



Date: September 8, 2026

Honorable Mayor and Council Members:

Author and title: Alfred Knotts, Assistant Public Works Director and Danielle McHugh, Transportation Program Coordinator

Title: **Adopt Resolution 2026-09 for a Parking Code Update to Establish Downtown Parking District Rules and Regulations, Overnight Parking Permit Program, and Parking Rate Adjustment.**

Jen Callaway, Town Manager

Recommended Action: That Council conduct a public hearing and adopt Resolution 2026-09 to: (1) approve the Downtown Parking District Rules and Regulations, including updated District parking maps and consolidated operating and permit policies; (2) establish the Overnight Parking Permit Program and associated Overnight Valet Parking Permit fee of \$910; (3) adjust the Priority Zone rate from \$1.50 to \$2.50 per hour; and (4) repeal Resolutions 2005-45, 2005-49, and 2006-25.

Executive Summary:

Staff is returning to Council to complete the Downtown Parking District policy update initiated with Ordinance 2026-03, adopted on April 7th, 2026. The recommended action (adoption of Resolution 2026-09) would approve a standalone Downtown Parking District Rules and Regulations document ("Rules and Regulations") that consolidates the District's current parking maps; operating hours; rate and fee framework; general operating rules; and residential, employee, and overnight permit programs into one Council adopted policy document. Resolution 2026-09 would establish an Overnight Parking Permit Program and associated permit fee (\$910 annually); maintain the Value Zone rate at \$1.00 per hour, increase the Priority Zone rate from \$1.50 to \$2.50 per hour; and repeal three outdated resolutions whose maps and policies no longer fully reflect current Downtown parking conditions.

Since the Parking District was established in 2005, Downtown Truckee has experienced substantial development and public infrastructure improvements, including the Railyard and West River areas, without a comprehensive update to the formally adopted policies and parking maps. The proposed Rules and Regulations reconcile those policies and maps with current operations and provide one current reference point for future amendments, rather than requiring staff and the public to trace multiple resolutions adopted over the past two decades. Creating a single Rules and Regulations document is intended to make District operations easier to administer, understand, and update over time.

Discussion:

Background

The Downtown Parking District was established through Resolution 2005-45 in October 2005. Council subsequently adopted Resolution 2005-49 for residential permit parking and Resolution 2006-25 to modify certain employee, metered, and two-hour parking designations. Together, these resolutions have continued to serve as the primary formal source for District parking areas and operating policies, with a minor change occurring in 2011 transitioning from a progressive hourly rate to a flat hourly rate in 2011.

Since those actions, Downtown Truckee has changed substantially. Major projects have added, reconstructed, or reconfigured public parking and circulation, including the Railyard Master Plan Area public parking, the West River Streetscape, additional public parking area acquisitions, and other streetscape and transportation improvements. While these facilities have been incorporated into day-to-day Parking District operations through signage, payment systems, permit practices, maintenance, and enforcement, the Council-adopted parking maps and policies have not been comprehensively amended to reflect all of these physical and operational changes. This has contributed to uncertainty when determining the management policies for particular areas and makes routine policy administration unnecessarily cumbersome. The proposed Rules and Regulations are intended to resolve this issue by establishing a single, current, Council-adopted source for the District's maps, hours, rate and fee framework, operating rules, and permit programs. Future substantive changes can be made by revising this one document and adopting it by resolution, rather than continuing to layer new resolutions onto multiple legacy actions.

On March 24, 2026, staff presented Ordinance 2026-03 (Attachment 2), which was adopted by Council on April 7, 2026, as a code clean-up of Truckee Municipal Code - Title 10; Chapter 10.18. Ordinance 2026-03 amended Chapter 10.18 of the Truckee Municipal Code to modernize and streamline administration of the Town's parking and permit programs. The amendments removed outdated references to the original 2005 parking resolution; broadened the provisions for establishing parking and permit rates, rules, and fees by Council resolution; clarified provisions for residential permit parking only areas; and removed detailed residential permit issuance requirements from the Municipal Code. The Ordinance also provides for the establishment of an Overnight Parking Permit Program, allowing the Town Council to designate overnight parking areas and establish permit rates by resolution, with requirements for signage and enforcement.

A draft parking policy and guidelines Resolution 2026-09 was presented to Council in March (as a part of the Ordinance 2026-03 item). Since then, staff has reorganized the proposed parking policies into a standalone Downtown Parking District Rules and Regulations document. Although most of the rules and regulations remain unchanged in the updated version, the updated resolution (Attachment 1) proposes the following:

- Maintains paid parking from 10:00 a.m. to 6:00 p.m. seven days per week.
- Adjusts the Priority Zone rate from \$1.50 to \$2.50 per hour while maintaining the \$1.00 Value Zone rate and establishes the annual Overnight Valet Parking Permit fee of \$910.
- Establishes the rate-setting framework and CPI-based routine adjustment methodology.
- Includes formal establishment of "Safe Parking Pass" and "Train Parking Pass" programs.
- Repeals Resolutions 2005-45, 2005-49, and 2006-25.

An overview of the final Resolution 2026-09 and associated Downtown Parking District Rules and Regulations ("Rules and Regulations") is provided below.

Downtown Parking District Rules and Regulations Overview

The table below provides highlights of Resolution 2026-09 and the associated Rules and Regulations and the more substantive changes are discussed further below. Collectively, these updates replace a patchwork of parking resolutions with a single current policy document, align the formal maps with present-day Downtown parking operations, update the rate structure, establish clearer rules for permits, overnight, public-safety, and support intermodal parking needs. This structure is also intended to make future updates more transparent and streamlined, resulting in administrative efficiencies.

Summary of Proposed Parking District Rules and Regulations

Policy Area	Resolution 2026-09 / Rules and Regulations	Key Change or Clarification
Parking District Maps	The Rules and Regulations adopt updated Paid Public Parking, Employee Permit, and Residential/Overnight Permit parking maps as Appendices A through C.	Reconciles the formal Council-adopted maps with the current physical and operational District and supersedes obsolete parking area designations included in the 2005/2006 resolutions.
Paid Parking Hours	The Rules and Regulations maintain paid parking and enforcement from 10:00 a.m. to 6:00 p.m., seven days per week, year-round, including holidays.	Continues the existing hours in a single current policy document.
Paid Parking Rates	Resolution 2026-09 maintains \$1.00/hour in the Value Zone and adjusts the Priority Zone from \$1.50 to \$2.50/hour; current rates are maintained in the Town Fee Schedule.	Updates the rate structure to address Parking District financial and operational needs. Section IV.C directs users to the annually-updated Town Fee Schedule for current parking rates and permit fees (although Resolution 2026-09 establishes the initial year rates).
Eliminate 2 Hour Free Parking	Resolution 2026-09 eliminates 2 Hour Free Parking and reallocates additional parking to Employee Parking Area	Eliminates 2 Hour Free Parking to be consistent with the Parking Mission Statement and Parking Action Plan ; and to eliminate a parking structure that is currently unenforceable.
Future Rate Adjustments	The Rules and Regulations allow routine adjustments based on annual or cumulative San Francisco Bay Area CPI increases, with an adjustment to the next \$0.25 increment when the calculated increase equals or exceeds \$0.125.	Creates a predictable mechanism for addressing inflationary increases through the annual Town Fee Schedule, while preserving Council's broader authority to adjust rates based on parking demand, development, costs, financial conditions, or other relevant factors.
Residential Parking Permits – Existing Units	Existing residential units within the Downtown Parking District remain eligible for Residential Parking Permits, subject to the eligibility requirements in the Rules and Regulations. Residential permits authorize overnight parking in designated areas.	Preserves eligibility for existing Downtown residential units and clarifies overnight parking privileges, including parking for overnight guests of the Truckee Hotel, which was established by previous Council actions.
Residential Parking Permits – New Development	New residential units within the Downtown Parking District would not receive Residential Parking Permits, with an exception for qualifying future residential development within the Railyard Master Plan area where off-site parking is allowed to satisfy applicable parking requirements.	Prevents expansion of the Residential Permit inventory as new Downtown development occurs while recognizing the District-wide parking framework established for the Railyard.
Employee Parking Permits	Establishes policies for both Pre-Paid and Unpaid Employee Parking Permits. Pre-Paid permits authorize parking in designated employee areas without an additional daily parking charge; Unpaid permits are issued at no charge and allow \$2/day parking in designated employee areas and free parking in the eastern Railyard lot. Neither permit authorizes overnight parking.	Consolidates and clarifies the existing employee permit options, eligibility requirements, renewal procedures, and conditions of use.

Overnight Parking Areas	Overnight parking is limited to locations identified on the Residential and Overnight Permit Parking Map in Appendix C of the Rules and Regulations.	Clarifies and formalizes the locations where permitted overnight parking may occur, including the designated areas in Brickelltown, West River St area (Jax Diner Lot), across from the Artist Lofts, and the eastern Railyard lot.
Railyard Overnight Valet Parking	Establishes an Overnight Valet Parking Permit Program. Applications require a detailed Valet Parking Management Plan addressing operations, vehicle tracking, parking locations, snow removal, peak conditions, complaints, and Transportation Demand Management strategies. Establishes a maximum of 40 Overnight Valet Parking Permits District-wide.	Creates a formal process for accommodating overnight hotel/valet parking while protecting the availability and operation of public parking.
Safe Parking Pass	Establishes a Safe Parking Pass allowing eligible food and beverage businesses to provide a one-time pass to patrons who should not drive, exempting the vehicle from overnight parking restrictions.	Formalizes a public-safety mechanism intended to discourage impaired driving while allowing a vehicle to remain overnight.
Train Parking Pass	Establishes parking passes for ticketed Amtrak and intercity bus passengers, generally allowing parking for up to 14 days in designated Overnight Parking Areas.	Formalizes longer-term parking associated with rail and intercity bus travel and supports multimodal access to Downtown.
Prior Resolutions	Resolution 2026-09 repeals Resolutions 2005-45, 2005-49, and 2006-25, with their applicable policies and parking designations consolidated and updated in the Rules and Regulations.	Creates a single, current source for Downtown Parking District policies and eliminates the need to reconcile multiple resolutions for routine administration.

Overnight Valet Parking Permit Annual Fee

Ordinance 2026-03 authorized creation of an Overnight Permit Parking Program but did not establish the detailed program rules or fee. The proposed Rules and Regulations seek to establish the eligibility, application, operational, and enforcement framework for the Overnight Valet Parking Permit Program, with a proposed annual fee of \$910. Staff developed the fee based on the existing annual employee parking permit cost and the additional level of effort associated with snow removal, enforcement, and administration, as summarized below:

Overnight Valet Parking Permit Fee Calculation

Costs	Nexus
\$360	Annual Employee Parking Permit cost
\$120	Cost associated with increased Level of Effort (LOE) for snow removal
\$350	Cost associated with increased Level of Effort (LOE) for enforcement
\$830	Subtotal
\$80	10% Administration Fee
\$910	Total Proposed Overnight Valet Parking Permit Fee

In addition to the proposed annual permit fee, the Rules and Regulations limit permit eligibility to qualifying business/property owners within the Railyard Master Plan Area operating an approved valet program and a District wide cap of 40 Overnight Valet Parking Permits. This proposed cap is based on an evaluation of the current parking space inventory, existing and future demand, and the need to accommodate alternating-side overnight parking restrictions in the easternmost Railyard lot, which will allow one side of the lot to remain clear at all times for snow removal, snow storage, street sweeping, and other maintenance activities as needed.

Safe Parking Pass and Train Parking Pass

Safe Parking Pass: At the March 24, 2026, Council meeting, Councilmembers expressed their concern that downtown food and beverage patrons who may be over the legal limit to drive would be inclined to drive due to risk of being towed for leaving their vehicle overnight. To address this public safety concern, Section X of the Rules and Regulations formalizes a Safe Parking Pass Program allowing eligible downtown food and beverage establishments to issue a one-time pass on a case-by-case basis to promote personal and public safety.

Train Parking Pass: This existing program is administered by Truckee Police Department and Truckee Chamber staff located at the Welcome Center within the Train Depot. Section XI of the Rules and Regulations formalizes eligibility and operating rules for ticketed Amtrak rail and intercity bus passengers, generally allowing parking for up to 14 days in designated areas.

A complete overview of all permit programs, including the new Overnight Parking Permit Program, is contained in Sections VI through XI of the Rules and Regulations, included in Exhibit A of Attachment 1 - Resolution 2026-09.

Elimination of 2-Hour Free Parking

The 2-Hour Free Parking was established in 2005 but has been unenforceable due to Parking Technicians not being able to determine how long a car has been parked in specific area absent labor-intensive monitoring. In addition, data collected related to duration of stay demonstrates the average paid parking transaction downtown is approximately 2 hours, which means the Town is providing free parking for the average length of stay. For enforcement issues and because the parking district can no longer financially support the 2-Hour free parking, staff is recommending it be eliminated. It is also recommended that some of the areas that were historically 2-Hour Parking now be made available for employee parking as shown in Appendix B of the “Rules and Regulations.”

Daily Parking Rate Adjustments

While adjustments to daily parking rates were not proposed as part of the adoption of Ordinance 2026-03, staff is proposing an adjustment to the Priority Zone rate to ensure near-term and long-term financial sustainability of the District. This is consistent with the recommendations of the 2019 Parking Action Plan.

In addition to recommendations related to financial sustainability, the following set of overarching program priorities were identified and recommended for action within the 2019 Parking Action Plan:

Priority	Definition
1. Customer service	The Town aims to improve customer service with parking programs and technology in order to improve the overall user experience.
2. Technology	By updating existing systems and introducing new technology, the Town can optimize program efficiency and effectiveness while providing new features and options.
3. Inventory	The Town aims to manage existing and plan for future parking inventory as the Town continues to grow.
4. Sustainability	As Truckee grows and changes, the Town intends to make updates throughout the Downtown Parking District to ensure overall sustainability from finances to branding and marketing.
5. Mobility	To support transportation to and throughout Downtown Truckee, the Town can provide and aid alternative transportation modes, such as buses and bikes.

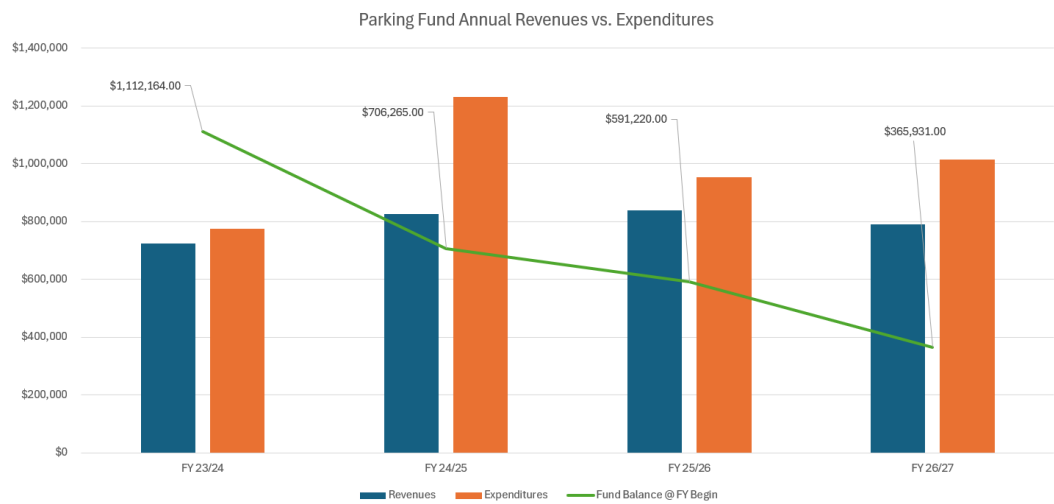
Over the last several years, staff has worked diligently on Priorities 1, 2, 3, and 5 to maintain high levels of customer service, ensure day to day and long-term operability of parking payment infrastructure,

increase efficiencies in compliance monitoring, increase parking inventory to support planned development, and further develop and implement a robust multi-modal transportation network and suite of services to reduce dependency on the private automobile. All of these actions and investments have now set the stage for actions associated with “Priority 4 – Sustainability,” specifically financial sustainability.

Current and Future Financial Sustainability of Parking District

The Parking District is one of the Town’s four enterprise funds, that also includes Building, Solid Waste, and Transit, which means these funds and programs must operate within revenues they collect. In the case of the Parking District and associated Parking Fund, the Parking District has been operating at a deficit over the last several years due to both increased operating costs as well as capital investments in new signage, parking meter technology, and purchase and/or lease of new land for future parking lots. The latter includes internal debt payments from the Parking Fund back to the General Fund to reimburse the General Fund for the purchase and/or lease of previous lots.

Below is a snapshot of the financial state of the Parking Fund including decreases in the Parking Fund balance, which has been subsidizing revenue shortfalls within the Parking District over the last few fiscal years.



It should be noted that Fiscal Year (FY) 24/25 included a long overdue upgrade of all parking meters in the District, which is the reason for the uptick in expenditures for that year. FY 25/26 and 26/27 provide a better snapshot of a typical year, including the fact that current expenditures continue to outpace an outdated revenue model.

Historical and Current Daily Parking Rate Structure

The Town’s Downtown Parking District was established by Resolution No. 2005-45 in October 2005, which established paid parking hours of 10:00 a.m. to 6:00 p.m., seven days a week, with a progressively increasing rate structure of \$1 each for the first and second hour, \$2 for the third hour, and \$3 for the fourth hour. In July 2011, the Town Council approved modifications to the program, replacing the escalating rate structure with a flat hourly rate of \$1.50/hour in the downtown core (currently identified as “Priority Zone”) and \$1.00/hour along Jibboom and West River streets (currently identified as “Value Zone”), which took effect November 1, 2012. Per the Town’s current fee schedule, these rates remain unchanged.

Proposed Adjustments to Daily Parking Rate Structure

Daily parking rates have not been significantly adjusted since 2005, outside of the 2011 rate structure changes from progressive rates to flat rates; and the Town has expended significant capital investment in the Parking District over the last 20 years, compounded by increasing operational costs. After evaluating several different rate adjustment options, staff is recommending a rate adjustment of \$1.00 from \$1.50 to \$2.50 within Priority Zone only based on the following factors and considerations:

- Supports and incentivizes shift to other recently implemented alternative transportation modes and personal options (e.g. fare-free fixed route, Town-wide fare-free microtransit, E-bike Share, personal bike, carpools, etc.), thereby advancing General Plan goals related to mobility and greenhouse gas emissions.
- Immediate financial need to ensure solvency of the Parking District enterprise fund.
- Comparable parking rates of adjacent and peer destination communities (see table below).
- The Bureau of Labor Statistics the Consumer Price Index for the San Francisco Bay area has risen by approximately 80% or the equivalent of \$1.21 since initial adoption of parking rates in 2005, which equate to a new adjusted rate of \$2.71 in 2026 dollars. While this would result in a rate of \$2.71, staff is proposing \$2.50 to better align with adjacent and peer communities and be sensitive to business community concerns.
- Approximately 90% - 95% Percent of Parking District Meter Revenue comes from the Priority Zone which is also close to or at capacity during peak hours and periods. This demonstrates that Priority Zone rates are underpriced while Value Zones are routinely underutilized.
- Maintain \$1.00 Value one to maintain more affordable option for residents and visitors and promote shift to underutilized parking areas of the Value Zone.
- Usage of mobile payment options (Mobile App and Pay-by-Text) has gradually increased month over month since implementation in 2024. The Town currently absorbs the mobile app and pay-by-text transaction fees (\$0.35/transaction) on behalf of the user and between July 2024 and May 2026, the Town has paid a total of \$26,975.10 in mobile and pay-by-text transaction fees. Note that staff plan to reconsider options to either increase hourly rates or pass through the transaction fee to the users as part of FY 27/28 – FY28/29 budgeting process.

Adjacent and Peer Destination Communities Parking Rate Comparison

Jurisdiction	Priority Zone Rate and Equivalent	
<u>Truckee</u>	<u>\$1.50 per hour (current);</u> <u>\$2.50 per hour (proposed)</u>	
Adjacent Communities		
Placer County - Kings Beach, CA	• All-day parking: \$10/day • Evening parking after 5PM: \$2/day • Hourly parking until 5PM: \$2Hr. • Holidays: \$20/day	
CA State Parks – Kings Beach Rec. Area	• Peak Season (May 1 - September 30): \$10.00/day, or \$3.00Hr.	
City of South Lake Tahoe, CA	• \$1.25 per 20 minutes (~\$3.75 per hour). • Evening period (5PM–3AM): \$0.50 per 20 minutes • Holiday rate is double the existing rates	
Tahoe Transportation District – East Shore Parking	• 7–9 AM: \$1/Hr. • 9–11 AM: \$6/Hr. • 11 AM–3 PM: \$7/Hr.	• 3–5 PM: \$6/Hr. • 5–7 PM: \$1/Hr.

Other Regional/ National Destination Communities		
Mammoth Lakes, CA (Berner Street Lot at The Village)	• 30 Mins - \$5.25 • 1 Hr. - \$7.75 • 2 Hr. - \$12.75 • 3 Hr. - \$17.75 • 4 Hr. - \$26.75	• 5 Hr. - \$32.75 • 6 Hr. - \$37.75 • 12 Hr. - \$52.75 • 24 Hr. - \$56.75
Santa Cruz, CA	• \$2.25/Hr. first and second hour. • \$4.50 for each additional hour.	
Park City, UT	• Peak Season (Winter & Summer): \$3.00/Hr.; rises to \$5/Hr. after 5PM. • Off-season: \$1.00/Hr.; rises to \$2.00/Hr. after 5 PM.	
Aspen, CO	• Peak Season: \$4.00-\$6.00/Hr. • Off-season: \$2.00-\$4.00/Hr.	

While it is difficult to provide a peer-to-peer comparison between communities given the nuances of each jurisdiction's parking management programs, the adjustment of the Priority Zone rate from \$1.50 to \$2.50 and maintaining the \$1.00 Value Zone rate, puts the Town's rate structure at comparable rates to those shown above. This adjustment is estimated to generate approximately \$275,000 in additional revenue for the Parking District enterprise fund. However, staff believes this is a conservative estimate and that revenues could expect to in the \$300,000 - \$350,000 range based on increased compliance due to new and updated infrastructure as well as increased monitoring of compliance.

Pending Council approval, this proposed rate adjustment is eligible to go into effect 30 days following adoption of Resolution 2026-09. However, staff recommends the rate adjustment not go into effect until December 1, 2026, to be implemented after "shoulder season" but in advance of winter peak season.

Future Adjustments to Parking Rates

To support the long-term financial solvency and sustainability of the Parking District, the Rules and Regulations establish a framework for routine parking rate adjustments based on increases in the Consumer Price Index (CPI) for the San Francisco Bay Area. Under this proposed approach, annual CPI increases would be tracked and, when the resulting increase to the applicable parking rate—either in a single year or cumulatively over multiple years—equals or exceeds \$0.125, the parking rate would be eligible for adjustment to the next \$0.25 increment. Any such routine CPI-based adjustment would be incorporated into the annual Town Fee Schedule for Town Council consideration, providing a predictable process for addressing inflationary increases while reducing the administrative burden associated with separately evaluating minor rate adjustments.

Staff may recommend, and the Town Council may approve, adjustments outside of the CPI-based methodology based on changing conditions within the Downtown Parking District, including significant increases in operating, maintenance, capital, or technology costs; changes in parking demand or utilization; new development or increased activity within the Downtown or Railyard; or other factors affecting the operational or financial sustainability of the Parking District.

Staff will continue to monitor District operations, which will be largely supported by the License Plate Recognition (LPR) system that will be implemented this year. As additional data and operational experience become available, staff may recommend future adjustments to the Rules and Regulations or Town Fee Schedule. Such adjustments could include, but are not limited to, establishing a fee for Residential Parking Permits (as there is a cost to maintaining these spaces); modifying Employee Permit Parking Areas; adjusting Priority and Value Zone designations; and changes necessary to improve parking utilization, operations, financial sustainability, or customer service. Any substantive policy or map changes would be brought forward to Town Council for consideration through an amendment to the Rules and Regulations or other appropriate Council action.

Staff Recommendation:

Staff recommends that Town Council Adopt Resolution 2026-09 to adopt the Downtown Parking District Rules and Regulations (“Rules and Regulations”), including updated District parking maps and consolidated operating and permit policies; establishing the Overnight Parking Permit Program; maintaining the Value Zone rate at \$1.00 per hour and increase the Priority Zone rate from \$1.50 to \$2.50 per hour, and repeal Resolutions 2005-45, 2005-49, and 2006-25.

Priority:

☒	Enhanced Communication	☒	Climate and Greenhouse Gas Reduction	☒	Housing
☒	Infrastructure Investment	☐	Emergency and Wildfire Preparedness	☒	Core Service

Fiscal Impact:

The recommended action and proposed Priority Zone increase would raise the existing rate from \$1.50 per hour to \$2.50 hour. This would result in an estimated increase in revenue of approximately \$300,000 and put the Parking District on path to near-term financial sustainability. Absent an increase in the Priority Zone daily parking rate, the Parking District would continue to draw down on Parking Fund balances to the tune of \$200,000 - \$300,000 per year which would put the Parking District in a deficit as soon as FY 27/28.

Also included in the recommendation is the adoption of the Rules and Regulations and establishment of a \$910 annual Overnight Valet Parking Permit fee, for up to 40 permits for approved Railyard Master Plan Area valet programs. Assuming this rate and associated number of permits, this would generate approximately \$36,520 in permit fees annually to offset increased levels of effort associated with compliance monitoring as well as increased snow removal operations and administration.

Public Communication:

In addition to this staff report and associated agenda posting, the following public communications have occurred:

- Staff announced minor forthcoming amendments at the March 4, 2026, meeting of the Truckee Downtown Merchants Association (TDMA) related to code clean up and creation of Overnight Permit Program. Rate increases were not discussed in detail at this meeting, however the need for future increase was mentioned.
- Ordinance 2026-03 was presented to Council on March 24, 2026 and formally adopted on April 7, 2026, as a code clean-up of Truckee Municipal Code - Title 10; Chapter 10.18.
- Meeting with Truckee Chamber Executive Director was held on August 12, 2026, to discuss the staff recommendation contained in this Staff Report.
- Meeting with Truckee Downtown Merchants Association (TDMA) Executive Director was held on August 13, 2026, to discuss the staff recommendation contained in this Staff Report.
- Follow up meeting with TDMA merchants was held on August 18, 2026.
- Phone consultations occurred with existing downtown Truckee hotels to understand their day-to-day operations and overnight parking of guests to ensure consistency with past and current operations.
- Notice of this public hearing was published in the Sierra Sun on August 28, 2026 and will be published once again on September 4, 2026.

Attachments:

Attachment 1 - Ordinance 2026-03 – Truckee Code Amendment – Chapter 10.18 – Parking Regulations

Attachment 2 - Resolution 2026-09 Adopting the Downtown Parking District Rules and Regulations, Establishing an Overnight Parking Permit Program and Updated Parking Rates and Fees, and Repealing Superseded Parking Resolutions, including Exhibit A - Downtown Parking District Rules and Regulations