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## Placer County Board of Supervisors

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submitted via email

Date: June 15, 2017  
To: Placer County Board of Supervisors  
From: The League to Save Lake Tahoe

**Re: Comments on Increase of Fees for Traffic Mitigation Measures for CIP Program**

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Dear Board of Supervisors,

The League to Save Lake Tahoe (the "League"), Sierra Watch, and Mountain Area Preservation ("MAP") appreciate the opportunity to comment on the proposed fee increase to traffic mitigation for Placer County. Our organizations understand the importance of utilizing traffic impact fees for roadway and Capital Improvement Projects (the "CIP List") throughout the Tahoe-Truckee region in order to mitigate current and future traffic impacts. The League, Sierra Watch, and MAP support the increase of fees, specifically the 9 percent increase proposed for the Tahoe Region. While we support the traffic impact fee increase, we do not support all of the projects as proposed in the CIP List. Our organizations, for example, oppose the widening of State Route 267, which is listed on the Placer County CIP List. We respectfully request that Placer County remove the widening project for State Route 267 from the CIP List.

As this board is aware, the League supported the Placer County Area Plan (the "Area Plan") and provided significant input into the Fanny Bridge ("Fanny Bridge") project environmental review. Neither Sierra Watch nor MAP took a position on these projects. Appropriately, several of the Area Plan and Fanny Bridge mitigations are listed in the CIP List under the Tahoe Benefit District. Specifically, within State Route 28 improvements, State Route 89 improvements, Tahoe City, and West Shore. These projects were thoroughly vetted in the environmental review processes for the Area Plan and Fanny Bridge and would have real benefit to mobility in Placer County.

In contrast, the widening of State Route 267 would harm Lake Tahoe and do nothing to address traffic congestion and the associated impacts with increased VMT into the Lake Tahoe Basin. It is our understanding that the State Route 267 widening project has been carried over from the Martis Valley Community Plan (the "Community Plan"). The highway widening project from the Community Plan represents an outdated approach to traffic mitigation and is inconsistent with the transportation visions of

the Town of Truckee and Placer County's recently adopted Area Plan. Both of these newer plans, that govern the segments of State Route 267 on both ends of the proposed widening project, reject additional highway capacity as an effective solution to our region's transportation challenges. Truckee specifically rejects adding capacity to State Route 267 on one side. Increasing the capacity of highway infrastructure serving the Lake Tahoe Basin, adding more cars to an area already degraded by traffic, contradicts the goals and policies of the Area Plan on the other.

We applaud Placer County for taking a leadership role in the region and updating the traffic mitigation fees for Lake Tahoe. The last time these fees were assessed was in 2013, and it is self-evident that the challenges of providing adequate mobility in and around Lake Tahoe have only grown since.

Increasing these fees will not only aid in implementing appropriate traffic mitigation, but will aid in our advocacy for sustainable transportation/transit funding for the region. Doing so will also prepare the League to be effective in the bi-state consultation process later this year. The League hopes to be able to demonstrate to the decision-makers of Nevada and California that Placer County is committed to identifying sustainable funding needs when we ask that they do the same. Similarly, it will aid in our efforts to encourage the Tahoe Regional Planning Agency (the "TRPA") to also update their outdated air quality mitigation fees.

In summary, we ask this board to approve the staff recommended increase to traffic mitigation fees. We also ask that you remove the widening of State Route 267 from the CIP program.

Sincerely,



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