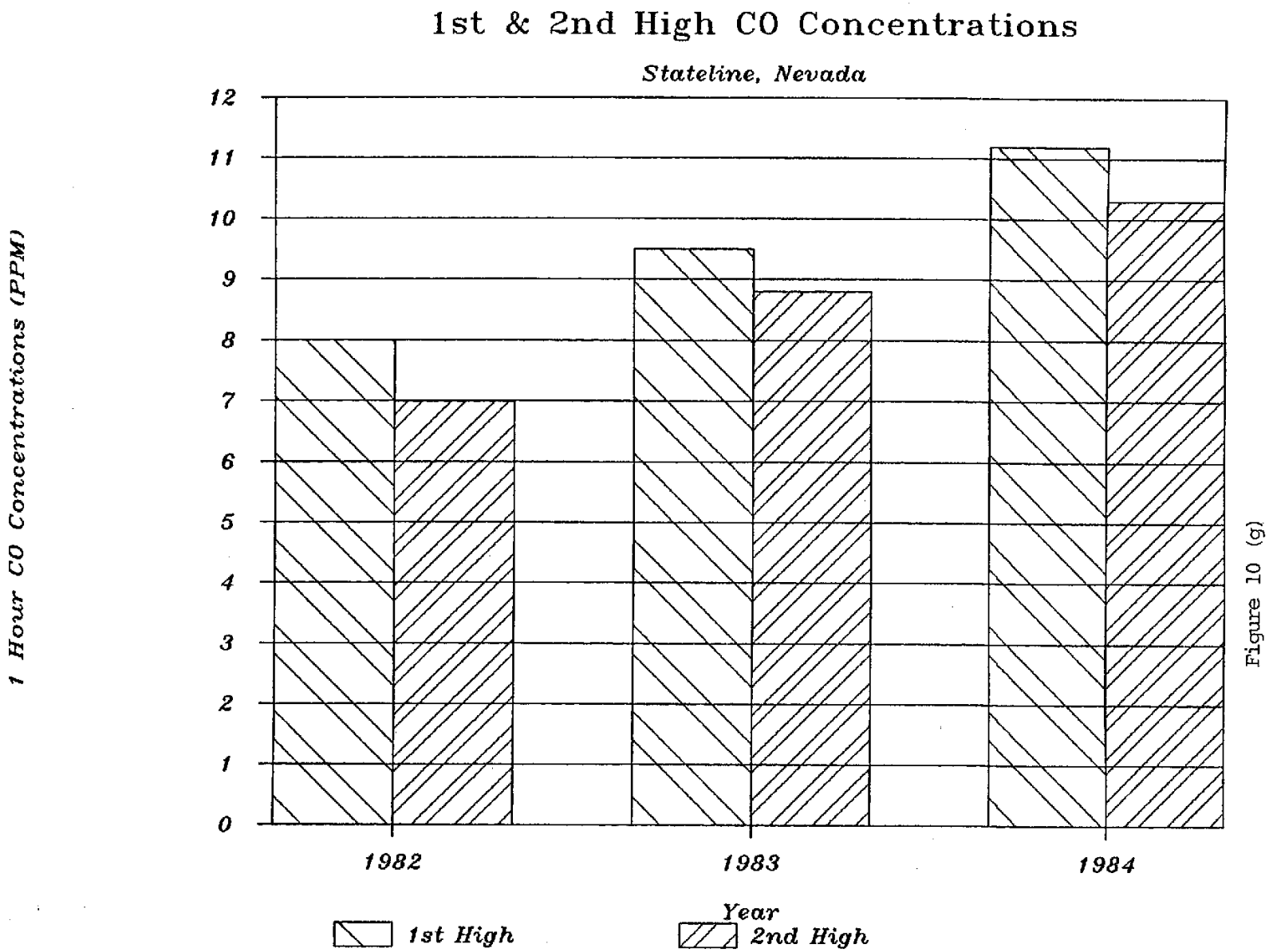

1st & 2nd High CO Concentrations
Stateline, Nevada
1 Hour CO Concentrations (PPM)
12
11
10
9
8
7
6
5
4
3
2
1
0
1982
1983
1984
Year
1st High
2nd High

Figure 10 (g)

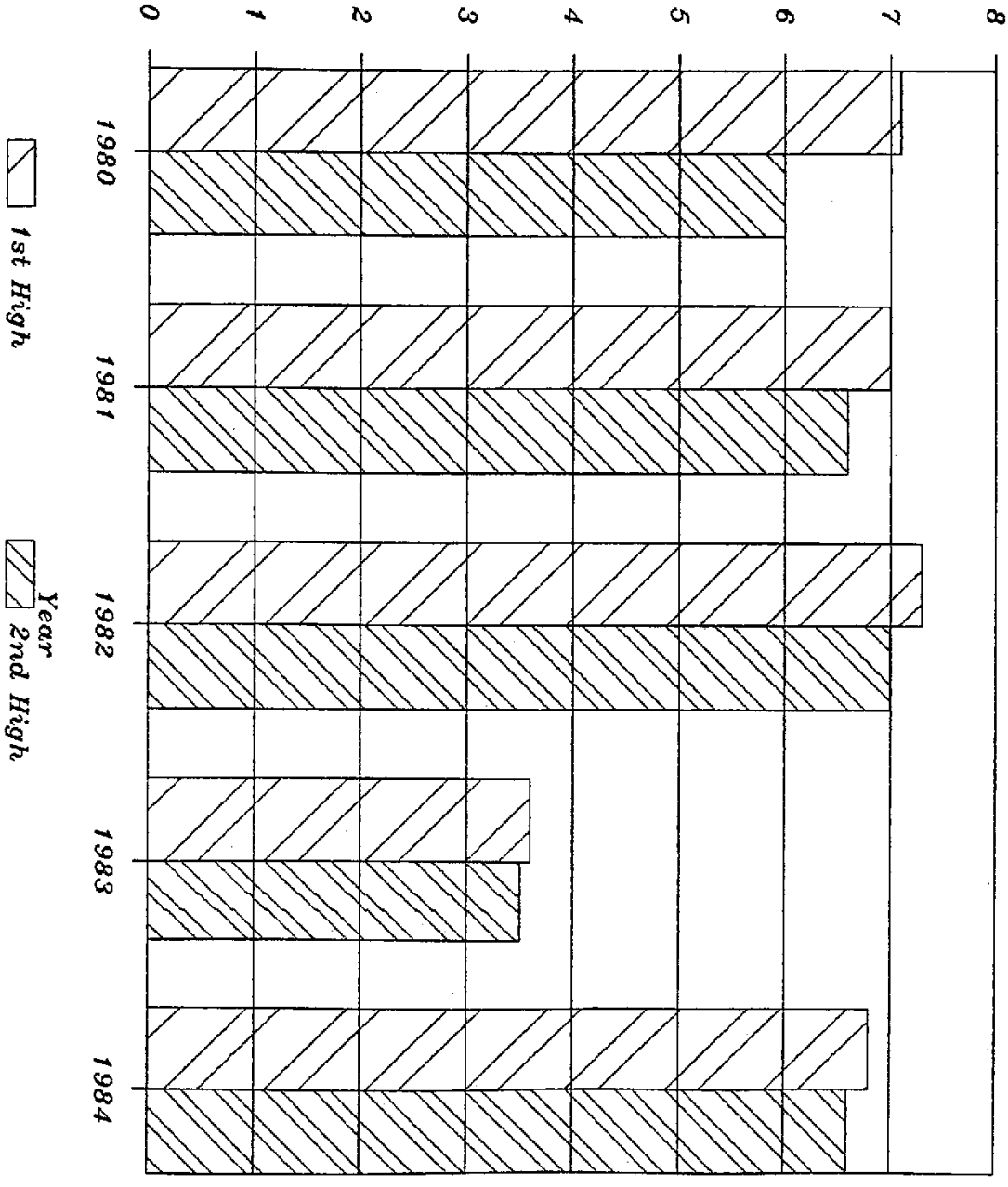

8 Hour CO Concentrations (PPM)
1st & 2nd High CO Concentrations
Stateline, Nevada
0
1
2
3
4
5
6
7
8
1980
1981
1982
1983
1984
1st High
2nd High
Year

Figure 10 (h)

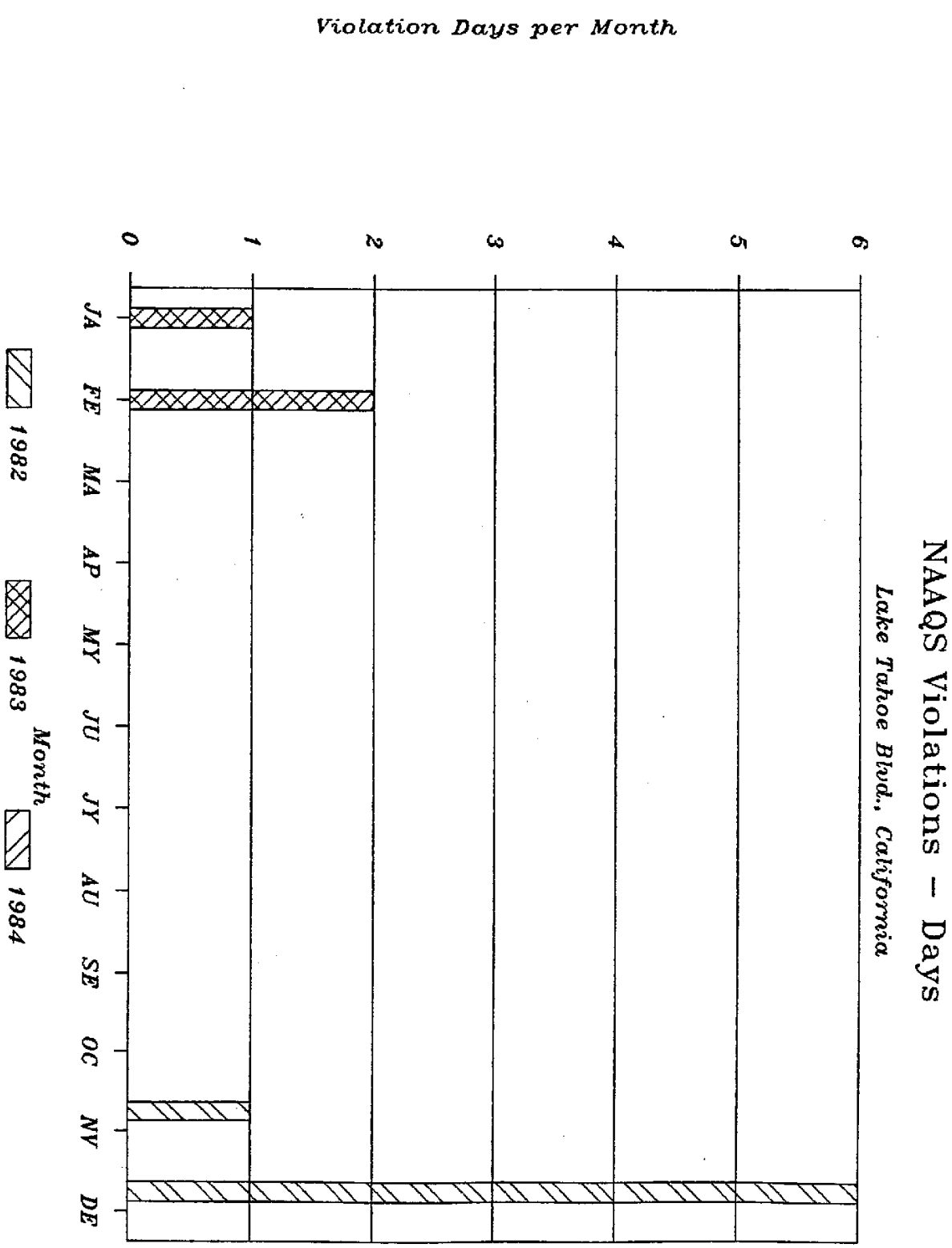

Violation Days per Month
NAAQS Violations - Days
Lake Tahoe Blvd., California
0
1
2
3
4
5
6
JA
FE
MA
AP
MY
JU
JY
AU
SE
OC
NV
DE
1982
1983
1984
Month

Figure 11 (a)

NAAQS Violations – Exceedances

Lake Tahoe Blvd., California

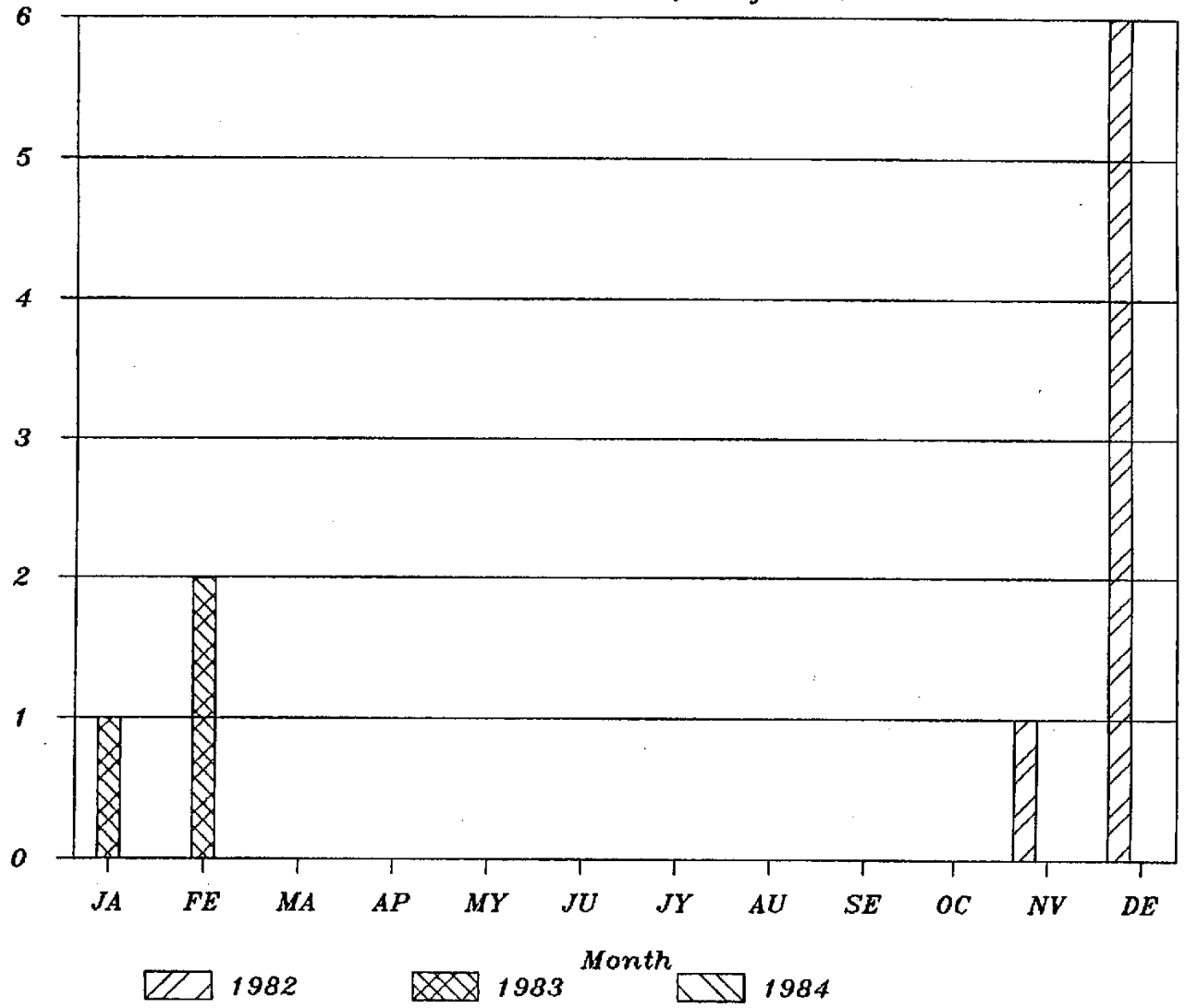


Figure 11 (b)

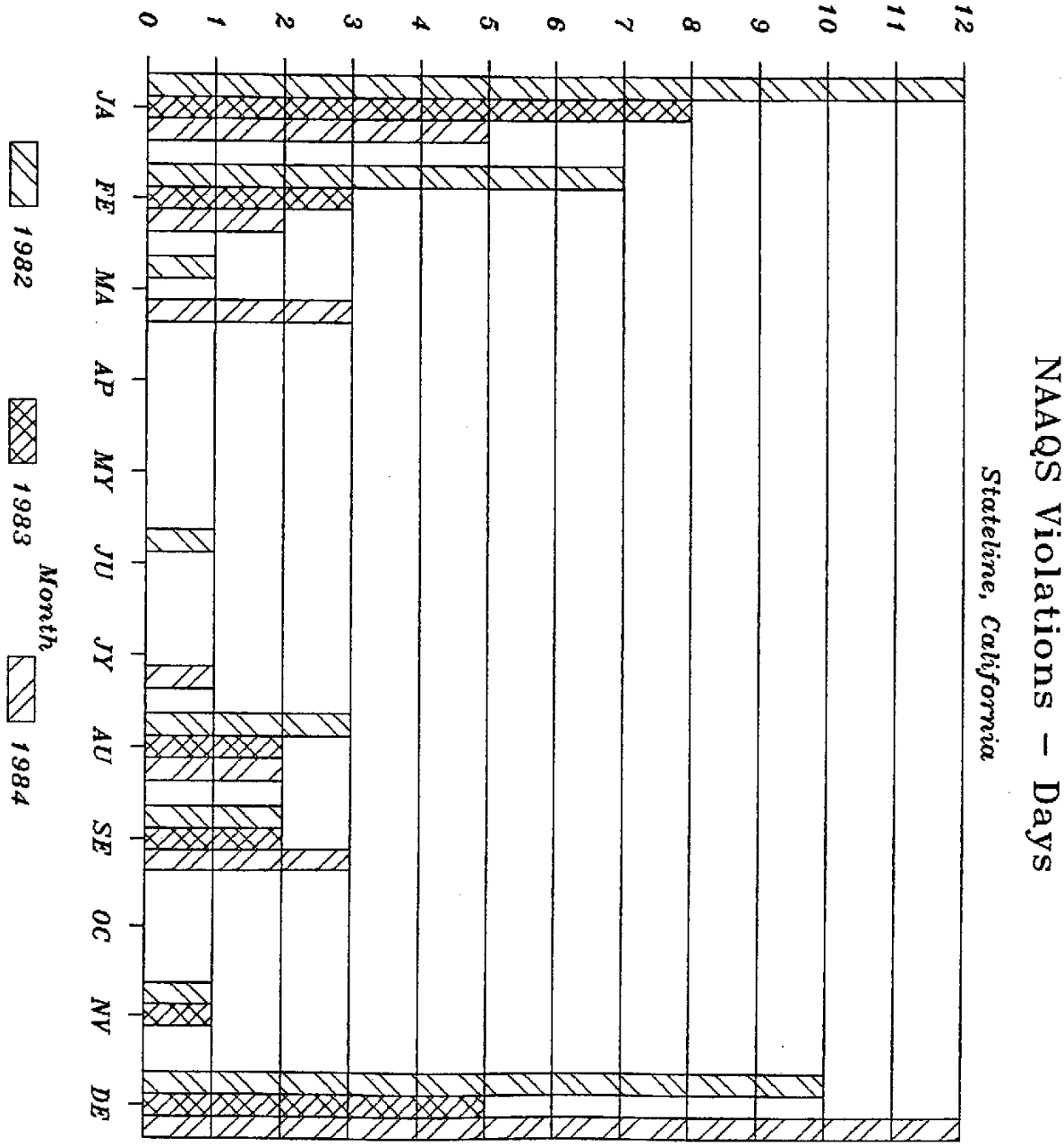

Violation Days per Month
NAAQS Violations - Days
Stateline, California
0
1
2
3
4
5
6
7
8
9
10
11
12
JA
FE
MA
AP
MY
JU
JY
AU
SE
OC
NV
DE
Month
1982
1983
1984

Figure 11 (c)

NAAQS Violations – Exceedances

Stateline, California

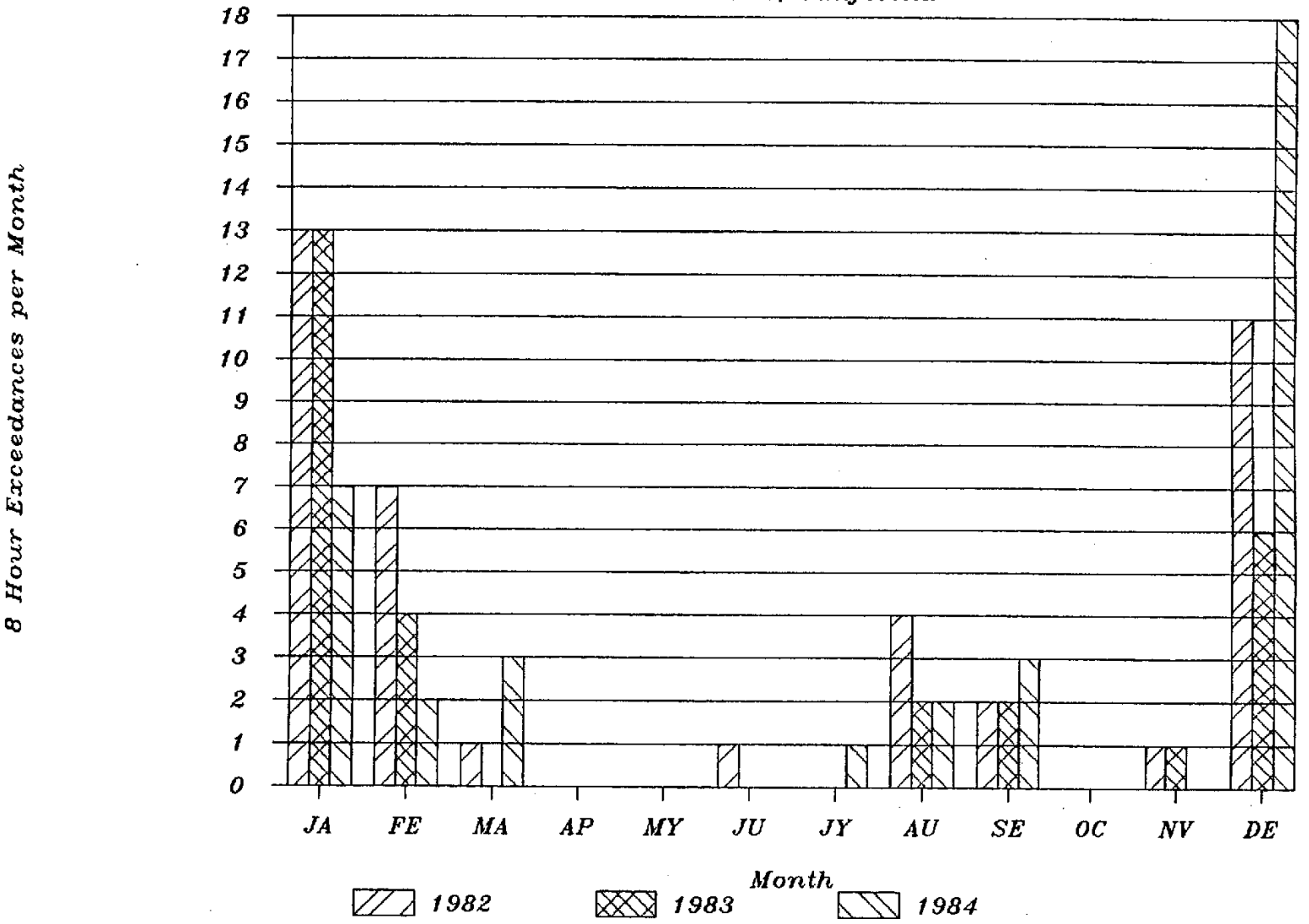


Figure 11 (d)

V. IMPLEMENTATION COMMITMENTS

The following is a summary of implementation commitments for FY 85-86 for the TRPA, TTD, and local transit operators:

A. TRPA

Policy Coordination/Control Measure Implementation. The TRPA staff will arrange a follow-up meeting to the April 12 Granlibakken meeting with representatives from EPA, CARB, NDEP, CAPCOA and other interested and affected agencies to discuss the most-appropriate policy to follow regarding implementation of a local I/M program in the Tahoe region, and to develop a consensus policy. The staff will also coordinate their review of the I/M program with the State I/M Review Committees.

TRPA staff will work with the California and Nevada legislatures to obtain appropriate authorizing legislation for the I/M program and to obtain financial assistance for implementation of capital improvements, particularly transit. Finally, the staff will work with the state Departments of Motor Vehicles and the California Bureau of Automotive Repair to implement the I/M program at the appropriate time.

Monitoring. The TRPA will conduct special speed surveys at key intersections and make field evaluations of the fleet mix. The Agency will monitor traffic levels, transit ridership, and carbon monoxide concentrations both at hotspots and background locations. The staff will also perform volume/capacity analyses for key intersections on the South Shore and at Tahoe City. (See Appendix C.)

Modeling. The TRPA staff, in cooperation with EPA, CARB, and NDEP, will review the technical inputs, including the altitude adjustments, for the Caline 3 model, and perform a sensitivity analysis to determine how sensitive the model is to changing inputs. The Agency will make new Caline 3 model runs, both on the IBM-PC and available mainframe computers, and compare the results of these new runs with the results contained in the 1982 Air Quality Plan.

Public Information. The TRPA, through both staff and contract resources, will conduct a public information campaign to inform the public about the causes of air quality problems and techniques that public and private parties can use to solve these problems. The staff will also arrange for a demonstration of alternative fuels technology in private or public fleet vehicles, working with UMTA, Caltrans, and NDOT.

Contingency Measures. During FY 85-86, the staff will refine the contingency measures identified in the Air Quality Plan. A local private foundation will make a grant application for a demonstration project from UMTA of line-haul, short-headway bus service on the U.S. 50 corridor. A program similar to the

CTRPA's Indirect Source Review program will be implemented through TRPA ordinance. The Agency will arrange a demonstration of alternative fuels technology. In addition, the Agency will attempt to determine whether wood smoke controls and waterborne transit would help to solve carbon monoxide standards violations.

Transit Assistance. As a designated regional transportation planning agency (RTPA) in California, the TRPA is responsible for programming transit assistance funds for transit operators and other entities in the Tahoe region. The Agency programmed approximately $0.65 million in FY 84-85, and will program about $0.73 million in FY 85-86.

B. Tahoe Transportation District

Short-Range Transit Program Review. At its regular August, 1985, Board meeting, the TTD authorized the staff to develop a Request for Proposals to review the SRTP and make recommendations to the TTD Baord regarding how it could be made more cost-effective and responsive to the needs of the Tahoe region.

Sales Tax Initiative. Also at the August, 1985, Board meeting, the TTD authorized a Request for Proposals to develop and implement a public information campaign designed to gain voter approval of the ½¢ sales tax in November, 1986.

C. Transit Operators

TART. Placer County, California, operated the TART bus system in FY 84-85 with a total operating budget of $0.26 million. The system will be operated in FY 85-86 with a total operating budget of $0.44 million, including $35,000 in capital improvements.

STAGE. The City of South Lake Tahoe, California, operated the STAGE system in FY 84-85 with a total operating budget of $1.35 million. Currently, the City is funding the STAGE system on a temporary and reduced basis due in part to an escalation of their insurance costs. The City, and TTD, are exploring different options for operating the system in FY 85-86. TRPA staff is also involved in this effort.

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 1038
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195 U.S. Highway 50
Round Hill, Zephyr Cove, NV

(702) 588-4547

MEMORANDUM

November 5, 1985

To: Advisory Planning Commission

From: Agency Staff

Subject: Review of Draft EIS, Relocation of Lake Tahoe Community College

In August, 1985, the Agency received an exemption from the Preliminary Injunction to accept an application from the Lake Tahoe Community College for the purposes of processing an EIS on the proposed college campus relocation. Through the standard competitive bidding process, the Agency and the College District retained QUAD Consultants, Sacramento, to prepare the EIS (copy attached).

After college and TRPA staff review of the administrative draft, the TRPA began the 60-day circulation period for the Environmental Impact Statement on October 23, 1985. Comment are due by December 21, 1985. The TRPA and the Community College District will then consider certification of the EIS in January, 1986, after duly-noticed public hearings.

At this time, the staff would like to brief the APC on the highlights of the EIS, and give the APC an opportunity to make comments. Specifically, the staff would like to know if there are any serious problems with the draft document that may require further technical analysis.

Please direct any questions or comments to Dave Ziegler at (702) 588-3296.

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 1038
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Round Hill, Zephyr Cove, NV

(702) 588-4547

MEMORANDUM

November 5, 1985

To: Advisory Planning Commission

From: TRPA Staff

Subject: Policy Advisory Committee for Administration of Transportation Development ACT (TDA) Funds

As the designated Transportation Planning Agency for the Tahoe Basin, the TRPA has the responsibility for allocating Transportation Development Act (TDA) funds which are appropriated for use within the California portion of the Basin. TDA funds have been made available by the California State Legislature to support existing transit needs. The TRPA, following an analysis and evaluation of the total TDA funds available to the area, and the relative needs of each applicant, allocates the amount of TDA funds to be made available to each claimant. The TRPA may adopt rules and regulations in addition to those specified by the TDA, to delineate procedures for submission of claims, performance standards to be met by the applicants, and criteria by which they will be evaluated. In addition, the TRPA is to determine whether there are unmet transit needs in the Basin before TDA funds may be spent on roadway or street improvements.

During Fiscal Year 1984-85, the TRPA began the allocation of TDA funds to eligible claimants. Following an unmet needs hearing, the available TDA funds were allocated to support existing Basin transit systems, with additional funds being placed in a trust fund to meet future anticipated transit needs. The balance of the FY 1984-85 funds were made available to fund a road improvement project. TDA funds for FY 1985-86 have been allocated similarly, although not all the funds have been allocated to date.

During this past year, however, interest has been expressed by other potential transportation service operators for possible use of TDA funds to support their operations. In anticipation of these requests, the TRPA staff recommended the inclusion of a task in the TRPA work program for FY 1985-86 to develop and implement procedures to administer TDA funds. The objective of this task in the work program was to ensure the best use of TDA funds in the Tahoe Basin.

It is proposed by the staff, at this time, that the APC participate in the development of criteria for the consistent and efficient administration of TDA funds in the Tahoe Basin. Staff recommends that a sub-committee of the APC be formed to provide input to this process. At the November 14 meeting, the staff will make a brief presentation on this issue and answer questions from the APC.

LA:cs
11/5/85

Agenda Item V D.