

TAHOE REGIONAL PLANNING AGENCY (TRPA)
TAHOE METROPOLITAN PLANNING AGENCY
(TMPO) AND TRPA COMMITTEE MEETINGS

NOTICE IS HEREBY GIVEN that on **Wednesday, June 26, 2024**, commencing **no earlier than 10:30 a.m.**, on both **Zoom** and at the **Tahoe Regional Planning Agency, 128 Market Street, Stateline, NV** the **Governing Board** of the Tahoe Regional Planning Agency will conduct its **regular business meeting**.

Pursuant to TRPA Rules of Procedure, 2.16 Teleconference/Video Conference Meetings and Participation, Board members may appear in person or on Zoom. Members of the public may observe the meeting and submit comments in person at the above location or on Zoom. Details will be posted on the day of the meeting with a link to Zoom.

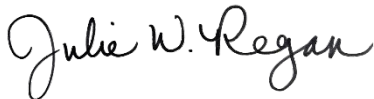
To participate in any TRPA Governing Board or Committee meetings please go to the Calendar on the <https://www.trpa.gov/> homepage and select the link for the current meeting. Members of the public may also choose to listen to the meeting by dialing the phone number and access code posted on our website. For information on how to participate by phone, please see page 4 of this Agenda.

NOTICE IS FURTHER GIVEN that on **Wednesday, June 26, 2024**, commencing at **8:30 a.m.**, at the **Tahoe Regional Planning Agency**, and on **Zoom**, the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda (action); **2)** Approval of Minutes (action) (**Pages 9**); **3)** Discussion and possible recommendation for approval of May Financials (action) (**Page 79**) (*Staff: Chad Cox*); **4)** Discussion and possible recommendation for approval of Fiscal Year 2024/2025 Annual Operating Budget (action) (**Page 457**) (*Staff: Chad Cox*); **5)** Upcoming Topics (*Staff: Chad Cox*); **6)** Committee Member Comments; Chair – Laine, Vice Chair – Open, Aguilar, Bass, Gustafson, Hill; **7)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, June 26, 2024**, commencing at **8:30 a.m.**, at the **Tahoe Regional Planning Agency**, and on **Zoom**, the **TRPA Legal Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda (action); **2)** Approval of Minutes (action); (**Page 15**) **3)** Closed Session with Counsel to Discuss Existing and Potential Litigation; **4)** Potential Direction Regarding Agenda Item No. 3 (action); **5)** Committee Member Comments; Chair – Williamson, Vice Chair – Aldean, Faustinos, Leumer, Rice; **6)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, June 26, 2024**, commencing **no earlier than 9:30 a.m.**, at the **Tahoe Regional Planning Agency**, and on **Zoom**, the **TRPA Transportation Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda (action); **2)** Approval of Minutes (action) (**Pages 23**); **3)** Discussion and possible recommendation for approval of the 2024/2025 Transportation Committee Work Plan (action) (**Page 99**) (*Staff: Michelle Glickert*); **4)** Discussion and possible recommendation to acknowledge the issuance of the 2024 Regional Transportation Plan/Sustainable Communities Strategy Analysis and Recommendations Report, which summarizes transportation metrics and includes recommendations to inform the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (action) (**Page 111**) (*Staff: Michelle Glickert*); **5)** Briefing on the Transportation Funding Landscape (**Page 469**) (*Staff: Nick Haven*); **6)** Committee Member Comments; – Chair Hill, Vice Chair – Bass, Aguilar, Hays; Hoenigman; **7)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, June 26, 2024**, commencing **no earlier than 3:30 p.m., (at the conclusion of the Governing Board meeting)** at the **Tahoe Regional Planning Agency**, and on **Zoom**, the **TRPA Regional Planning Committee** will meet. The agenda will be as follows: **1)** Approval of Agenda (action); **2)** Approval of Minutes (action) (**Page 69**); **3)** Informational presentation and discussion of proposed amendments to Douglas County’s South Shore Area Plan to establish a new healthcare subdistrict, modify the Kingsbury Town Center, and incorporate signage regulations and an energy conservation strategy (**Page 473**) (*Staff: Jacob Stock*) **4)** Upcoming Topics (*Staff: John Hester*); **5)** Committee Member Comments; Chair – Hoenigman, Vice Chair – Settelmeyer, Aldean, Gustafson, Leumer; **6)** Public Interest Comments.



Julie W. Regan,
Executive Director

This agenda has been posted at the TRPA office and at the following locations and/or websites: Post Office, Stateline, NV, North Tahoe Event Center, Kings Beach, CA, IVGID Office, Incline Village, NV, North Lake Tahoe Chamber/Resort Association, Tahoe City, CA, and Lake Tahoe South Shore Chamber of Commerce, Stateline, NV.

| | |
|---------------------------------------|----------------------------|
| TAHOE REGIONAL PLANNING AGENCY | |
| GOVERNING BOARD | |
| Tahoe Regional Planning Agency | June 26, 2024 |
| 128 Market Street, Stateline, NV | No earlier than 10:30 a.m. |

All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

Written Public Comment: Members of the public may email written public comments to ‘publiccomment@trpa.gov’. We encourage you to submit written comments (email, mail, or fax) in advance of the meeting date to give our staff adequate time to organize, post, and distribute your input to the appropriate staff and representatives. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting. Late comments may be distributed and posted after the meeting. Please include the meeting information and agenda item in the subject line. For general comments to representatives, include “General Comment” in the subject line.

Verbal Public Comment: Public comments at the meeting should be as brief and concise as possible so that all who wish to participate may do so; testimony should not be repeated. The Chair of the Board shall have the discretion to set appropriate time allotments for individual speakers (usually 3 minutes for individuals and group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for participants will be permitted by the ceding of time to others. In the interest of efficient meeting management, the Chairperson reserves the right to limit the duration of each public comment period to a total of 1 hour. Public comment will be taken for each appropriate action item at the time the agenda item is heard and a general public comment period will be provided at the end of the meeting for all other comments including agenda informational items.

Accommodation: TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to participate in the meeting. Please contact Marja Ambler at (775) 589-5287 if you would like to participate in the meeting and are in need of assistance. The meeting agenda and staff reports will be posted at <https://www.trpa.gov/meeting-materials> no later than 7 days prior to the meeting date. For questions please contact TRPA admin staff at virtualmeetinghelp@trpa.gov or call (775) 588-4547.

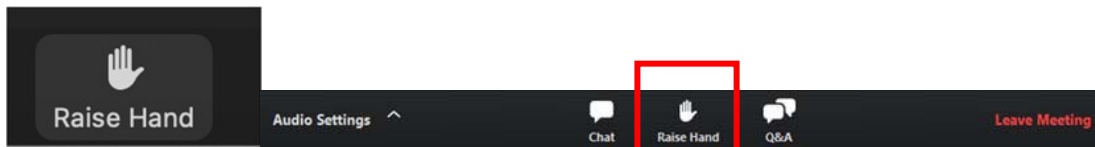
Zoom Webinar - Public Participation

To Participate Online:

1. Download the Zoom app on your computer, tablet, or smartphone.
 - The computer app can be downloaded here:
<https://us02web.zoom.us/client/latest/ZoomInstaller.exe>
 - The tablet or smartphone app can be found in the app store on your device.
2. On the day of the meeting, join from the link or phone numbers posted under the appropriate meeting date and time on the TRPA website (www.trpa.gov).
3. Ensure that you are **connected to audio** either through your computer (provided it has a microphone) or using your phone as a microphone/speaker. You can manage your audio settings in the tool bar at the bottom of the Zoom screen.



4. At the appropriate time for public comments, you will be able to “raise your hand” by clicking on the Hand icon located on the bottom of your Zoom screen **OR by dialing *9 if you are on your phone**. With your hand raised, a TRPA staff member will unmute you and indicate that you can make your comment.



To Participate on the phone:

1. Dial the call-in number posted at the calendar event for the appropriate meeting (www.trpa.gov).
2. At the appropriate time for public comments, you will be able to “raise your hand” **by dialing *9 if you are on your phone**. With your hand raised, a TRPA staff member will unmute you and indicate that you can make your comment.

If you do not have the ability or access to register for the webinar, please contact TRPA admin staff at virtualmeetinghelp@trpa.org or (775) 588-4547.

Additional Resources from Zoom:

- [Joining and Participating in a Zoom Webinar](#)
- [Joining a Zoom Webinar by Phone](#)
- [Raising Your Hand in a Webinar](#)

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. PLEDGE OF ALLEGIANCE
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES **Page 31**
- V. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)
- VI. PUBLIC HEARINGS
 - A. Amendments to the Code of Ordinances Supporting Climate Resilience, Affordable Housing Requirements for Condominiums, and Design Standards for Mixed-Use Development
(Staff: Jacob Stock) **Action** **Page 177**
 - B. Technical Clarifications to the Phase 2 Housing Ordinance Amendments, specifically Code of Ordinances sections 30.4.2.B.5.a and 30.4.2.B.6.a regarding mandatory participation in a stormwater collection and treatment system to receive coverage incentives, and section 52.3.1 regarding reservation of bonus units for deed-restricted affordable, moderate, and achievable housing
(Staff: Alyssa Bettinger) **Action** **Page 247**
 - C. Amendments to the Tourist Core Area Plan Mixed-Use District regarding Parcel 029-441-024, City of South Lake Tahoe
(Staff: Alyssa Bettinger) **Action** **Page 299**
- VII. PLANNING MATTERS
 - A. Forest Health Program: Progress and Priorities
(Staff: Kat McIntyre) **Informational Only** **Page 353**
 - B. Homewood Hazardous Fuels Reduction Project Substantial Tree Removal Project: Applicant – Homewood Village Resorts, LLC, 5145 W Lake Blvd, Homewood, CA. Assessor’s Parcel Numbers: 097-050-073; 097-050-088; 097-050-089; 097-050-091; 097-050-092; 097-060-016; 097-060-020; 097-060-023; 097-060-029; 097-060-030; 097-060-031; 097-060-036; 097-060-037; 097-060-038; 097-130-044; and 097-140-003, TRPA File Number/Permit Number TREE2023-1582
(Staff: Kat McIntyre) **Action** **Page 355**

- C. Fiscal Year 2024/2025 Annual Work Plan
(Staff: Julie Regan) **Action** Page 395
- D. Fiscal Year 2024/2025 Annual Operating Budget
(Staff: Chad Cox) **Action** Page 457
- VIII. REPORTS
 - A. Executive Director Status Report **Informational Only**
 - B. General Counsel Status Report **Informational Only**
- IX. GOVERNING BOARD MEMBER REPORTS
- X. COMMITTEE REPORTS
 - A. Local Government Committee **Report**
 - B. Legal Committee **Report**
 - C. Operations & Governance Committee **Report**
 - D. Environmental Improvement Program Committee **Report**
 - E. Transportation Committee **Report**
 - F. Regional Planning Committee **Report**
- XI. PUBLIC INTEREST COMMENTS

Any member of the public wishing to address the Governing Board on any item listed or not listed on the agenda including items on the Consent Calendar may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both. The Governing Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda.
- XII. ADJOURNMENT

TRPA CONSENT CALENDAR

| <u>Item</u> | <u>Action Requested</u> |
|---|--|
| 1. May Financials (Staff: Chad Cox) | Action/Approval <u>Page 79</u> |
| 2. 2024/2025 Transportation Committee Work Plan (Staff: Michelle Glickert) | Action/Approval <u>Page 99</u> |
| 3. 2024 Regional Transportation Plan/Sustainable Communities Strategy Analysis and Recommendations Report | Action/Approval <u>Page 111</u> |

(Staff: Michelle Glickert)

4. Spooner Front Country Improvement Project Phase 3, **Action/Approval** Page 157
Non-motorized boat ramp and viewing pier. Environmental
Improvement Program #03.01.02.0134, TRPA File #EIPC2024-0003
(Staff: Shannon Friedman)
5. Update to membership of the Tahoe Living Working Group **Action/Approval** Page 173
(Staff: Karen Fink)

The consent calendar items are expected to be routine and non-controversial. They will be acted upon by the Board at one time without discussion. The special use determinations will be removed from the calendar at the request of any member of the public and taken up separately. If any Board member or noticed affected property owner requests that an item be removed from the calendar, it will be taken up separately in the appropriate agenda category. Four of the members of the governing body from each State constitute a quorum for the transaction of the business of the agency. The voting procedure shall be as follows: (1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken. (2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings, adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency. (3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

Article III (g) Public Law 96-551 Tahoe Regional Planning Agency Governing Board Members:
Chair, Cindy Gustafson, Placer County Supervisor Representative; Vice Chair, Hayley Williamson,
Nevada At-Large Member; Francisco Aguilar, Nevada Secretary of State; Shelly Aldean, Carson City
Supervisor Representative; Ashley Conrad-Saydah, California Governor's Appointee; Open, Nevada
Governor's Appointee; Belinda Faustinos, California Assembly Speaker's Appointee; Cody Bass, City
of South Lake Tahoe Councilmember; Meghan Hays, Presidential Appointee; Alexis Hill, Washoe
County Commissioner; Vince Hoenigman, California Governor's Appointee; Brooke Laine, El Dorado
County Supervisor; Wesley Rice, Douglas County Commissioner; James Settelmeyer, Nevada Dept. of
Conservation & Natural Resources Representative; Alexandra Leumer, California Senate Rules
Committee Appointee.

TAHOE REGIONAL PLANNING AGENCY
OPERATIONS AND GOVERNANCE COMMITTEE

TRPA/Zoom Webinar

May 22, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Laine called the meeting to order at 8:34 a.m.

Members present: Ms. Hill, Ms. Diss, Ms. Gustafson, Ms. Laine, Mr. Aguilar (arr. 8:37 a.m.), Mr. Bass (arr. 8:37 a.m.)

I. APPROVAL OF AGENDA

Agenda approved.

II. APPROVAL OF MINUTES

April 24, 2024 Operations and Governance Committee Minutes

Minutes approved.

III. [Agenda Item No. 3 Recommend Approval of April Financial Statements](#)

Mr. Chad Cox, TRPA Chief Financial Officer introduced the item, beginning with an update on the budgets for both states:

California will likely continue in a deficit for the coming years. The May revise still shows a deficit, and revenues estimated versus the expenditures planned indicate a \$9.4 billion deficit. The state continues to run at a deficit, and the final budget is expected this summer. For Nevada, the TRPA staff salary increase agenda item has been moved from May to June 11, 2024.

Moving to April revenue and expenses (slide 3), Mr. Cox said that at 83% through the year, revenues are at showing 65% of the budget. Planning fees continue to ramp up and are at 75% of the budget through April. Shoreline and AIS fees are at 67% and 68%, respectively. With boating season upon us, and Memorial Day weekend coming up, we expect those to continue to ramp and remain on track for the year.

Other income continues to be strong, and referring to slide 4 Mr. Cox said grants did ramp up from 25% of the budget last month to 34% - so we recognized roughly \$1.2 million of grant revenue in a month. Expenses are running at 56% of the budget. Compensation is at 78%. Contract expenses also ramped up to 41% of the budget, which is what you'd expect as the grant work goes up, since we do a lot of grant work with contracts.

OPERATIONS AND GOVERNANCE COMMITTEE

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Mr. Cox said the final debt interest payment is due on June 1, 2024, so we just put through the payable approval yesterday to make sure that we're on track for the debt payment, which happens twice a year.

Slide 4 shows a little more detail on revenues. Mr. Cox clarified that for the 'other revenue' line item, it says there's a negative remaining, which means we're going beyond our budgeted revenue amount due to the investment income we have on interest. He added that he thinks we'll continue to see those revenues be higher in the future as well.

Moving to slide 5 and expenses broken down by category, Mr. Cox pointed out that the contract expense still has a way to go and that is in line with our grant revenue. On slide 5, showing cumulative cash flow, the left-hand chart shows cumulative cash flow and compares it versus history. The bright green line is the one to focus on, showing this year including mitigations. The right side takes that same green line and shows the mitigation collection over time and how it is disbursed in chunks. Year to date, the mitigation fees received are roughly \$2 million and we've disbursed roughly \$5 million.

Committee Comments

Referring to page 68 of the Governing Board packet, Ms. Laine noted that the debt service payment in December included both principal and interest. Mr. Cox clarified that there are two payments, the principal payment is made annually, and the interest payment is made twice, once in December and once in June. That's why the item is not linear like a mortgage.

Ms. Laine asked, with grants at 34% and only a couple of months left in the year, how aggressively are we pursuing those? If they come in after this fiscal year, do we count them or update them? How does that work? Mr. Cox said we're planning for those grants going forward. The big item that's been slow to ramp up is the USFS grant, which is roughly 3.4 million dollars. We did actually see it begin to ramp up last month, but there's still a long way to go. Those funds have opened up, and we're going to work as hard as we can over the next two months. However, some of those funds might continue into the next fiscal year.

Ms. Julie Reagan, TRPA Executive Director, agreed with Mr. Cox and added that because Congress passes the budget later each year, it creates a real-time crunch. The money Mr. Cox is referring to is the agreement with the U.S. Forest Service for Lake Tahoe Restoration Act funds. The money has come in, and now we are the fiscal agent deploying that money to EIP partners based on the Lake Tahoe Restoration Act priority list of projects that we submit to Congress. The team is working hard to ensure those dollars get to the projects relying on them, though some of that might spill into the next fiscal year.

Public Comment

None.

Motion

Ms. Gustafson made a motion to recommend the Governing Board approve the April Financials.

Ayes: Mr. Aguilar, Mr. Bass, Ms. Diss, Ms. Gustafson, Ms. Hill, Ms. Laine.

Motion passed.

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VI. [Agenda Item No. 4 El Dorado County Mitigation Request](#)

Ms. Tracy Campbell, TRPA Environmental Improvement Program, presented this request from El Dorado County for \$2,509 in Air Quality Interest funds for the South Tahoe Greenway Shared Use Trail (slide 9).

The trail, also known as the Dennis T. Machiada Memorial Greenway, serves as the backbone of South Shore's shared-use trail network and has been built in phases. Phases 1A, 1B, and 2 are already complete, and planning for Phase 1C is well underway.

The requested funds will be used to pay for the State Water Resources Control Board Water Quality certification annual permit. This is a more unusual use of mitigation funds. The principal mitigation funds cannot be used for permitting or planning expenditures, as they are clearly directed towards shovel-ready mitigation projects. However, the interest accounts, which accrue interest from those mitigation fund balances, have more flexibility and can help fill funding gaps for our local jurisdictions.

Committee Comments

None.

Public Comment

None.

Motion

Ms. Hill made a motion to recommend the Governing Board approve the release subject to the conditions in the staff report.

Ayes: Mr. Aguilar, Mr. Bass, Ms. Diss, Ms. Gustafson, Ms. Hill, Ms. Laine.

Motion passed.

V. [Briefing on Fiscal Year 2024/2025 Annual Budget](#)

Before diving into the figures Mr. Cox share some details about the process to create this year's budget. He said that as Mr. Keillor and he transitioned roles over the last couple of months, they built out a general framework for the 2025 fiscal year budget. The grants and finance team spent a considerable amount of time planning agency labor. We have a full staff now, and laid out exactly how that staff would be allocated and where their time would be spent, both in terms of grants and general operations.

From there, we took that labor model and incorporated it into the overall budget model. We built up the contract spend, by grant, by function, and by department. It's essentially a bottoms-up view by contract. Next, we took all this into an operations manager workshop. We reviewed it as a cross-functional and cross-departmental team and worked together to balance the budget. Typically, the initial budget asks come in higher than what we can afford, so we spent time as a group working through efficiencies to balance the budget. The left-hand side of the chart (slide 15) represents that process and the overall model for 2025.

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In total, there is a projected \$2.5 million increase in revenue for 2025. This increase is driven by three main areas:

1. Planning and Shoreline Fees: Fees continue to increase to cover our costs. Over time, we assess inflation and the process by which we do permitting, aiming to make this a self-sufficient part of our agency. Currently, as seen in the chart, it incurs costs that are covered by the general fund.
2. State Contributions: There's a slight increase in the budget from the state of Nevada and California, partly due to proposed salary increases.
3. Investment Income: As described in the April financials, we expect a continued tailwind from investment income at least through 2025. Most of our securities have a 20-month average maturity, so we can predict their yields reliably.

The bottom line is that we are balanced at this moment, including the building fund. As part of the bond fundraising, we earmarked money to replace the retaining wall on the side of the building. We haven't completed that work yet. We did go out to RFP and selected a vendor, and are kicking off the process right now. The contract has been approved, and we are working through it. We will spend a little bit in 2024, but the majority of the project, post-permitting and actual construction, will be in 2025. Except for that item, the budget is balanced. We will use bond money or the building fund to cover the retaining wall.

The budget highlights (slide 16) show that it is about 90-95% complete. We will be spending time at a retreat tomorrow to finalize the work plan as a group. There has been significant input from the operations managers, making this a multi-group process rather than just finance working in isolation. We have also done some work as an agency to balance this budget. We have had many discussions around efficiencies and how to leverage resources across departments and programs to be efficient. We ensure we are using the RFP process for every contract where it makes sense, following our policy to get the best prices. This is a big part of our spend. We have been sharing best practices across departments to help balance the budget. Mr. Cox said the best part is that this budget continues to invest in our people, empowering our talented team.

From a revenue perspective (slide 17), this budget includes the Nevada AB 522 salary increases approved in the last legislature. Similar to our approach with the Board of Examiners for 2024, we will do the same next year for the \$430,000 from Nevada. It is also crucial that we receive the California match for AB 522.

We talked about the planning fees, which are designed to cover our costs as an agency. These fees are increasing based on the action we took last fall, implemented in February. We included an inflation item and expedite fees, which we have seen more of in the past few months, in our estimation process. There are also some major projects in the planning phase that we will need to support. Mr. Cox believes trends indicate that planning fees will continue to increase in the upcoming year.

Mr. Cox said the budget assumes a full agency staff. The budget also includes a 3 to 5% merit-based increase for staff. The number budgeted is 4%, so we will conduct a process where we look at performance and where folks are in the salary range. The increase will be somewhere around that figure, which is crucial for the long-term health of the organization, which is driven by our staff members.

In summary, Mr. Cox added that they will delve deeper into the details tomorrow as a group at the retreat. There's still room for adjustments as we determine the priorities, and if there are any shifts

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that come from the retreat.

Committee Comments

Ms. Hills asked if we are building any flexibility for studies to see whether transportation can be a mitigation measure? Specifically, regarding the Tahoe Transportation District (TTD) side of things, we were limited to using the old elementary school site for two seasons by TRPA, and now we're struggling to find a new site. We think we have a plan, but it's not ideal, for the East Shore Express. I've learned that sometimes you need studies to fully understand these issues. Is there any opportunity to conduct a study, and are there funds available for such a thing?

Ms. Julie Regan, Executive Director responded that there will be a briefing later as part of the General Board meeting agenda item on the Regional Transportation Plan. She added that we are doing an environmental review of the Regional Transportation Plan (RTP), so multiple studies and analyses will be conducted as part of that. You've already heard some of the proposals and policies we've brought forth, such as the Active Transportation Plan and Vision Zero. There's a lot of work happening in that space.

Regarding the Tahoe Transportation District (TTD) permit, this relates to the two-year rule for temporary activities. We've been working with TTD on this significant challenge because the East Shore shuttle is critical for recreation travel and congestion relief on the East Shore. The temporary activity permit is valid for two years, after which TTD needs a full permit. We've known this for a couple of years and have been in open discussions with the TTD team. The difficulty lies in finding a suitable site, so in this case, a study may not be applicable. We're committed to working through any additional problem-solving necessary to keep the shuttle operational.

Mr. Bass was curious about the status of the California funds we're looking to have matched. Where is that in the legislature, and what does it look like? Ms. Regan responded that we've been working with the state of California on this. Firstly, she commended Chad Cox on his work on the budget. TRPA's budget is quite complex, with revenues coming from both states, each having its own process. Nevada uses a biennium approach, which means a two-year budget cycle, adding another layer of complexity.

Ms. Regan said that right now California is currently stretched thin financially. Over the years, TRPA has managed through California's budget fluctuations, maintaining stability, although without increases. This year, we're pleased that there are no cuts from California, which isn't the case for many other critical programs in the state.

In working with the California Natural Resources Agency (CNRA), led by Secretary Wade Crowfoot, we've identified funds that can be used for the match. We have a commitment that we will receive the \$130,000 needed for this year. Moving forward, we're seeking a structural solution.

Since we're not an official state agency, we don't automatically receive cost-of-living adjustments like other natural resources agencies. We're in discussions with both states to establish an automatic trigger so that whatever adjustments natural resources agencies receive, we would automatically receive as well. Currently, we need to request an enhancement or budget change proposal, which other agencies do not. This process sometimes leaves us behind in competitiveness and salaries.

We believe we have a solution for this year's California funds, but we need a long-term fix. We're in active conversations with Secretary Crowfoot's office and Director Settlemeyer to address this issue.

OPERATIONS AND GOVERNANCE COMMITTEE

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While there is still work to do, we are optimistic about resolving it for this fiscal year because Nevada's funds are contingent on California's match.

This item was informational only.

VII. Committee Member Comments

None

VII. Public Comments

Mr. Doug Flaherty, TahoeCleanAir.org said it was interesting that Mr. Cox mentioned that during the retreat tomorrow, the work plan would be finalized. The agenda shows no action taken tomorrow so he asked if this was changing, are you taking action, or are you deliberating towards action?

TRPA Executive Director, Ms. Regan clarified that Mr. Cox was indicating that we are going to take input from the board tomorrow. There will be no action or deliberation. She continued that at our retreats we typically hear from both the public and from board members, and we work together in a workshop setting. We will take that input back and staff will bring a draft budget and a draft work plan item for action at the June Governing Board open meeting.

X. Adjournment

Ms. Gustafson made a motion to adjourn.

Ayes: [All]

Ms. Laine adjourned the meeting at 9:12 a.m.

Respectfully Submitted,

Tracy Campbell

Tracy Campbell
Executive Assistant

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording of the above mentioned meeting may find it at <https://www.trpa.gov/meeting-materials/>. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

TAHOE REGIONAL PLANNING AGENCY
LEGAL COMMITTEE

Tahoe Regional Planning Agency
Zoom

May 22, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Williamson called the meeting to order at 8:32 a.m. on May 22, 2024.

Members present: Ms. Aldean, Ms. Faustinos, Mr. Rice, Ms. Leumer, and Ms. Williamson.

Members absent: None.

I. APPROVAL OF AGENDA

Mr. Marshall stated there were no changes proposed to the agenda.

Chair Williamson deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Ms. Aldean made a motion to approve the April 24, 2024 Legal Committee meeting minutes as presented.

Motion carried by voice vote.

III. [APPEAL OF FIGONE GARAGE/ACCESSORY DWELLING UNIT PERMIT, 32 MOANA CIRCLE, PLACER COUNTY, CALIFORNIA, ASSESSOR'S PARCEL NUMBER \(APN\) 098-191-018, TRPA FILE NO. ERSP2023-0701, APPEAL FILE NO. ADMIN2024-0005](#)

Graham St. Michel, TRPA Associate Attorney, presented staff's recommendation on an appeal involving a construction permit issued under the executive director's authority to the Legal Committee. The permit allows for the demolition and reconstruction of a detached garage with a 618 square foot accessory dwelling unit (ADU) above it. The applicant, Ms. Figone, received the permit, which has been contested by neighboring residents.

The presentation outlined three main arguments from the neighbors: concerns about private views and potential conflicts with homeowner association (HOA) restrictions, objections to the assignment of a housing bonus unit due to speculative use concerns, and issues related to a scenic assessment impacted by the removal of a tree.

Mr. St. Michel clarified that the project complies with all TRPA development standards, including height restrictions and scenic design constraints. He emphasized that the project is an allowed use under local plans and TRPA codes, thus not requiring special use findings. Private views and HOA restrictions were deemed irrelevant to the permit issuance.

Regarding the housing bonus unit, St. Michel explained that the permit includes a deed

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restriction prohibiting vacation rentals and limiting occupancy to achievable housing definitions. He dismissed speculative concerns, stating that compliance with the deed restriction is enforceable and ensures the project qualifies for the bonus unit under TRPA regulations.

Finally, Mr. St. Michel addressed the scenic assessment issue, noting that the project meets shoreline scenic requirements despite the removal of a tree shown in earlier assessments.

The conclusion recommended denying the appeal and confirming the executive director's decision to issue the permit.

Speaking on behalf of the group of appellants, Jens Egerland began acknowledging the professionalism of the TRPA staff, specifically mentioning Brandy McMahon, Katherine Huston, and Graham St. Michel, and expressing appreciation for their availability and willingness to assist when called upon, despite his disagreement with several of their conclusions. In his presentation to the Legal Committee, Mr. Egerland highlighted several critical concerns regarding the ADU project at 32 Moana Circle in Homewood, California. He began by acknowledging the challenges residents face in navigating TRPA processes, citing the complexity of codes and regulations. Mr. Egerland stressed the importance of TRPA's role in accurately interpreting and enforcing policies to ensure transparency during public permitting. He expressed doubts about the effectiveness of TRPA's policies, particularly concerning achievable income deed-restricted ADUs meant for the "missing middle." Mr. Egerland pointed out discrepancies in the application of specific code sections and raised questions about their relevance to the project in question.

Additionally, Mr. Egerland emphasized the need for robust enforcement of deed restrictions on ADUs to maintain their intended use. He sought clarity on how TRPA monitors and ensures compliance, especially in cases where Placer County might alter or remove deed restrictions. Mr. Egerland also addressed legal and procedural issues encountered during the project review, including misunderstandings over project findings and scenic assessments, which led to the initiation of an appeal process. He expressed concerns about the potential misuse of bonus units intended for community housing if ADUs are used for personal purposes, advocating for greater transparency in TRPA's monitoring and enforcement practices. Overall, Mr. Egerland's presentation underscored the importance of clarity, accuracy, and adherence to policy to uphold the intended benefits of ADU projects within the community.

Michael Brown, representing the permittee, presented in support of the application for an ADU permit at Ms. Figone's property, emphasizing that the project complies with all TRPA ordinances and development standards. He acknowledged the diligent work of TRPA staff and their recommendation to deny the appeal against the permit. Mr. Brown highlighted that the opposition's challenge was primarily based on view restrictions, which he argued are not within TRPA's purview as they are private property disputes. He presented visuals and comparisons to demonstrate that Ms. Figone's proposed ADU does not significantly impact neighboring views compared to other larger developments in the area. Mr. Brown concluded by urging the legal committee to uphold the executive director's decision to issue the ADU permit, stating that Ms. Figone intends to fully comply with all regulations and that there is insufficient evidence to support reversing the decision.

In his rebuttal, Mr. Egerland expressed surprise at the focus of Michael Brown's presentation, noting that the HOA does not serve as a proxy for TRPA. He emphasized that their comments were specifically limited to questioning the intent behind the project. Egerland acknowledged that the application technically complies with requirements but indicated that their concerns would be addressed through litigation. He concluded by stating that he would submit written

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comments outlining their ongoing concerns about how the project aligns with the goals related to affordable housing and the "missing middle" concept.

Committee Member Comments and Questions

Shelly Aldean asked TRPA General Counsel John Marshall if he was aware of any instances where Placer County had removed restrictions that were originally applied and enforced by TRPA, as suggested by the opponent.

John Marshall responded that he was not aware of any instances where Placer County had removed restrictions applied and enforced by TRPA. He clarified that any such actions would typically involve Placer County's own restrictions, not TRPA's. He noted that while deed restrictions have been removed in the past, it was not for affordable or achievable housing purposes. In this case, the property owners could not remove the deed restriction because they could not substitute another unit in its place. The current unit could only be built as a bonus unit.

Mr. St. Michel clarified that the property could not have an ADU with a kitchen due to its location. An ADU requires a residential unit of use, which wasn't available due to the sensitive land capability and slope of the site. Therefore, a bonus unit was needed. While removing the kitchen would negate the need for the bonus unit, the applicant wanted a full ADU, necessitating the bonus unit due to the site's restrictions.

Ms. Aldean commented on the qualification criteria for ADUs, noting that existing code provisions allow ADUs to be used for achievable housing or by family members related to the occupants of the primary dwelling by birth, marriage, or adoption. She highlighted that the applicant intends to use the ADU exclusively for herself, as she is a family member related by birth to those living in the primary residence.

Mr. St. Michel responded by acknowledging that upon reviewing the file, he found it unclear what the specific argument was regarding the use of the ADU. He noted that it seemed the opponents generally believed the applicant would not use the ADU in accordance with the definition of achievable housing.

Ms. Figone explained that a few years ago, she let several kids who worked at local businesses live in her garage during the summer and one during the winter, using her house for kitchen facilities. When asked if she would occupy the new ADU, she clarified she would be living in her house, not the ADU. She emphasized that the ADU would be used for affordable housing, consistent with its definition. Ms. Figone also mentioned that her children now own the house, although she remains the trustee to keep it in the family.

Ms. Aldean clarified her earlier presumption that Ms. Figone would be using the ADU herself due to specific language. However, it was confirmed that the ADU would actually be used for affordable housing. Ms. Aldean expressed appreciation for this clarification, countering the appellant's argument that the ADU would not address the need for affordable housing.

Ms. Faustinos sought clarification regarding future ownership scenarios for the property. She asked if a new owner could allow a family member to live in the ADU without meeting other criteria. It was confirmed that this would be permissible. She acknowledged that circumstances can change and wanted to ensure that the current owner could also choose to live in the ADU in

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the future while remaining compliant with regulations. She concluded by expressing appreciation for the clarity of the staff report.

Public Comments

Ann Nichols from the North Preservation Alliance expressed concerns about the use of bonus units and achievable housing provisions without income caps. She highlighted that this could lead to an increase in the size of homes or the addition of multiple units, which might not address the intended housing issues. Ms. Nichols warned that the current example shows potential for misuse, where one could obtain bonus units, deed-restrict a house, and then rent or sell these units without addressing affordable housing needs. She stressed the necessity of establishing a clear, overarching policy before proceeding further with such initiatives.

Ms. Leumer acknowledged the difficulty residents face in navigating code sections, especially those unfamiliar with such processes. She appreciated the TRPA staff for their responsiveness and availability to assist the involved parties. Ms. Leumer commended the staff for their engagement and willingness to answer questions, emphasizing that while it might not change the outcome, their support helps in navigating the complex process.

Ms. Aldean highlighted the TRPA's commitment to its responsibility, particularly in reviewing upcoming changes related to affordable housing during the meeting. She emphasized the agency's dedication to increasing affordable housing while ensuring the process is not misused.

Ms. Aldean moved to recommend Governing Board denial of the appeal.

Ayes: Ms. Aldean, Ms. Faustinos, Ms. Leumer, Ms. Williamson, and Mr. Rice.

Nays: None

Motion carried.

IV. [DISCUSSION OF COMPLIANCE PROCEDURES FOR VIOLATIONS OF INCOME- OR EMPLOYMENT-RELATED DEED-RESTRICTIONS](#)

Karen Fink, from the Long Range Planning Department, presented alongside Michelle Brown to discuss tightening protocols for enforcing deed restrictions. They underscored the growing importance of these restrictions in meeting housing and environmental goals, highlighting initiatives such as annual audits to ensure compliance. The proposed enforcement approach includes issuing notices of violation and cease and desist orders, accompanied by penalties calibrated to escalate over time to deter ongoing violations. They also outlined plans for enhancing deed restriction processes, including better documentation during property sales and educational efforts. Seeking feedback, they aimed to refine these protocols to align with community and agency expectations for effective enforcement and compliance.

Committee Member Comments and Questions

Chair Williamson expressed concern about the proposed fines for violations of deed restrictions, comparing them to other fines in the Tahoe area, such as tree fines, which she felt were significantly lower. She questioned whether the proposed fines adequately deter violations, particularly given the importance of affordable housing and the seriousness of maintaining deed restrictions. Her initial feedback suggested that the fines should be significantly higher to ensure effective enforcement and compliance with deed restrictions.

Ms. Leumer highlighted concerns about the proposed fines for violations of deed restrictions, suggesting that they might not serve as an effective deterrent. She expressed that some violators, if simply renting out their property at market rates, could easily cover the fines and still turn a significant profit.

Chair Williamson expressed concerns about the proposed fines for deed restriction violations, suggesting that they should be comparable to fines for other serious violations in the area, such as tree violations which can start at \$25,000 per violation. She emphasized the need for substantial fines to ensure compliance with deed restrictions. Additionally, she expressed support for establishing a sustainable funding source for compliance and monitoring efforts, noting its importance and potential benefits for addressing various regional issues. She sought clarification on the feasibility and potential avenues for securing such funding.

Karen Fink responded by indicating support for letting the process unfold as they bring forward their next amendments. She highlighted the potential for incorporating the costs of monitoring and enforcement into the broader framework of affordable housing initiatives in the region. Fink suggested exploring the possibility of implementing fees or other mechanisms tied to development projects that rely on housing, which could serve as a sustainable funding source for ongoing compliance and monitoring efforts related to deed restrictions.

Chair Williamson emphasized the importance of taking seriously the idea of incorporating violations into a sustainable funding source. While acknowledging the legal considerations, she suggested exploring whether funds from violations could contribute to such a source. Ms. Williamson underscored the critical role of beefing up and adequately funding enforcement efforts, expressing gratitude to the committee for considering her comments.

Ms. Aldean raised several points during her comments. Firstly, she expressed concern about deed-restricted properties being sold at prices higher than allowed, suggesting that buyers should be informed and potentially seek legal recourse against title companies involved in such transactions. She highlighted the role of escrow companies and title insurance in such sales, emphasizing that buyers should be aware of any violations of deed restrictions. Secondly, she proposed the idea of requiring a refundable deposit when issuing ADU permits, with the deposit refunded if the property remains compliant over several years. She also inquired about the feasibility of entering into MOUs with local jurisdictions to allow them to file liens against non-compliant properties at TRPA's request, seeking enhanced enforcement mechanisms through partnerships with local authorities.

Marsha Burch, TRPA Associate Attorney, responded to Ms. Aldean's concerns by acknowledging the complexities involved in deed-restricted property sales and the potential for buyers to seek legal remedies against title companies for violations. She agreed on the importance of transparency in such transactions, emphasizing the roles of escrow companies and title insurance in ensuring compliance with deed restrictions. Regarding the proposal for a

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refundable deposit for ADU permits, Ms. Burch indicated openness to exploring this idea further as a means to incentivize compliance over time. On the topic of MOUs with local jurisdictions, she expressed interest in collaborating to strengthen enforcement measures, suggesting that partnerships could indeed enhance TRPA's ability to address non-compliance effectively.

Ms. Aldean emphasized the need for effective enforcement mechanisms, especially given potential increases in fines for non-compliance. She highlighted the financial strain and complexity of lawsuits, whether handled internally or outsourced. Advocating for efficient collection methods, she supported the idea of placing liens on properties with unpaid assessments as a practical solution. Additionally, she proposed clarifying language in the document concerning violations of deed restrictions, suggesting it should explicitly state that such violations could lead to appropriate legal actions.

Ms. Leumer raised a question about whether it would be feasible to link the penalty fee amount directly to the value of the property in question. She acknowledged that property values can vary significantly, suggesting this as a potential factor to consider when determining penalty amounts.

Karen Fink responded briefly, acknowledging Ms. Leumer's suggestion to tie penalty fees to property values and agreeing that it's a point worth exploring further.

Marsha Burch responded, noting that the staff has discussed various methods to escalate fines for violations. She acknowledged receiving public comments echoing concerns about whether the proposed fines are sufficient to deter improper use of units. Burch indicated that they will consider these perspectives and explore the possibility of tying fines to the value of the property as a potential solution.

Ms. Leumer expressed support for tying fines to the value of the property to ensure they are meaningful deterrents. She emphasized the importance of clarity and transparency regarding fines and penalties associated with violations of ADU codes. Ms. Leumer indicated that such measures should serve as disincentives to non-compliance and ensure adherence to TRPA's complex regulatory requirements for ADUs.

Ms. Aldean suggested ensuring that the literature accompanying ADU permits includes a signed acknowledgment from recipients, indicating their understanding and agreement to comply with the provisions outlined. She emphasized that signed documents often lead to better adherence compared to merely receiving information that might be disregarded over time.

Public Comments

None.

V. CLOSED SESSION WITH COUNSEL TO DISCUSS EXISTING AND POTENTIAL LITIGATION

Ms. Faustinos made a motion to move to closed session.

Motion carried by voice vote.

The Legal Committee was in closed session for approximately 30 minutes.

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Ms. Aldean made a motion to move to open session.

Motion carried by voice vote.

VI. POTENTIAL DIRECTION REGARDING AGENDA ITEM NO. 5

No direction.

VII. COMMITTEE MEMBER COMMENTS

None.

VIII. PUBLIC INTEREST COMMENTS

None.

IX. ADJOURNMENT

Ms. Aldean moved to adjourn.

Meeting adjourned at 10:13 a.m.

Respectfully Submitted,



Katherine Huston
Paralegal

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording may find it at <https://www.trpa.gov/meeting-materials/>. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

TAHOE REGIONAL PLANNING AGENCY
TRANSPORTATION COMMITTEE

TRPA
Zoom

April 24, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Hill called the meeting to order at 9:17 a.m. on April 24, 2024.

Members present: Ms. Bowman, Mr. Bass, Ms. Hays, Ms. Hill, and Mr. Hoenigman.

Members absent: None.

I. APPROVAL OF AGENDA

Ms. Regan stated there were no changes to the agenda.

Chair Hill deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Mr. Bass made a motion to approve the February 28, 2024 Transportation Committee meeting minutes as presented.

Motion carried by voice vote.

III. [PRESENTATION AND DISCUSSION OF TRANSPORTATION COMMITTEE DRAFT 2024/2025 WORK PLAN TO INCLUDE THE 2050 REGIONAL TRANSPORTATION PLAN UPDATE, RTP FUNDING FRAMEWORK, AND VMT THRESHOLD/FUNDING MILESTONES](#)

TRPA Executive Director Julie Regan began her comments by acknowledging the meeting's participants and indicating that Michelle Glickert would present the work plan. She provided a context for the discussion, referring to recent board discussions about the vehicle miles traveled (VMT) policy and its integration into the regional transportation plan. She mentioned John Hester, who typically leads this committee but was on vacation.

Ms. Regan emphasized the importance of understanding the big picture, likening the compact to a constitution that directs achieving environmental standards, including the new VMT standard. She explained that as part of the regional plan, which encompasses various elements such as land use and forest health, the transportation element is crucial. The transportation plan aims to achieve the region's environmental goals and is financially significant, with an estimated cost of about \$2.5 billion. This cost affects policies for ongoing funding and is essential for reducing VMT, greenhouse gases, and supporting environmental and quality of life goals in Lake Tahoe. With this context, she handed over to Michelle Glickert to delve into the detailed work plan.

Michelle Glickert, Transportation Planning Program Manager, presented the proposed work plan, focusing on two main areas: updating the 2025 Regional Transportation Plan (RTP) and the

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Sustainable Community Strategy. She highlighted the linkage between the RTP update and the financial element, emphasizing the need to review and update regional funding policies together.

She discussed the balance between immediate and long-term needs, aiming to avoid inefficiencies in separate short-term solutions. The plan includes technical work, beginning with forecasts and travel demand models. These models use socioeconomic data and land use trends to predict future transportation needs and are updated to reflect current data and conditions.

Engagement is a key component, with extensive outreach efforts planned to gather input from stakeholders and the public. Policy updates will refine the RTP goals and consider recent planning work, including safety and equity plans. The financial element will detail funding assumptions for the plan's 25-year duration, coordinated with various partners.

The RTP development involves identifying and coordinating transportation projects, maintaining transparency through an updated project list. Environmental reviews, including greenhouse gas and trip reduction analyses, are also essential parts of the process.

The committee schedule outlines major milestones, with a focus on ensuring the work plan approach is on the right track and ready for finalization in upcoming meetings. The goal is to authorize staff to work with the committee and stakeholders to accelerate policy work as planned.

Committee Member Comments

Cody Bass expressed appreciation for the work being done and the process. He inquired about how data, particularly big data, is used to update information such as vacancies. He highlighted significant changes on the South Shore, specifically referencing the reduction in jobs at the state line from 11,000 to 3,000, and asked how these changes are captured in the planning process.

Dan Segan, TRPA Chief Science and Policy Advisor, responded by explaining that all data in the Regional Transportation Plan (RTP) is regularly updated using various sources. For hotel and motel occupancy, as well as vacation home rentals (VHRs), tax records and Transient Occupancy Tax (TOT) reports from jurisdictions are used. Employment data is primarily sourced from government records, while census data helps track population changes and the distinction between primary and secondary residences. Visitation records from state parks and campgrounds are also utilized. Big data is particularly valuable for estimating visitation levels at locations without comprehensive counts, such as beaches with multiple access points like Pope or Baldwin beaches.

Mr. Bass asked about the Fair Box recovery revenue figures, noting that the Tahoe Transportation District (TTD) showed a recovery revenue of 1.8 million and another figure for later years, while Placer County showed zero. He was curious about why TTD had Fair Box revenue listed and the other agencies did not.

Nick Haven, TRPA Metropolitan Planning Organization Director, explained that the Fair Box revenue shown for the Tahoe Transportation District (TTD) in the RTP was from fare collection on the Carson Valley routes, where fares were being collected at that time and possibly still are. This accounted for the Fair Box revenue being recorded for TTD.

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Vince Hoenigman expressed concern about California's significant budget issues and the likelihood of reduced funding. He asked if alternative funding sources would be explored, referencing a previously proposed basin entry fee that didn't come to fruition. Hoenigman suggested finding more locally controlled funding options, in addition to state and federal funding and fare collections, to enable faster and more extensive work. He inquired if this would be a focus at this time.

Nick Haven responded that over the next six months, there will be an in-depth financial conversation. He mentioned that staff is prepared to discuss both existing financial assumptions and potential new funding sources. This discussion will include exploring regional sources and sustainable local funding. The goal is to develop a game plan that can be documented in the RTP, with these financial aspects being a significant focus in the coming months.

Julie Regan, TRPA Director, responded to Member Hoenigman's question by mentioning that they have accelerated the financial element, originally planned over 6 to 8 months, now to be brought back in the fall. This acceleration is due to its close connection with the VMT policy. She emphasized the importance of bringing certainty around dates. The conversation will encompass various strategies, including parking management, and will involve considerations such as construction costs and forecasts. In conclusion, Ms. Regan affirmed that they are actively addressing the issue of funding.

Public Comment

None.

Committee Member Comments

IV. [DISCUSSION AND POSSIBLE RECOMMENDATION FOR APPROVAL OF THE DRAFT FISCAL YEAR 2024/25 TAHOE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION PLANNING OVERALL WORK PROGRAM \(OWP\)](#)

Michelle Glickert, Transportation Planning Program Manager, presented the Transportation Planning Overall Work Program ("OWP") on behalf of TRPA. The OWP is a yearly program of work that outlines transportation planning priorities for the fiscal year, serving as a budget and guide for expenditures of federal and state transportation planning funds. It encompasses various elements, including outreach and administration, transportation development act, public outreach, regional and model planning, tracking and financial management, performance-based planning, and sustainable communities planning. The presentation detailed the budget breakdown, funding sources, and work activities for each element, emphasizing the importance of collaboration with federal, state, and local agencies. The final draft received unanimous recommendation for approval from the Tall Transportation District, leading to the request for approval from the TMPO board.

Committee Member Comments

Chair Hill expressed gratitude for the presentation and highlighted the collaboration between TRPA and the Washoe RTC on their respective Regional Transportation Plans (RTPs). Noting the

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stakeholders involved in Washoe RTC's RTP, such as Reno and Sparks, Chair Hill emphasized the importance of including Tahoe stakeholders in the process as well. This collaboration is seen as crucial for encouraging sustainable transportation choices and reducing reliance on cars within the region.

Chair Hill inquired about the usage of Intelligent Transportation Systems (ITS) in the transportation planning process. She mentioned that she believed TRPA did not use the ITS moniker and asked for clarification on what technology TRPA actually utilized in their planning efforts.

Ms. Glickert responded by expressing her preference to integrate the Intelligent Transportation System (ITS) plan into a broader system management operation. She highlighted the various technology needs, such as ensuring smartphone functionality in remote areas and managing parking. Ms. Glickert emphasized that the transportation system management operation plan would encompass these technology needs along with parking management components. She acknowledged that she was still refining the plan's framework. Additionally, she mentioned the potential benefits of artificial intelligence (AI) in predicting travel patterns, coordinating traffic lights, and reducing environmental impact. Overall, the goal is to create a comprehensive and coordinated operating plan that incorporates various elements.

Mr. Bass expressed gratitude for the extensive information provided and raised a question regarding the inclusion of projects, particularly the gondola system on the South Shore, in the Regional Transportation Plan (RTP). He noted that the utilization of a light rail mass transit system is mentioned in the compact, indicating it as part of the plan's language. Mr. Bass inquired about the best approach for incorporating such projects into the plan, suggesting that TRPA should take on this task given the plan's language.

Mr. Haven responded by sharing insights from past examinations of fixed guideway systems in the South Shore, including monorail and bus rapid transit. These assessments concluded that the area lacked the capacity to justify such systems, though bus rapid transit came close. However, he acknowledged that technologies like gondolas might align better with the area's needs, citing a proposal for gondola transportation in the North Shore by Jeff Sparks. Mr. Haven suggested that further feasibility studies would be necessary to determine whether gondolas or similar technologies could be viable for the South Shore. He emphasized that any project included in the Regional Transportation Plan (RTP) would require a detailed description, feasibility assessment, and cost estimate to qualify.

Mr. Bass expressed enthusiasm for the potential of gondola transportation in the South Shore, contrasting it with the infeasibility of light rail in the area. He highlighted the success of similar systems in urban areas, citing Doppelmayr as a key manufacturer. Mr. Bass suggested consulting with Doppelmayr for feasibility studies and emphasized the environmental benefits of gondola systems. He mentioned the excitement of previous Caltrans directors about the project and expressed a desire to incorporate it into the Regional Transportation Plan (RTP).

Public Comment

Steve Teshara expressed gratitude for the opportunity to partner with TRPA on behalf of the South Shore Transportation Management Association and the Truckee North Tahoe Transportation Management Association. He thanked the staff for their continued cooperation, highlighting their cooperative funding agreements mentioned in work element 103. Mr. Teshara

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affirmed overall support for recommending the approval of the OWP as presented by the staff.

Ann Nichols from the North Preservation Alliance expressed concerns about the generalizations in the presentation, seeking clarity on terms like "stewardship" and its financial implications. She questioned if the stewardship support mentioned was only conceptual or if it involved financial commitments, highlighting the absence of a formal setup for stewardship in Lake Tahoe. Ms. Nichols also suggested that modeling efforts should include considerations for evacuation during emergencies like fires and snow conditions. She appreciated the acknowledgment of danger in Crystal Bay on Highway 28 but noted a lack of consideration for pedestrian safety stress levels. Ms. Nichols concluded by highlighting the importance of addressing these omissions.

Mr. Bass made a motion to recommend Board adoption of TMPO Resolution 2024 - __ (Attachment A) to approve the FY 2025 OWP (Exhibit 1, thereto).

Ayes: Ms. Bowman, Mr. Bass, Ms. Hill, and Mr. Hoenigman.

Nays: None.

Motion carried.

V. [DISCUSSION AND POSSIBLE RECOMMENDATION FOR APPROVAL OF THE TAHOE METROPOLITAN PLANNING ORGANIZATION PUBLIC PARTICIPATION PLAN](#)

Kira Richardson, Senior Transportation Planner, presented the Public Participation Plan on behalf of TRPA, seeking the committee's recommendation for approval by the TRPA Governing Board. The plan is mandated for metropolitan planning organizations like TRPA and aims to outline the public engagement process and outreach strategies for the Regional Transportation Plan (RTP) update. Richardson highlighted the plan's organization around five guiding principles and emphasized the importance of transparency and quality engagement. New engagement policies, endorsed by the TRPA governing board, aim to improve outreach to underserved populations and strengthen community relationships. The presentation included an assessment of outreach activities from 2020 to 2023, with a focus on tracking metrics and setting targets for engagement. Two new metrics were added, tracking outreach to transportation-disadvantaged populations and the distribution of engagement activities. The RTP update schedule was outlined, with plans for extensive public engagement. The draft plan underwent a public comment period and was recommended for adoption by the Tahoe Transportation Commission. Ms. Richardson welcomed questions from the committee.

Chair Hill commended the presentation on the Public Participation Plan, describing it as thoughtful and well-done. She expressed a belief that the plan could serve as a model for other transportation organizations, particularly in achieving the 30% outreach goal to underserved populations. Chair Hill expressed anticipation for seeing how well they would perform in meeting these objectives.

Committee Questions/Comments

None.

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Public Comment

None.

Mr. Hoenigman made motion a to recommend Board adoption of TMPO Resolution 2024 - __ (Attachment A) to approve the FY 2025 OWP (Exhibit 1, thereto).

Ayes: Ms. Bowman, Mr. Bass, Ms. Hill, and Mr. Hoenigman.

Nays: None.

Motion carried.

VI. COMMITTEE MEMBER COMMENTS

None.

VII. PUBLIC INTEREST COMMENTS

None.

Director Regan commended the transportation team for their excellent presentations and thanked them for their work. She highlighted the importance of transportation in the community, especially as an environmental issue affecting environmental threshold standards. Director Regan emphasized the connection between transportation and land use, noting the relevance to the regional planning committee's discussions on VMT issues. She mentioned the approach of breaking down policies into manageable parts for thorough vetting by the committee, ensuring that disagreements and differing perspectives are addressed effectively. Director Regan expressed confidence that this approach would lead to a well-considered update of the regional transportation plan. She praised the team's excellence and thoughtfulness in bringing these matters to the committee's attention for review.

IX. ADJOURNMENT

Mr. Bass moved to adjourn.

Meeting adjourned at 10:19 a.m.

Respectfully Submitted,



Katherine Huston
Paralegal

TRANSPORTATION COMMITTEE

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DRAFT

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA/Zoom
Stanford Sierra Conference Center

May 22, 2024
May 23, 2024

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Gustafson called the meeting to order at 10:20 a.m.

Members present: Ms. Aldean, Mr. Aguilar, Mr. Bass, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Members absent: Ms. Conrad-Saydah, Ms. Hays

II. PLEDGE OF ALLEGIANCE

Ms. Laine led the Pledge of Allegiance.

III. APPROVAL OF AGENDA

Ms. Regan stated that Agenda Item No. VIII.A, Appeal will be heard after Agenda Item No. VI. TMPO Consent Calendar.

Ms. Aldean moved approval.

Motion carried-voice vote.

IV. APPROVAL OF MINUTES

Ms. Aldean provided Ms. Ambler with a minor clerical edit and moved approval of the April 24, 2024 as amended.

Motion carried-voice vote.

V. TRPA CONSENT CALENDAR

1. April Financials
2. Release of El Dorado County Air Quality Interest Mitigation Funds (\$2,509.00) towards the South Tahoe Greenway Shared Use Trail Phases 1b & 2

Ms. Laine said the Operations & Governance Committee recommended approval of items one and two.

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Board Comments & Questions

None.

Public Comments & Questions

None.

Ms. Williamson moved approval of the TRPA Consent Calendar.

Ayes: Ms. Aldean, Mr. Aguilar, Mr. Bass, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Conrad-Saydah, Ms. Leumer, Mr. Rice

Motion carried.

Ms. Aldean made a motion to adjourn as TRPA and convene as TMPO.

Motion carried-voice vote.

VI. TAHOE METROPOLITAN PLANNING ORGANIZATION CONSENT CALENDAR

1. Amendment No. 2 of the FY 2023/24 Lake Tahoe Transportation Overall Work Program

Board Comments & Questions

None.

Public Comments

None.

Ms. Laine moved approval of the TMPO Consent Calendar.

Ayes: Ms. Aldean, Mr. Aguilar, Mr. Bass, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Conrad-Saydah, Ms. Leumer, Mr. Rice

Motion carried.

Ms. Aldean made a motion to adjourn as TMPO and reconvene as TRPA.

Motion carried-voice vote

VII. PLANNING MATTERS

A. Resolution in support of the Lake Tahoe Wildfire Awareness Campaign, May – October 2024

Mr. Cowen said forest health is one of the top focused areas of the Environmental Improvement Program. Fire suppression, logging practices, and a lack of active forest management for more than a century in the Tahoe basin have led to a lack of diversity in tree species and age structure in our forests. In the aftermath of the Angora fire, the Caldor fire, and record-setting drought and fire

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seasons, the catastrophic wildfire threat looms very large over Tahoe, as it does over much of the American West.

Now, TRPA is a founding member and an active partner on the Tahoe Fire and Fuels Team, which includes all local fire protection districts, both states, and the USDA Forest Service, along with local governments at Lake Tahoe. Together, under the banner of the EIP, partners have worked collaboratively to treat more than 72,000 acres of forest for hazardous fuel reduction in the basin since the Angora wildfire of 2007 and more than 94,000 acres in total since 1997. These fuel reduction projects protect communities and provide many environmental benefits, including making our forests healthier and more resilient, providing clean drinking water, and creating great wildlife habitat.

While the agencies that comprise the Tahoe Fire and Fuels Team are making great strides in forest health, there is another part that also plays a key role in protecting our communities from wildfire, and that is the community itself. Fire prevention is everyone's responsibility, and all must recognize their role in preventing human-caused wildfires by following fire restrictions.

This educational campaign is a reprise of the award-winning 2009-2010 campaign that our current executive director, Ms. Regan, was instrumental in bringing forward. It features fire personnel and homeowners together and serves as a great reminder that the best offense is a strong defense. Being proactive in maintaining a home with proper defensible space and home hardening is crucial.

Board Comments & Questions

Mr. Settlemeyer said there's been two wet years in a row and sets us up for record wildfire conditions that we have not seen since 1985.

Mr. Rice said Douglas County recently made a similar resolution. We had both the East Fork and Tahoe Douglas Fire present for that proclamation. It's imperative that every property owner be aware of the fire danger here in the basin.

Ms. Leumer said had residents of the Caldor fire not taken steps to create defensible space around our homes, especially those of us in Christmas Valley, homes wouldn't have survived. There were a number of factors including getting luck with the winds it was critical that we had that defensible space that we did.

Public Comments

None.

Mr. Settlemeyer made a motion to approve the Resolution in support of the Lake Tahoe Wildfire Awareness Campaign, May – October 2024

Ayes: Ms. Aldean, Mr. Aguilar, Mr. Bass, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Mr. Settlemeyer, Ms. Williamson

Absent: Ms. Conrad-Saydah

Motion carried.

- B. [Tahoe Science Advisory Council Briefing on Microplastics.pdf](#)

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Mr. Larsen, Program Officer, Tahoe Science Advisory Council said Tahoe has a long history of science-based decision-making dating back to the late 1960s when Charles Goldman and University of California, Davis first sounded the alarm about clarity loss. This science led to some astonishing management actions, including legislation that banned the discharge of sewage in the Tahoe Basin, and arguably the establishment of the TRPA to guide land use planning in the region. Since those early days, UC Davis has been joined by the University of Nevada, Tahoe Environmental Research Center, and a host of other research institutions that work together to collect data, conduct research, and perform experiments to better understand Lake Tahoe and its watershed.

In 2015, on the heels of the Regional Plan Update, the states of California and Nevada signed a Memorandum of Understanding, establishing a Bi-State Tahoe Science Advisory Council. The purpose of the council is to provide coordinated, collaborative science advice to resource managers. Our focus is on providing science to inform management decisions, which makes our organization somewhat unique. What we try to do at the council is to create space for dialogue between resource managers and scientists to address current issues and identify emerging problems and questions that need addressing. The council has two members from each of the participating institutions. There are two institutions in California: the University of California, Davis, and the University of California system at large. Two seats are from UC Santa Barbara presently. There are two seats for the University of Nevada, Reno, and two for the Desert Research Institute. Additionally, we have two federal research partners: the United States Geological Survey and the US Forest Service Pacific Southwest Research Station. Seats on the council are also allocated for the two MOU signatories: the Nevada Department of Conservation and Natural Resources and the California Natural Resources Agency.

Microplastics are the reason we're here today and provide a great example of an emerging issue that the council has been working on. It's important to remember that this issue is not unique to Lake Tahoe, as microplastics have been identified in water bodies without any development. It's no surprise that researchers found them in Lake Tahoe.

(presentation continued)

Dr. Arienzo, Desert Research Institute and member of the Tahoe Science Advisory Council provided the presentation.

Today, I'll be talking about the work we've been doing to study this pollutant and then also the work I do as part of the council. At DRI, I lead the Microplastics and Environmental Chemistry group, which is interested in understanding human impacts on the environment using chemistry. We've assembled a team of experts, including people with advanced degrees at the master's and PhD levels, as well as graduate students from the University of Nevada, Reno, and undergraduates or recent graduates.

We define plastics as synthetic solid materials made up of polymers, and there's a diverse range of plastics with different chemistry, which means they interact with the environment in various ways. We often categorize plastics into macro plastics, which are larger than 5 millimeters, and microplastics, which are smaller than the size of a pencil eraser. We study both in our research, focusing on their size, shape, color, and chemistry, as these factors influence how they move in the environment and their potential impacts.

Why are we interested in studying plastics? Well, we want to understand where they are in the environment, where they're going, and their potential impacts. Microplastics, especially, can break down into smaller pieces and absorb or release chemicals, potentially harming organisms that ingest

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them. In my group, we primarily focus on studying microplastics in surface water, Sierra Nevada snow, and engaging citizen scientists to expand our research and public education efforts.

Understanding how microplastics move through our watershed is crucial. They can enter the environment through various sources like atmospheric deposition, tire wear, washing machines, and stormwater runoff. Once in the environment, they can accumulate in sediments, be ingested by organisms, and even be transported downstream.

As part of the Tahoe Science Advisory Council, we aim to provide science-based recommendations for managing plastic pollution in Lake Tahoe. We've developed a white paper summarizing current research and monitoring efforts, identifying sources of microplastics, and prioritizing control methods. Our stakeholders have been actively engaged throughout this process, providing input on priorities and next steps.

Moving forward, we need to continue monitoring microplastics, understanding their sources and ecological impacts, while also focusing on reducing plastic consumption and targeting known harmful plastics. Our work is part of a larger effort at the state, national, and global levels to address plastic pollution comprehensively. In conclusion, studying plastic pollution is complex but essential for protecting our environment and public health.

Board Comments & Questions

Mr. Bass asked if there was a way to have asphalt that doesn't contain microplastics.

Dr. Arienzo is not an expert on asphalt. But there is a lot of concern, especially with tires wearing the asphalt that then end up both with tire and asphalt wear. There is probably a lot of research being done to assess better ways to design asphalt.

Mr. Bass said last year the City of South Lake Tahoe banned plastic water bottle sales. Have there been any areas that have done that and been able to show any type of reduction?

Dr. Arienzo said there is data out there that shows when you ban something, it's not then being as consumed as often because it's harder to get that item. As far as looking at then trends of escape into the environment of that item, I think that's a great area to continue to do research. It makes sense if you have less litter, you expect to see less, breakdown of that into smaller pieces of plastic, but we have to always bear in mind the ecosystem in which we're operating in where there are a lot of sources of plastic unfortunately and microplastics.

Mr. Bass said would you recommend for instance that within the basin, TRPA could take a role in banning the sale of plastic water bottles and would possibly help their research and showing the effect of the microplastics and the lake from such policy.

Dr. Arienzo said she's a state employee and cannot comment on policy. But continued monitoring would always be a recommendation following anything like that.

Mr. Larsen said the issue from a science perspective right now is there's not enough information to justify or otherwise support policy. From a science perspective, our goal and objective right now are to gather data. It's a great question if there is a relationship between either reduction of plastic litter, or reduction in microplastics that we can show relates to these things. There's no harm in reducing plastics and we definitely should encourage it. But for a body like you to consider a policy perspective

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like that, it's at your discussion in terms of how much information, how much science you want to have to make that decision.

Mr. Hoenigman said we've been getting a lot of public comments on this and all of us are concerned about it to find out what we're eating, breathing and drinking. It sounds like science isn't ready to make decisions quite yet or are there some things that are well understood, some low hanging fruit where we could make some change. It seems like from that list of different sources that a lot of policy interventions may be needed once understand the science. Is there anything that's baked right now?

Mr. Larsen said is there ever enough science to make policy? I've learned this acutely in my position, as an interface between managers and scientists and that scientists and policymakers operate at different levels of certainty. Dr. Arienzo did a good job today of highlighting the fact that this area of science is new. There's a lot of uncertainty at this time. From the great work that the work group has been doing, all the reviews that I've done of different papers, there's no smoking gun, that says do this and it will be your answer. We know that plastic consumption is hurting us. As a basin and society, our efforts to move forward with plastic reduction and start to think about what we're doing more carefully makes a lot of sense, but it's not like we have very clear scientific consensus that if you do "x" you will see "y."

Ms. Regan said those of you know who will be able to participate in our strategic planning session tomorrow we will have a discussion around emerging issues. And it will be at your discretion to direct us how to best move forward. When you look at all the factors that Mr. Larsen and Dr. Arienzo pointed out and we are in early days of research. It's very hard to pinpoint exactly what's going on in the source in Lake Tahoe, is it airborne, is it the beaches, we all have plastic in our lives and our everyday society has to become dependent on them. What can we do in terms of TRPA's best most effective strategy in looking at things like construction materials, erosion control materials. If we linked especially to our role in either permitting and our Environmental Improvement Program, there may be effective entry points for us that would have a benefit. There's a lot of challenges and appreciated Mr. Bass' leadership on this. There's a lot of concern about microplastics in our bloodstream and our bodies, the air in the lake, but we do have a lot more research to do and litter is often conflated with microplastics. Some litter is microplastics but there are distinctions that are important when you consider what are the policy implications of that. And our agency has been most effective when we're thoughtful about making those connections.

Ms. Leumer acknowledging that we all have plastics in our body, They're shown to cause cancer and hormone changes. It's terrifying to think this already out there and in our bodies. Once plastics are in the environment, they're there for thousands of years. This has been focused on microplastics and the deterioration of plastic at the end of its life. But she's also mindful of how plastics are produced. The projections are by 2050, plastic production is predicted to account for 50 percent of oil and frack gas demand growth and falls on marginalized communities by far. Besides the direct impacts here in Tahoe there's also the impacts that we're seeing in like low income and disproportionate impacts on disadvantaged communities throughout the United States and abroad. In terms of science, she's unsure what's missing if we ban plastic, there will be less. That seems straightforward. Reducing plastic consumption is incredibly important. We can take action in the basin, but until we have a national or global change it's going to continue to be an issue. There are multiple bills going through California this year. There have been bills in the past that are trying to reduce our plastic consumption. One is directed at state agencies.

Ms. Aldean asked if part of your research includes how quickly different types of plastics degrade and make their way into the ecosystem. There are a lot of conundrums here because EV's for example, are about 35 percent heavier than gas fueled vehicles which means that the tires are going to wear more

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quickly and contribute potentially more contaminants to the environment. Many people dislike piers for a variety of reasons but one of the explanations for reducing the number of piers was that they're injurious to fish.

We don't want to do things too quickly; these plastics have been with us for a long time and are probably already in our systems. You can invalidate your assumptions if you rush to a conclusion and if you don't have adequate data to support it. She suggested that we should be concentrating on the plastics that erode more quickly and find their way into the system rather than those that are more durable like PVC. We got away from using metal because metal degrades too and finds its way into the environment. Caution is good and appreciated the thoughtful approach you're taking and the question of whether or not to ban plastics lake wide is a jurisdictional one. TRPA tends to defer to local governments to implement those sorts of local edicts.

Ms. Laine said it's extraordinary what the City of South Lake Tahoe did in banning the single use of water bottles. Years ago, when they banned plastic bags, the ordinance stated that they could be no thicker than "x", so, they just made them thicker than that. She plans to propose a ban to the El Dorado County Board of Supervisors because how well will this ban work in the city if you can get this product a short distance away in the county? She intends to look at plastic and Styrofoam as the city has and encouraged the other leaders of the various counties to look at it at least within the basin. If we ban the use of single use, whether it be water bottles, Gatorade, Snapple, etc. and we force people to buy bigger plastic containers of that product. Are we helping or are we just shifting?

Dr. Arienzo doesn't know the answer to that, but I'm sure there could be data collected on what are people going to be buying as alternatives? Moving towards non plastic alternative seems to be the way to go.

Ms. Laine said we also need to consider reusable containers.

Ms. Leumer said research was done by the California State University Chico Research Foundation that found a reusable nonwoven plastic bag used eight times has an equivalent environmental impact as a single use polyethylene plastic bag.

Mr. Bass said people should understand that it's the ban on the sale of single use plastic water bottles within the city. It's not that people can't bring them into the city and over one gallon you can still buy a plastic water bottle for different uses. This is a concern basin wide that has to deal with the lake clarity and all sorts of things that go beyond the local jurisdiction, and we do take action to protect Tahoe at a regional level. It's something that we should consider beyond just the local jurisdictions.

Ms. Gustafson referred to the stakeholder priorities. Did they arrive at those based on any data you have already collected or was it just their interest?

Dr. Arienzo said we use data currently available. The group held monthly meetings and were divided into two halves. The first half was education, and speakers were invited who have been doing research in the basin or at the state level. Then that helped to inform the recommendations.

Ms. Gustafson asked if there is research being done on how far atmospheric deposition can travel.

Dr. Arienzo said how far microplastics can travel in the air is still an area of research that's being worked on. The reason is because coming back to that complex issue. When we think of the variation in size, density, and shape, those properties all alter how plastics would move in the air. We have to build beyond my area of expertise with these mathematical models essentially that can predict that.

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Those are typically based on laboratory studies of dropping particles and looking how they fall in air and so on. It's an area of research where a lot of people are working on and will continue to see growth in that area to better understand where are these particles coming from, how long are they in the air for, and what are the sources as well?

Mr. Larsen said Dr. Arienzo mentioned the size and the shape of plastics. The majority of the microplastics that we see in Lake Tahoe are fibrous. The Tahoe Maximum Daily Load took this up and there was a lot of discussion back then about the particles and whether or not particles were coming from the Gobi Desert or were we getting particles from Sacramento. The Lake Tahoe Atmospheric Deposition Study did a detailed look at atmospheric deposition focused on particles. What they found is that the particles that were reaching the lake are in basin sources. If the winds are blowing hard enough to bring us something from the Gobi Desert, it's going to keep going and go to our friends in Nevada. That's a big part of probably what's going on with microplastics again, an area of research need. It's likely that the microplastics that are deposited on the lake via atmospheric deposition are in basin sources.

Ms. Gustafson said that would include the snowpack.

Dr. Arienzo said one of the first studies was done in snow because it serves as such a wonderful sampler of entire wintertime of what's being deposited on our snowpack. That research is ongoing.

Ms. Gustafson confirmed that fibrous polymers are the majority of what you're seeing in the lake water right now.

Dr. Arienzo said, as I recall from the surface of the lake, they found fibers and fragments of plastics. It suggests textiles and maybe the breakdown of bigger pieces of plastic as well. It could also be from ropes and those types of things.

Ms. Williamson said Natural Resources Defense Council puts out the worst of the worst of high priority plastic materials yearly. If perhaps the science could lead us instead of focusing on the end product but on the actual chemical composition of the plastics, we should be banning the worst of the worst. To target the worst of the worst, should we be looking at the chemical composition and perhaps banning that.

Dr. Arienzo said during the manufacturing process of plastics there's a lot of additives such as products that help protect that plastic from breakdown from UV light or additives to die the colors. All of those additives may also contribute to how harmful those plastics may be. That is really, a frontier of research that's definitely under study. There's a wonderful UN report that came out about additives and plastics. A very small percentage of research has focused on what are the impacts of those additives. When we think about what is the worst of the worst, it's going to depend on what you're talking about and what types of plastics. One of the things that we've discussed as part of the stakeholder group is work that's been done looking at tire wear. In the manufacturing of tires, they put an additive that breaks down and creates a compound that has been shown to be harmful for some types of salmon species and can result in death. This is the type of research that I think as a community we need to keep doing to understand what are these harmful chemicals that are added to plastics and what are their effects to our biota? As we transition to a lower carbon emission future, these are the types of questions we're going to keep asking, especially with EVs.

Mr. Hoenigman said to take action to ban something, we'd have to know what the scale is. To ban something for a tiny improvement at a great cost is not a great policy decision. He was thinking about it from items such as construction materials. We're trying to create affordable housing and a lot of

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construction materials are plastic. They're cheaper and better. Banning them in the basin doesn't have the ability to move the market, we're only 50,000 people. California does have the ability to move the market and create new materials. That's the kind of guidance that that I would look for is what's the magnitude of these different products on the impacts that we're seeing. Also, which ones are the worst for health. What can we change up here?

Ms. Aldean said rather than treating the people who manufacture plastics as adversaries, bring them to the table to talk about the impacts that their products may be having because that's how innovation starts. The more that we integrate them into the process, the better the outcome.

Dr. Arienzo doesn't see the work that they're doing right now ending immediately. We hope that the work we're doing at the council on this issue continues in the future because we are going to keep learning new things. The hope is that we can keep these conversations going and keep educating our stakeholders as science develops to help inform these next steps.

Mr. Bass said the single-use plastic bottle ban was low hanging fruit. We are not affecting the market. The merchants have the ability to move to glass or aluminum. The margins are the same for the retailers. That's something that we know has an impact and we could do right away and there isn't an impact on the market or the consumer. It's not going to stop people from bringing bottles into the basin but we know they can't buy them here. It would be great to implement a policy and be able to gauge what the effect is as they're doing this research.

Ms. Leumer said 6PPD has been impacting Salmon and Coho species for a long time. California is stepping up and trying to do more regulations but that is another chemical coming off tires that we've seen have traumatic impact on imaginous fish populations. Let's keep reminding ourselves of the larger societal and health costs that are going to be resulting from continued plastic production and pollution.

Mr. Larsen said this is just one issue that the council is focusing on. The Science Council has been involved in a variety of different issues from New Zealand mud snail. Before the Caldor fire was even extinguished, we had researchers on the ground looking at the smoke impacts on the water as well as impacts of treatment areas. We're just wrapping up a project right now looking at recreation monitoring. They've also been involved in thresholds since the beginning.

C. [Demonstration on the new Online Climate Resilience Dashboard for the Tahoe Region.pdf](#)

TRPA staff Mr. Middlebrook provided the presentation.

The impacts of climate change are being felt in the basin today from wildfire and wildfire smoke. Our climate change program fits within the restoration and resilience strategic priority that this Governing Board has set. We do have some regional climate goals including carbon neutrality

by 2045 and the more lofty goal of creating a resilient lake in communities within the program here at TRPA. We have a number of current priorities including implementation of the Climate Action Strategy that our collective Environmental Improvement Program partnership has created and is being implemented through EIP projects.

Last month, the Regional Planning Committee heard our climate resilience code package and will go to the full board soon. We're currently updating our electric vehicle data for the region and that EV infrastructure. Most recently, TRPA was awarded a federal protect grant to work on a resilience

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improvement plan. We've worked on implementing and integrating climate change and our climate work across all of the program areas.

The dashboard project has the goal is to provide a reporting and engagement tool for climate action. When we first created our sustainability and climate program in 2014, we did have a sustainability dashboard that predated the Lake Tahoe Info database and website. Since 2014, a lot of the data in the sustainability dashboard became outdated, wasn't telling the current climate story of the Tahoe region or was just measuring things that weren't relevant anymore. So, we wanted to update that to better understand our current climate challenges, opportunities and priorities, increase the public's engagement with our climate work and inspire climate action among all of us and track our climate action in relation to state and federal goals.

He thanked the California Tahoe Conservancy for providing funding for this project. We worked with a number of our partners to develop a dashboard that was going to work for everyone. We had 28 different stakeholders engaged through the development of the project. Including 13 interviews, a workshop and a survey. We also did a public launch, in Earth month last month with a press release in social media. Thank you to the Research & Analysis team for their work on the dashboard. This project in this dashboard project would not have been possible without the investment that this agency has made in the LT info system. The great thing about the dashboard is that pulls data from all of their other systems and coalesce and reports the data in a rolled up fashion to tell that story.

The first goal is tracking changing climate conditions. We need to know what's changing in order to understand what we want to do about it. Goal two supports a resilient environment. Goal three is promoting a resilient built environment and is about implementing the Regional Plan. Lastly, we want to increase community resilience. Next steps, the dashboard is launched to help partners utilize the dashboard with presentations and grant applications

The system is designed for us to be able to update and maintain it over time. Our Threshold Standards are being evaluated and as new standards are adopted, we can consider adding those to the dashboard. The system is designed where TRPA controls all of the data and text of the dashboard. We have that ability to make changes in update it to keep it relevant over time at a staff level versus having to hire a consultant.

Board Comments & Questions

Ms. Leumer appreciated all the work that's been done on this and the proactive outreach of staff to various board members to get their input in the development of this. Accountability and transparency are important and this really lends itself to that. It will be helpful to understand how often all these data sets are getting updated. Is it every 5 years for example. If it has not been updated in 5 years, is it an open data source that we can rely on over time to be updated.

Mr. Middlebrook said they have Ms. Leumer's comment on their wish list of things that we're going to continue building. The broader question of data and one of the challenges with the previous dashboard was every single data source was manual entry. Over half is now automated data that either pulls from our EIP Project Tracker, LT Info, the Cal-Adapt system, and UC Davis. Much more of the system has been automated with the new technology that will have a much easier time of keeping it up to date. Staff could add next to those metrics how often it is updated.

Ms. Leumer has been pushing state agencies to invest more in monitoring, especially around forest health fire treatments. We're trying to ensure that Cal Fire is doing similar efforts to monitor forest

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health treatments impacts on invasive and native species. It will be great to see more of that happening at the state level that can then be pulled into what's going on locally.

Ms. Aldean asked how many people are visiting the various elements of the dashboard.

Mr. Middlebrook said we have Google Analytics set up on the website. For the old sustainability dashboard, we had about 1,500 users last year. In the approximate month that this dashboard has been open there's been about 500.

Ms. Aldean asked if they were also tracking the types of users? Are these predominantly homeowners or consultants for example?

Mr. Middlebrook said it doesn't get to that personal level, but we do have geographic info, so we know the general proximity of where people are accessing it from based on their IP address. Also, how they are accessing it such as mobile or laptop and where are they finding it through an organic Google search? Are they finding it through LT Info or social media press releases?

Ms. Aldean suggested putting a pop-up window on the exit screen that asks them how they learned about Tahoe Info. Did you find it useful? What is your profession, area of expertise, etc.

Mr. Middlebrook liked the idea for the whole website for getting feedback.

Ms. Regan thanked the California Tahoe Conservancy for funding this and all the partners who have worked on it. She agreed with having it roll up into an easy translatable area is challenging. It's a good step forward but there's still a lot more work to do.

D. [2050 Regional Transportation Plan Briefing.pdf](#)

TRPA staff Ms. Richardson provided the presentation.

So, you love Iron Man, but for this Marvel movie festival, you're really interested in watching something else, like Guardians of the Galaxy or Captain America. Just to shake things up a bit. But there's a problem with your choice. Guardians of the Galaxy is sold out. There's a 90-minute wait for Captain America, and you don't have the time to wait. The theater operator for Black Panther called in sick, so those showings got canceled. And the theater door to Black Widow got blocked by snow; it'll be a few days before they clear it out. Iron Man is your only option. It's great because you like Iron Man, but you were really looking forward to watching something else. And your poor neighbor is stuck at the back of the line, so they can't even get in to see Iron Man; they'll have to wait for Captain America to open. This is an analogy for our transportation system.

There are real-life challenges facing our community in transportation and how people navigate the transportation system and their options, aside from a car. As Americans, we value independence, choice, and accessibility in our entertainment and transportation options. However, some people don't have choices in our network; it needs to work for them. The reality is that our current transportation network limits options and almost always prioritizes the automobile.

Much like Iron Man, the car is often the best and only option for our communities. Many other transportation modes just can't compete. But it doesn't have to be this way. If our transportation network is connected, accessible, and safe for all users, we too can achieve greatness.

Connections 2050, the Regional Transportation Plan and Sustainable Community Strategy update.

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What is the RTP Sustainable Community Strategy? The RTP is updated every four years; the last RTP was adopted by the TRPA Governing Board in 2021. It's the transportation element of the TRPA Regional Plan, looking out at least 20 years. The RTP includes strategies for implementing transportation projects and funding those projects, satisfying our three distinct transportation planning authorities under the Bi-State Compact, our role as the Metropolitan Planning Organization, and our role as the Regional Transportation Planning Agency.

The RTP is the transportation element of the TRPA Regional Plan, but our transportation work is also tied to TRPA thresholds. These thresholds include air quality, water quality, and vehicle miles traveled. Transportation and its impact on microplastics, such as tire wear, are related to these thresholds.

We're guided by the Regional Transportation Plan goals and associated policies. These goals were included in the last RTP update and will be carried forward with some language changes, pending approval by the Transportation Committee.

Between each RTP cycle, our team stays busy updating our modal plans and programs. Recent efforts like Vision Zero, the Active Transportation Plan, the Trail Strategy, and the Transportation Equity Study inform our RTP strategies and projects. This continuous feedback loop culminates in the RTP.

How do people travel at Tahoe today? We've organized this section around five key questions to tell the story of travel patterns.

Who makes trips? The estimated trip distribution by traveler type is based on our 2020 travel demand model, using 2018 as a base year. It's important to note that these are estimated trips regardless of mode.

What trips do people make? This figure shows trip distribution by trip type— in and out of basin trips, recreation trips, and everyday trips.

Where are people traveling? These maps show seasonal trip activity within our transportation analysis zones. Town centers have the highest trip activity throughout the year, emphasizing the need for improved connectivity and accessibility.

We also analyze recreation trips using data from sources like Strava to understand where people recreate. Major trailheads are significant recreation hotspots.

Model trip density helps us understand where most trips occur within the region. The Highway 50 Corridor from Spooner Summit to Echo Summit has the highest trip density.

Finally, we look at commuter trip patterns, such as those between Truckee and North Tahoe or South Lake Tahoe and Carson City/Minden-Gardnerville areas.

How are people traveling? This graph shows modeled mode share in the Tahoe Basin for 2023. Auto trips dominate, accounting for over 85 percent of total trips.

We're focusing on increasing electric vehicles and shifting from auto trips. Preliminary data shows an increasing number of electric vehicles registered in the Tahoe Basin compared to statewide trends.

The trend is great and we're shifting to electric vehicles and that is absolutely a solution but not the only one. Because one million electric cars on the road is still one million cars on the road.

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Looking at some of the other modes, we're absolutely seeing a lot of people walking and biking and we have great data on this. The graph on the left shows the cumulative annual counts of users on our shared use trail system. We saw a huge spike in 2020 during the pandemic. But overall, we are seeing an increase in use. Strava Metro shows an increase in the number of e-bike trips that are being recorded compared to bicycle trips. This is likely lower than what is maybe actually occurring because not everyone recording a trip on Strava. People aren't necessarily recording that trip, but this is showing that e-bike use is increasing and that aligns with what we're seeing.

We're also seeing greater use of e-scooter trips and we have great data on these trips that allows us to visualize the trip density so that we can see where people are traveling on e-scooters and then design solutions to hopefully accommodate those.

There's a graph that shows seasonal transit ridership around the entire Tahoe Basin going back to 2017. As a region we saw dip in 2020 as a result of the pandemic as did every other region in the country. But we're making a really strong comeback in transit ridership. Microtransit has been a game changer for transit ridership in the Basin. In January of 2024, we saw over 150,000 rides basin wide in that month alone, which is the highest on record. And this last winter season, we surpassed transit ridership from the 2017-2018 winter season, which was previously our record in the basin. This is encouraging for transit at Tahoe.

What are the barriers to travel? A major goal of the RTP is to understand what challenges people face in traveling so that we can implement strategies that mitigate those barriers. We've spent the last several years focusing on equity and transportation through work like the transportation equity study. We know that many people in our region don't have access to a car or don't drive due to their age or ability. We identified priority communities through the Transportation Equity Study. We talked to several people within these communities to better understand their transportation challenges and will be carrying that input forward into this RTP update.

In addition to talking to folks specifically about their travel barriers, we also conducted a thorough spatial analysis to try pinpoint specific areas where we can focus on improving access and identifying more short-term solutions to alleviating transportation burdens.

Another barrier is safety. Safety is a huge concern on our roadways and with the recent endorsement of the Vision Zero Strategy, we have data and an understanding of where we need to focus attention on improving roadway safety. There's a map showing crash history going back to 2012 and each bin represents a six-month timeframe. We can use this data to see which areas are emerging as dangerous roadway hotspots and then also see how safety projects are improving roadway safety. One example,

was an emerging hotspot in Kings Beach based on crash data in 2014 and 2015. And since the roundabouts were constructed at King's Beach in 2016, there haven't been any fatalities and Kings Beach is no longer a crash hotspot.

We can use this data to evaluate our safety projects in that way. And then you'll probably also notice lots of issues on the East Shore Corridor of Highway 50. We know this is the most dangerous roadway segment and are committed to working with the community to identify solutions that can work for everyone.

Using all of that data and equipped with some of those answers to these key questions, we are moving into the RTP update focusing on identifying projects and funding for these core strategies: transit, trails, technology, and towns because we love our alliteration. Community members have communicated your vision for a more reliable and frequent transit system, a seamless and connected

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trails network, technological improvements that contribute to a more efficient system, and connections to all of these modes focused on our town centers. We're committed through this RTP process to help bring that vision to life. This RTP will be organized around these four core strategies.

This RTP update will be focused on addressing operations, funding, and accessibility with targeted updates and a focus on safety, recreation travel, and changing our recreation behavior. We're focused on implementing more technological system improvements that create better efficiencies in our transportation system. We're focused on identifying funding solutions for maintenance, roadway maintenance, and transit operations. Equity will continue to be a central theme in this RTP update. And then evacuation, that's something that's at the top of mind for many people in our community right now.

We are hoping to have a draft of the RTP out in Spring 2025 with final adoption slated for next summer. And then we'll be doing frequent check-ins with the Transportation Committee, which is sort of acting as our steering committee for this RTP update.

Board Comments & Questions

Mr. Aguilar referred to the crash slide and State Route 28. Is that the secondary group of red in the middle?

Ms. Richardson said yes, that's Spooner Summit.

Mr. Aguilar asked if that is the intersection of Highway 50 and State Route 28.

Ms. Richardson said yes, there have several fatalities in the past few years.

Ms. Hill is surprised there's not more red in that Crystal Bay to Incline Village section where there's been pedestrian crashes.

Ms. Richardson said it may be hard to tell on this graph today, but you can explore this map on the website and get more detail on certain areas.

Mr. Aguilar asked if all these crashes are happening on the Nevada side.

Ms. Richardson said there are more emerging hotspot areas in specific areas such as the Highway 50 Corridor on the East Shore that we know there are lots of safety issues. We are aware of some emerging hot spots in California. It's a little harder to see at this angle on the map. But there are some hot spots such as Pioneer Trail and through the City of South Lake Tahoe.

Mr. Aguilar said there's no underlying reason why it's more in Nevada than California or is the Nevada Department of Transportation approaching this differently.

Ms. Richardson can't speculate on how NDOT is working but through the US Highway 50 Corridor Management Plan, NDOT is very much aware of this issue, particularly along this corridor.

Mr. Aguilar asked if this information is being shared with the Nevada Legislative Oversight Committee. It's important for the Legislature to see that human lives are being impacted on the Nevada side at a significant rate.

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Mr. Rice previously worked for the Douglas County Sherriff's Department. NDOT has stepped up to the plate to try to correct some of these areas. One of the biggest hotspots was Zephyr Cove. There are cars parked along the highway and pedestrians getting in and out of their cars. That is being resolved this year with new parking signs, cars will be towed, and the fine is \$305 instead of \$25. There is also a traffic signal and crosswalk at Highway 50 and Warrior Way. They are also working on paid parking near the high school.

Mr. Aguilar said now State Route 28 is now experiencing those same problems. They're working on it, but again, how many lives is the question.

Mr. Settlemeyer asked if staff had an overlay of traffic counts to add to this layer. That is an important thing to look at. If you look at the larger number of accidents, probably corresponds with a higher number of traffic. If you look at Sand Harbor of 1.2 million visitors in a 4 to 6 month period, it's amazing we don't have a lot more problems on State Route 28. Some of the additions to the different parking lots that are being discussed and implemented will help alleviate this problem then hopefully we can ticket people a little bit better, which will also help. As far as the Stateline corridor there were plans in theories to try to help some of the traffic issues there, but they were not necessarily universally agreed to by all states and therefore did not happen.

Ms. Glickert said there was a map that showed the red line is where you saw the intensity of users which was on Highway 50 east and is where we have four lanes of highway. We don't have that anywhere else in the basin and those characteristics do play a role; the number of users, how many lanes are available, and other recreation hotspots. All of those characteristics have a correlation when you're looking at that user map.

Mr. Settlemeyer asked if there is any correlation, sometimes there are other forces at play. People's recreational habits sometimes in some of these accidents.

Ms. Richardson added a caveat to the crash hotspot map. It's not just fatalities. There's severe injuries and other injuries included in that. Those red bins don't represent fatalities in all cases. We have a crash dashboard where you can get the details on specific crashes.

Mr. Aguilar asked if Nevada is used as a pass through to California and Nevada is shouldering the burden of some of the externalities of that pass through.

Mr. Settlemeyer can't speculate on that, but you might be onto something.

Mr. Bass said the volume of our tourism still comes from California over Echo Summit or Interstate 80 just on the volume of tourism coming into the basin.

Mr. Aguilar said that's a different conversation than this area of the lake. If Nevada is shouldering the burden for people to pass through to California. He's trying to figure out the appropriate data on this situation and then you can start to assess and determine the funding issue.

Ms. Richardson said Mr. Aguilar is spot on. We don't have all the answers to those questions today, but this is definitely something that we'll drill into as we start to develop projects. Specifically, roadway safety projects for these areas. They'll gather more input on that before we finalize anything.

Ms. Aldean said the data shows that there is a lot of gridlock on the West Shore, two lane roadways, and they can't travel as quickly. On Highway 50 from Spooner Summit to the South Shore there are

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multiple lanes. It's an enforcement issue, more ticketing needs to be done for exceeding the speed limit. She's assuming they are speed related crashes for the most part.

Ms. Glickert said the US Highway 50 East Corridor Plan is being finalized. We can come back and have an update on corridor planning work.

Ms. Gustafson said if you look at Kings Beach and the roundabouts, the crash data went down but the congestion levels went up because of the pedestrian activity at those particular roundabouts.

Ms. Regan said we will send an email with the link to the crash data. It was only in the last five or so years that we as a basin came together to break down the lake into these corridor segments. So, we're able to now dig in deeper than we were before, and I know we all have worked very closely with NDOT and Caltrans sharing this information. NDOT has stepped up patrols, and speed is a factor. We talked about that in the Active Transportation Plan particularly with pedestrians and bikes, and the level of severity of injury is directly linked to speed.

The more work we can do to slow traffic in those areas where there are multiple lanes, which was the case in King's Beach. Prior to the roundabouts, it was really the only place people could pass on the North Shore, and they would speed up through Kings Beach. So, it is a trade-off. There have been fewer fatalities, but there is more congestion. Those were some of the policy trade-offs, but it has saved lives on the north end of the lake. But there's a lot of factors now; fire evacuation has come up.

We'll bring back an update on the corridor plans. We'll get some more input from our transportation implementation partners and keep you apprised. Our Implementation team will be evaluating the projects and that's all manner of projects, the local jurisdiction level, NDOT and Caltrans that will try to improve the infrastructure to build more safety, to add more mobility options for people to have other choices. What the cost of those is going to be in today's dollars versus the last Regional Transportation plan that we did five years ago. All that will be part of the analysis that the Transportation Committee will be digging into in the coming months."

Ms. Laine said the Agency has always tried to be solution oriented and not pointing fingers across the table at where the traffic is coming from or where it is going. With the popularity of Sand Harbor and a million visitors going there, that's how many visitors go to Emerald Bay. It's something we have to be concerned about and having this kind of information that can point it out to us visually so that we can get all hands on the ground to try to deal with solutions is important.

Ms. Hill referred to slide 18, the estimated trip distribution by trip type. It says 2018 and we are going to get updated data. What are we doing for that updated data or how are we ensuring the accuracy?

Ms. Richardson said this data was from our travel demand model, the model that we use for the last RTP. We will be updating the travel demand model for this RTP cycle using 2022 as our base year or maybe 2023. There are many different inputs that go into that.

Ms. Hill asked if the SMART grant that the Tahoe Transportation District received to look at license plates will be in time for this RTP.

Ms. Richardson said no because they're just starting to pilot some of those technologies. Hopefully, they'll have some more infrastructure on the ground prior to the next RTP cycle and we can use some of that data.

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Mr. Bass asked where in the process does local jurisdictions get projects included in the RTP. First, is the gondola.

Ms. Richardson said we're working right now with all of the local jurisdictions on their project lists and vetting that through the Tahoe Transportation Implementation Committee (TTIC). There will be opportunities for input on the project list.

Mr. Bass asked if that list will come back for board approval.

Ms. Richardson said yes, the project list will be part of the final Regional Transportation Plan that this board approves, which we're expecting that to happen next summer.

Mr. Bass has brought up rail for the Northern Nevada region between Reno, Minden and eventually up Spooner Summit, which I think is the solution for our region that's crucial. How do we get that regional connectivity when that's not really within our territory? How do we get that into that larger planning effort to reach the state of Nevada for that high speed link to eventually link Interstate 80 with high speed rail.

Ms. Glickert said that is part of the job as the Metropolitan Planning Organization. They have meetings every month with NDOT and discuss all of those things. NDOT is a non-voting member of the Tahoe Transportation District board. So, we could also have those conversations at that. That is some of the collaborative work that we do with the Regional Transportation Plan. We work with all the MPOs near and far from the basin.

Mr. Bass said if we were to put rail through the eastern part of the Highway 50 corridor and eliminate the fourth lane on the downhill section and then switch it when you get to Spooner Summit. Because most of the high speed traffic is heading downhill trying to pass vehicles but you need both lanes uphill for slow moving trucks. If you eliminated that fourth lane with rail, I think you would see a huge safety benefit in that corridor as well as being able to move people into Tahoe without a vehicle.

Mr. Aguilar is not looking to place blame but rather to get clarity of understanding what the situation is so when I'm having conversations with the decision makers, it's an accurate portrayal. It's his responsibility to represent Nevada taxpayers and to get the best for what they deserve.

Ms. Gustafson said in the past there have been a lot of questions on the data and the delays in getting the data from Caltrans and NDOT that would provide some of the answers to who is using that corridor. You'd still have to get the crash data specifically to know who was involved in the accidents.

Ms. Richardson said we definitely struggle with delays in data, and we're limited in what we can analyze based on that. Our most recent crash data is through 2021. I don't know if we've done an analysis on who is involved in those crashes and is not sure whether that's part of the data set, but we can look into that.

Ms. Gustafson said the global picture is great, but I think it is crafting those solutions. Is micromass transit going to work, main line trains, trolleys, buses, etc. We need to know who's going, for how long, and the purpose of their trip is.

Ms. Richardson said in the last RTP, we included a section with corridor profiles which was getting at some of those questions. We had information on demographics of who's traveling within those corridors.

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Ms. Gustafson said we'd all appreciate knowing those sources and how reliable they are. Because often when I've mentioned that VMT is down, people don't believe me. But it may not feel that way in a particular segment or on a particular day.

Ms. Glickert said at the Transportation Committee meeting in June, we'll be talking about that through the Transportation Performance Report and how we dove into VMT and sometimes it doesn't always correlate with how people feel. We looked at congestion and times to help tell the story.

Ms. Gustafson said the Governor's revise in California cut \$2 billion out of roads and transit in his proposal. Have we been given any indication of how that will affect our transit funding for the basin.

Ms. Regan said there's a big slug of money from SB125 that we think is intact for the basin which is very uncertain until the budget wraps up.

Mr. Haven said the budget is not finalized; however, the May revise did maintain critical transportation funding through SB125. That is just a delay rather than a cut and it's also going to get extended out to a third year. It was two years of funding, it is really one-time funding, but it's critical emergency transportation and transit funding. That's going get strung out to three fiscal years instead of two and we have yet to receive that first round of money. It works well for the transit operators. A lot of the transit conversations that have been going on in the South Shore and the North Shore. We're working with both operators to make sure that that money is secured and moving out as early as this coming fiscal year.

The Transportation Development Act funding, the other main state transit funding was not impacted by the budget cuts. That's more directly tied to gas sales and sales tax. We did okay, but the dust hasn't settled to see the true impact. There may be impacts to active transportation funding and will have to see where that lands. We'll have a better sense of that in the coming months as the budget is finalized and we'll be bringing some of those assumptions into the financial discussion around the Regional Transportation Plan.

Ms. Leumer added a comment to the active transportation cuts. There was around \$300 million in reductions proposed in May and is on top of the \$200 million that was already proposed in January. The total cuts in May were \$973 million. And then there's \$555 million shifted to the greenhouse gas reduction fund. That's still getting funding but from a different source. Then the reductions come from the general fund. It's not finalized yet so, there's still time to weigh in on that.

Ms. Regan said we're fighting hard and very closely with our congressional delegation, who are stepping up for all of our transportation funding opportunities in this last budget of the Congress. For State Route 28, we're very pleased to get our delegation from Nevada to support a \$5 million congressionally designated funding AKA earmark appropriation. There's a lot of funding in the works to build out that corridor of SR 28 and do more shuttles and parking. The parking lot construction is going forward that you all approved, the Forest Service lot near the Thunderbird Lodge. We have a very big ask of the Federal government with USDOT for \$25 million. Tahoe Transportation District was the lead on putting in a \$25 million request to invest in the SR 28 corridor. Tahoe is a rural population, we struggle with big city transportation problems, but we're attacking it aggressively.

Ms. Williamson said after digging into the Vision Zero Strategy that the board heard in December, TRPA has an interesting website here that you can go through the crash data from 2013 to 2021 and filter it by state and county. What I find most fascinating looking at this is the Nevada crashes are in daylight, clear weather, non-collision crashes. People are swerving off the road; they're not in head-ons.

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VIII. APPEAL

- A. Appeal of Figone Garage/Accessory Dwelling Unit Permit, 32 Moana Circle, Placer County California, Assessor's Parcel Number (APN) 098-191-018, TRPA File No. ERSP2023-0701, Appeal File No. ADMIN2024-0005

Ms. Williamson said the Legal Committee unanimously recommended to the Governing Board to deny the appeal and affirm the staff report. A notable detail was that the unit being discussed will be used by staff who work at Chambers Landing and some of the ski resorts and is who she's rented to for no charge in the past and is her intentions in the future. In the furtherance of TRPA's mission to continue to support affordable housing in the basin was an important detail of this appeal.

Mr. St. Michel said the project in question concerns a construction permit for the demolition and reconstruction of an existing detached garage. The permit, issued by the executive director at the staff level, allows for the construction of a new garage with additional height and an accessory dwelling unit (ADU) on the second story.

During the legal committee meeting earlier today, there was a discussion involving the neighbors challenging the permit. After presenting the recommendation to deny the appeal and uphold the executive director's decision to issue the permit, there was a fruitful discussion. Key issues raised during the appeal included concerns about housing compliance and whether the ADU would be utilized for achievable housing as per the deed restriction. Ms. Figone expressed her intention to rent or make the ADU available to seasonal workers, emphasizing her commitment to affordable and workforce housing opportunities. Other issues such as required findings and scenic assessment were discussed, with opponents acknowledging the staff report and not pressing these matters further. There was also recognition of the challenges citizens face in understanding technical aspects of TRPA code, highlighting the importance of staff assistance in clarifying such complexities. Rather than delving into a detailed presentation, these observations capture the essence of the morning's discussions.

Mr. Egerland expressed his appreciation for the responsiveness and effectiveness of the TRPA staff, including Brandy McMahan, Katherine Houston, and Graham St. Michel, during my first experience with the TRPA process. Their timely assistance was invaluable.

As the application appears to be technically compliant, we anticipate that our appeal will be denied as expected. Our focus now shifts to the execution of the goal to provide achievable housing in the basin and the ongoing improvement of policy to achieve that goal.

One component of our appeal that I find significant is the contention regarding the applicant's stated intention for the property. Despite the staff's characterization of these intentions as vague, our evidence clearly indicates otherwise. The applicant's attorney explicitly states the intention to use the ADU as a separate residence, with plans to move full time to Lake Tahoe.

Furthermore, the opposition letter supports this intention by stating that the applicant began improving the property for her family in 2020. These statements are clear and should not be misconstrued as vague.

Moving forward, we requested a copy of the TRPA-prepared deed restriction, which we expect will define the restrictions on the use of the permitted property. We are also interested in understanding the interaction between Placer County and TRPA regarding deed restrictions and how TRPA will monitor and enforce these restrictions to prevent their removal.

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Enforcement via Code of Ordinance Section 52.3.4, the TRPA "report a concern" form process, and discussions in the Legal Committee regarding compliance procedures are all important considerations. It is essential to increase penalties for misuse and ensure effective monitoring and enforcement of deed restrictions to protect the integrity of the achievable housing program and the environment.

In conclusion, I urge the board to closely monitor this project. While the applicant has stated their intention to provide achievable housing, there are concerns about potential misuse of the bonus unit program. It is crucial to ensure that the program serves its intended purpose and does not inadvertently facilitate abuse. The file number for this project is ERSP 2023-0701. We anticipate continued scrutiny from neighbors and residents, and we hope for a fair and transparent process moving forward.

Mr. Brown representing Ms. Figone. He extended their gratitude to the TRPA staff for their thorough work in summarizing why the appellant's appeal should be denied. The Legal Committee unanimously agreed with the staff's assessment. This project fully complies with TRPA ordinances and development standards. This project wasn't intended to include an ADU; however, it was later modified to incorporate one. It's crucial to understand that the objections raised by some opponents, who are members of the HOA, stem primarily from personal views and not from any genuine concern about the ADU.

During the Legal Committee meeting, Ms. Figone articulated her intent to comply with TRPA ordinances regarding ADU restrictions, as evidenced by the deed restriction. She plans to reside in the main residence and have someone occupy the ADU, consistent with TRPA regulations. The proposed project is modest in scale compared to recent developments in the neighborhood. It's essential to

contextualize this dispute within the broader landscape of private property rights and not allow it to become a matter for TRPA jurisdiction. The objections raised by opponents regarding views are not grounds for TRPA intervention, as private views are not protected under TRPA ordinances unless under unique circumstances, which do not apply here. Furthermore, some opponents have vested interest in preserving their views, as illustrated by their roles within the HOA and architectural review committee.

Ms. Figone's property is not significantly different from neighboring residences in terms of size and impact on views. In summary, this project aligns with TRPA development findings and standards, and the appellants have failed to provide any substantive basis for their appeal beyond acknowledging technical compliance. We request that you affirm the executive director's decision and uphold the legal committee's recommendation.

Mr. Egerland reiterated that the presentation you just saw has nothing to do with the permit or the appeal. It has everything to do with an HOA issue that will be litigated separately. This will potentially serve as a blueprint for how to not implement affordable housing in the Tahoe Basin.

Board Comments & Questions

Ms. Laine has been immersed in the vacation home rental issues for about two decades and one of the issues is the fact that a lot of the neighborhoods that had a proliferation of vacation home rentals had CC&R's in place but not HOAs. It's always been government's opinion that it's the HOAs that have to enforce their own CC&Rs. In this particular case, there is an HOA and there are CC&R's, how do we deal with it if there's a conflict with TRPA's & the HOA's rules? Do we ignore the HOA and the CC&Rs and focus on the TRPA regulations?

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Ms. Gustafson's understanding is that Placer County does require a deed restriction on ADUs that they cannot be short-term rentals and are enforced. Was it done in this situation and are we also enforcing that?

Mr. St. Michel is not aware if Placer County has done any deed restriction. There is a condition in this permit that there be a deed restriction limiting the property to achievable housing and disallowing it from being used as a vacation rental. That's an eligibility requirement for getting the bonus unit. He deferred the question about Placer County to Ms. McMahon. Regarding Ms. Laine's question about the conflict or the interplay between HOAs and TRPA. He said TRPA has to go through its permitting analysis and decisions. It makes sense to him that HOA's which have their own CC&Rs, their burdened properties, landowners that have CC&Rs and the HOA is going to have the opportunity to enforce those against those property owners. It's their own interpretation and application of how they want to do that. It makes sense that TRPA would keep itself out of those types of disputes and let that be the domain of HOA's. Even in this case, sometimes they have their own disputes. Ms. Figone's attorney raised the fact that they're in litigation with the HOA over its application. Also relevant in this case is California law that is favoring ADUs and makes it hard for HOA's to restrict ADU's because there's a California policy favoring ADU's. Those are things that TRPA may want to steer clear of and apply its own Code of Ordinances and items like that in the permitting.

Ms. Laine said if in fact this is going to be achievable housing, which sounds like that was the statement that was made to the Legal Committee by Ms. Figone. How do we know if that's how it's really being used as opposed to just another place for family to land when they visit.

Mr. St. Michel said it is difficult and this is something we have to think about when staff issues a permit. There's the permit decision, does it meet all the eligibility for a bonus unit? One of the eligibility requirements being that they're needs to be a deed restriction. When you have the applicant representing to staff that they are going to follow the ordinances and record a deed restriction that's perpetual on my property that limits not only my use, but future owners of my use of this property. At that point, the requirements have been met. It's a good point that Ms. Laine brought up enforcement. That's separate from whether or not the permit is proper. TRPA is taking seriously the compliance with deed restrictions and we're ramping up discussions of how we do that. Since 2018 there is a requirement that owners annually report to TRPA of how they use the property. There's also a way for other citizens and neighbors to file a complaint form for any kind of violation. TRPA does respond to 100 percent of those. Then there's another percentage that staff audits for annual compliance. There is a process but it's just not what we're talking about in terms of whether the permit was proper.

Mr. Marshall said for this appeal, while Ms. Figone says she's going to rent it or allow people to live there rent free, that doesn't necessarily mean that's the continued use out in the future. She's obligated to comply with one of the four ways of the terms of the deed restriction. It doesn't have to be that workers who are either local or earning below 120 percent median. In hearing the appeal, you should assume that she has to comply with one of those provisions but not necessarily a particular one. It was important to the committee members to hear her intent and that she had been renting or allowing people to live in the garage that she already possesses.

Mr. Hester said in 2018, we looked at our compliance process and thought there could be some improvements. A person now has to do an annual compliance form. We hired a firm who did an audit of those, and we have a pretty good compliance record from 2018 forward. Those that don't we're following up with. We are now back at the Legal Committee asking how we can make it even better with fines and making those more significant. It has to be one of four conditions, workforce or achievable housing, someone who is retired and has been there seven years or is it a family member.

Public Comments

None.

Board Comments & Questions

Ms. Aldean moved to grant the Appeal which motion should fail to affirm the Executive Director's determination.

Ms. Laine said one of the ways to qualify is a "family member." She's not concerned in this particular case that Ms. Figone has any intention of doing this. It's not directed towards her but just because of the vacation home rental ordinance, she's worried about letting the cat out and not being able to get it back in the bag. She asked staff to elaborate on what would qualify for somebody getting a bonus for an accessory dwelling unit and being able to house family there.

Mr. St. Michel said the definition of achievable housing in the Code of Ordinances is Single or Multi-family residential dwelling to be used exclusively as a residential dwelling by permanent residents who meet one or more the following. For Accessory Dwelling Units there is a fourth that when the unit is occupied by a family member related by birth, marriage, or adoption to the owner of the primary dwelling. Under the current TRPA code, there is a way that qualifies for achievable housing.

The other three are the workforce housing is basically that a worker's job is requiring them to be located here. The third is the retired person who's lived in a deed restricted unit in Tahoe Basin for seven years or more. The other is that if you meet the definition of moderate income. If the household is equal to, or below 120 percent of the area median income.

Ms. Laine asked if someone rented the unit for a season of say of five months and then the remaining seven months, family members used it occasionally. Does that still qualify someone?

Mr. St. Michel said these are good questions. The seasonal workers would probably be under the workforce requirements and would be in compliance. When there's an intermittent family member coming and going, that gets it the question of whether or not that's a permanent resident. If there's family members occupying it consistently the rest of the time that qualifies because it's under that fourth basis for an ADU. But there is that component in the Code of Ordinances definition where it talks about it being used by permanent residents. That's where it gets a little bit difficult to apply when they're coming and going.

Mr. Marshall said you can't use a deed restricted ADU as a second home. It's inconsistent if it's being used as a second home. In Ms. Laine's hypothetical, it's used as a second home for a portion of the year and housing is another portion and that is not consistent with the deed restriction. If it turns out that it's one month, we'd probably say you need to make certain in the self-reporting that it's not being used for that purpose. It's clear that you can't use it for second home purposes.

Ms. Laine said it's dangerous waters if we don't have some parameters around it.

Ms. Gustafson said the discussions in the Legal Committee were talking about those penalties and fines and refining what we found throughout regulation of short term rentals or anything else we do; we're constantly modifying because people find interpretations around the rules, and we need to continually adapt to the changing environment.

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Nays: Ms. Aldean, Mr. Aguilar, Mr. Bass, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Conrad-Saydah

Motion failed.

Ms. Aldean said in Carson City, Accessory Dwelling Units became an issue years ago when she was on the Board of Supervisors. An exception was made for people who are related and need care such as an elderly person. She assumed that TRPA Code 90.2 doesn't relate to the awarding of a bonus unit. You can have an ADU if you're in a single-family zoning district without receiving any sort of dispensation from TRPA with respect to applying for a bonus unit.

Mr. Marshall said that's correct.

Ms. Aldean said there is a need to refine the language to meet the intent. Just because a person wants to move to Lake Tahoe and live in a smaller home is not a proven need.

IX. PUBLIC HEARINGS

A. Proposed revisions to environmental threshold carrying capacities (threshold standards):

- 1) Restoration of stream environment zones, SC11-SC13
- 2) Tahoe Yellow Cress threshold standard, VP21
- 3) Aquatic Invasive Species threshold standards, WQ9-WQ14

TRPA staff Mr. Segan provided the presentation.

Environmental threshold carrying capacities are the threshold standards. The term "environmental threshold carrying capacity" was given to us by an active congress. We have often heard from partners that they don't understand what the word is. It's defined as an environmental standard. So, we typically use the term "threshold standard" when we describe them. Congress also defined the role these threshold standards play for both us and our partners in the region.

And the threshold standards occupy a role at the top of our pyramid. They are the guiding light, the things that we are trying to achieve. These are the basin's threshold standards. That was Congress in the two states' vision, and they continue to be used like that. This is highlighting text from the Lake Tahoe Restoration Act, suggesting that we use the threshold standards and potential contribution towards threshold standard attainment as one of the parameters that guides our investment with those dollars.

We've been working on this project for quite some time now. We started by asking the Science Advisory Council to review best practices from around the country on how other large environmental restoration initiatives set their own goals. We set our original set of threshold standards in 1981; the vast majority of those, about 150, date back to that period so we have a lot of work to update those. The Science Advisory Council did a broad look around the country and identified some core principles for us to adhere to as we update these standards.

The first of those is that we should be very specific about what role these play within our system and how they relate to other information that we capture and how we use that information. And the

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Science Advisory Council basically suggested that threshold standards should be those broad things that you're trying to achieve at the end of the day, not the individual things that you do to get there, but the why of what you're working towards - trying to restore 100 feet of clarity in the lake, not the miles of street sweeping, not the number of BMPs that we implement in a year, not the acres restored, but rather the end goal that we are searching for within our system.

They also suggested that we align our performance measures such that we have clear connections to those threshold standards. And that's been the goal of this entire process.

They also suggested three things that each threshold standard should be. In addition to being outcome-based, being focused on why we are doing this, the other two may sound relatively simple. They should be specific and measurable. We should all be able to articulate where we stand relative to each one of these. We have to define an endpoint and we have to have a way to measure where we stand relative to that endpoint. Seems like basic stuff, but many of our standards today do not adhere to these basic principles.

These recommendations today are from the entire Environmental Improvement Program. When we began working on these three threshold categories, we started with the Tahoe Interagency Executive Steering Committee (TIE), which is the executive committee that guides the Environmental Improvement Program. They're the ones responsible for implementing all of the projects that get us to where we're trying to go. They have sub-working groups. These are the people on the ground that are doing the work related to the topics that we're talking about today.

Each of the proposals before you are crafted by and discussed by those individual working groups. With input from the Science Advisory Council, they've been reviewed by the Threshold Update Initiative Stakeholder Working Group which is a working group that you chartered. They were reviewed by the Advisory Planning Commission, reviewed by the Regional Planning Committee prior to bringing them to the Governing Board today for consideration.

I'm going to walk through each of the three categories of updates and highlight what we're trying to accomplish with each of these. The first is Stream Environment Zones. This is a term that's unique to the Tahoe Region. They are generally wetlands, meadows, fens - things that are influenced by groundwater.

We have a long history in the Tahoe Region. Our work trying to restore our wetlands and meadows predates our original thresholds from 1981. But we have four threshold standards on the books today. The first is that we do not allow any degradation of our existing naturally functioning ones. We're not proposing any modification to that one. We are proposing modifications to the latter three, and the issue with each of those three is that there's never been an accepted baseline or firm definition for what each of those are. And because there's not an accepted baseline or firm definition, we've had some issues related to the accounting.

The accounting system that we use today was established a little over 40 years ago, and it identified the target of restoring 1,100 acres of SEZ. We are on the precipice of achieving that target this year, which is a monumental task that should be celebrated. As of today, this is pre-reporting season for this year. We are four acres short of hitting that target. So as our partners go through their work and updating their projects for the year, we're likely to hit that target.

But that's not the whole story. We have a bit of a storied history here in terms of how we account for SEZ restoration. TRPA officially acknowledges that there is just under 1,100 acres restored. A little over ten years ago when we adopted the EIP performance measure, partners asked us to add

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enhancement. Many of the things that we do to the wetlands in the region, you can think of things like Conifer thinning or removing some invasive species, fall short of the EPA definition of restoration, but are considered enhancement. We started tracking enhancement a little over ten years ago, and we've restored nearly 400 acres. We should also acknowledge that our partners over the years have acquired 900 acres. So those are acres that they prevented from degrading by bringing into the public sector and public management. Also, for reasons that we cannot fully track, the Forest Service had a separate list of SEZs that they restored in the early 1980s that we have never acknowledged as part of our accounting system, but we should acknowledge that projects occurred on those areas. If you add this all together, we've restored, enhanced, or acquired just over 3,000 acres of SEZ in the last 40 years - an incredible accomplishment. At the Regional Planning Committee meeting, I read into the record nearly 50 partners that are the people that actually did all this work. It's the work of the numerous partners of the EIP, and it's something to be celebrated.

The bad news related to our target is that the last time we had our threshold evaluation peer-reviewed, they basically referred to our accounting system as antiquated and focused only on the acres and not the quality. We received a grant from the EPA soon thereafter to integrate quality into our reporting.

Along with the working group that oversaw the implementation of that grant, we developed what we called the SEZ Condition Index, which basically used a series of between five and nine factors to rate the quality of stream environment zones within our region. The data from this is informed by all the surveys that partners do. We compiled all of that information to develop the SEZ baseline.

A presentation about three years ago shows all the scores that go into the quality index for each of our stream environment zones. There's information about who collected the information that you are seeing and the last time that information was updated. Basically, the SEZ Condition Index is relatively simple. It says each SEZ has an area; it has a quality score. We multiply those two together, and that's the quality and the contribution of that to our overall regional SEZ function.

Through the EIP working group, the Watershed Improvement Group that worked on this, we had a series of meetings where each partner went through and identified SEZ that they thought should be included in a restoration target. We automatically added everything that's already in the EIP tracker on the five-year list, and then they went through and added additional items. And through that process, we aggregated all of those. We told them to think about a 20-year planning horizon and what they could accomplish or what we would like to accomplish over that time period. And through that, we developed the next proposed restoration target for stream environment zones in our region. That target is for consideration for you today. It's to increase the quality and function of our stream environment zones from 79 percent of their total possible score to 88 percent of their total possible score. It's a flexible target in that it can be achieved in a number of different ways. It's not prescriptive

in terms of identifying any individual project. But it does allow implementers the flexibility to prioritize their resources and integrate restoration within other projects.

Next is our Tahoe Yellow Cress restoration target. Tahoe Yellow Cress is a very rare plant found only in the Tahoe Basin and a couple of other locations in Nevada. It's found in the marshes in the southeast part of the basin, and it is nearly extinct. The best scientific estimate is that there are fewer than 10,000 of these plants remaining. It's listed as a federal species of concern by the U.S. Fish and Wildlife Service, and the Forest Service and our partners have a number of projects. But in the last several years, we've found that projects have fallen a little bit short of meeting that ultimate threshold.

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The recommendations of the Tahoe Yellow-Acres Adaptive Management Working Group were to align our threshold standard with that science and with the conservation strategy for this species. What that alignment means is acknowledging the influence of lake level and adjusting our targets accordingly.

There are two changes that they're proposing here. The first is that we have variable targets: a higher target when the lake level is low and a lower target when the lake level is high. When it's in a transition zone, it stays the same. This aligns with the strategy.

The other change that we're making is a move from population sites to occupied sites within the science community that addresses the species and monitors them. The notion of a population site is not well understood, but an occupied site is. Survey sites have been defined, so this is in line with the Science Council's guidance that we have specific and measurable goals for each of our standards. We're moving away from the term "population site" and using "occupied survey site."

The last topic is our Aquatic Invasive Species Program. There are two parts to this program; The prevention side of that program, which aims to stop new invaders from entering our lake and our watersheds. The other part is the control program, which addresses those that are already here. We are not proposing any modifications to the prevention threshold standard. The goal is still to prevent any and all from entering the lake. But what we are proposing are modifications to the six threshold standards related to the control program.

What you'll notice is that none of them is specific or measurable. So, anytime we report on them - did we reduce the abundance of AIS? Yes, we did. Did we do it enough? Everyone in the room could have a different opinion. The goal is to have specific and measurable targets that we can all agree on and objectively evaluate. Did we do enough, or do we need to do more?

The fact that these were not specific or measurable was identified by our partners at the Tahoe Science Advisory Council, who referred to these not as threshold standards but as goals - more like aspirational statements or how you might describe what you're trying to do to a friend over dinner, not something for use in the regulatory setting.

The AIS Coordinating Committee that implements projects related to AIS in the region proposed two new threshold standards from the existing documents that guide implementation within our region. The first is that all known infestations in the main lake are in the surveillance category. Many of you are probably aware once a species becomes established, it's incredibly hard to eradicate. We're going back every year to monitor whether or not they're there. Being in the surveillance category basically means no AIS. It means that the dive team surveying the site can pull up whatever they see in less than a day. So, there's no AIS there.

The second proposed standard relates to the infestation in the Tahoe Keys and aligns it with what the science strategy of the Control Methods Test believed was possible for that region: a 75 percent reduction in abundance of aquatic weeds within the Keys.

Board Comments & Questions

Ms. Aldean said we're focused on the proposed standard that's being considered today for Stream Environment Zones for restoring or enhancing. Are we proposing a standard for additional acquisitions?

Mr. Segan said there is no standard for acquisition where it's accompanied by restoration and enhancement would count towards it.

Ms. Aldean asked why we don't propagate the Tahoe Yellow Cress and plant them in an area where they're not likely to be inundated by high water levels.

Mr. Segan said it's a species that thrives in disturbance. They do have a seed bank and I think the conservation strategy calls for planting under certain circumstances such as being trampled everywhere they were. To date, the species overall management has been effective in implementing the conservation strategy. They were a candidate for listing as an endangered species a little over 5 years ago. The Fish and Wildlife Service found that listing was not warranted at this time because of the successful implementation of the conservation strategy. That would be fallback position and is part of the imminent extinction strategy if we've totally failed.

Public Comments

Bob Larsen, California Natural Resource Agency/Tahoe Science Advisory Council said TRPA staff have done a wonderful job in continuing to move forward these complicated threshold update efforts. The council appreciates the opportunity to participate and will continue to support these efforts moving forward. He started this when he worked at Lahontan and said we could probably be more efficient and there are opportunities to advance some of these threshold updates more quickly and accomplish these goals. He supports the proposal.

Stuart Roll, California Tahoe Conservancy supports the proposed new threshold standards and particularly the Stream Environment Zone standard. He commended the outstanding work by Mr. Segan and his colleagues at TRPA for conducting a thorough and collaborative process. This resulted in a technically sound approach that will work well. It's flexible and meaningful way to track and monitor progress on SEZ restoration, which is valuable. They are supportive of the proposed new SEZ standard and the science and condition index supporting it. This standard provides a good direct and understandable connection between individual projects. And the overall regional goal, which is valuable and is something that we were missing a little bit with the old standards. It does a good job in demonstrating the importance of future restoration work. There is a lot more to be done along the Upper Truckee and other priority watersheds.

Ms. Regan scaled up the conversation around the wetland's restoration work. We often get headlines around development projects or redevelopment projects, and that takes a lot of the oxygen in the public sphere. But this is the meat and potatoes of the partnership and the work we're doing. Instead of having the big party, which I still want to have to celebrate hitting the old target, we're making the standard more challenging because the work isn't done. We're relying on science to guide that work and modernizing that standard. There was an interesting column that appeared today in the Reno Gazette Journal around the Motel 6 acquisition and the great accomplishment of the Conservancy and the partnership.

And we try to educate folks around your contributions that you all authorized of \$3.5 million in mitigation dollars from projects in the private sector—people doing projects to connect those dots. Because sometimes we lose that connection when someone does a project, and they pay into an account with good money. Those dollars can get aggregated to accomplish wetland restoration like around that Motel 6 acquisition.

Ms. Leumer asked if we have ever tried to put a timeline to achieve these targets by a certain date.

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Mr. Segan said we have. The last standard we adopted before these, the VMT Per Capita Standard, had a timeline as well. We kicked around the idea of dates for these but ultimately did not recommend them because we didn't have a plan that actually implemented along that timeline to get there. The idea was that if and when the plan is developed, I'm thinking about here for the Tahoe Keys that we could adopt the timeline for that as well or incorporate that into the threshold standard. Part of the goal of the initiative is actually to revisit the thresholds more frequently to make them more vibrant in terms of our everyday discussions and update them where we see fit and when the information is available to do so.

Ms. Aldean made a motion to approve the required findings (Attachment B) including a finding of no significant effect.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Mr. Settlemeyer, Ms. Williamson

Absent: Mr. Bass, Ms. Conrad-Saydah

Motion carried.

Ms. Aldean made a motion to adopt Ordinance 2024-___, amending Ordinance 2019-02 (Attachment A-Exhibit 1) that updates to the threshold standards for 1) Stream Environment Zone (SEZ) restoration, 2) Aquatic Invasive Species control, subject to the following change: Second paragraph in the proposed standard shall now read "Reduce average aquatic invasive plant abundance in the Tahoe Keys by a minimum of 75 percent from the 2020 baseline year and 3) Tahoe Yellow Cress conservation.

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Mr. Settlemeyer, Ms. Williamson

Absent: Mr. Bass, Ms. Conrad-Saydah

Motion carried.

X. REPORTS

A. Executive Director Status Report

Ms. Regan said TRPA staff Mr. Boos was nominated and a runner-up for the Blue Ribbon Awards category of public agencies customer service from the Tahoe Chamber. Tom manages our Aquatic Invasive Species Watercraft Inspection Program, partners with the Tahoe Resource Conservation District, marinas, and lots of folks.

Twenty years ago, the words customer service and TRPA didn't go together. It's been a great pleasure that with concerted effort of being more open, transparent with the public and upping our focus on being helpful, knowledgeable, and helping facilitate good projects responsible projects and not having people be afraid to come in the door to have a consultation with TRPA. That took many, many years to turn around.

Last week, staff planted Sugar Pine saplings in the back of the TRPA office.

We've been receiving emails from the Homewood Mountain Resort on the West Shore over the last year, from folks who are very interested in the future of Homewood. Staff have been working with them for quite a while to get an update and a revision to their approved permit and master plan

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action of the board from 2011. We did get that application in the door last week. That's public information that can be found through Citizen Access on Accela permitting software. There are 66 attachments that accompanied that submission. The team has been going through that application submittal. At the June Governing Board meeting, we're bringing a fuels reduction forest health project for Homewood.

The National Outdoor Recreation Conference was held here at the Tahoe Blue Event Center a couple weeks ago. We were featured in field tours and panel discussions. Lieutenant Governor Anthony of

Nevada came to Tahoe to speak at a keynote and presented our team on Destination Stewardship, which is many, many partners. Board member Ms. Faustinos joined us for one of the series webinars on what's happening on the North Shore.

On June 12, you are invited to join the Advisory Planning Commission for a field tour of the Meeks Bay Restoration Project.

B. General Counsel Status Report

Mr. Marshall said we received a petition for writ of certiorari in Dr. Garmong's challenge to the cell tower. He's petitioning the Supreme Court to review the 9th Circuit's dismissal of his action and the order confirming the award of over \$700,000 in attorney's fees. The petition itself takes an interesting tact, it recast the case as an issue that's particularly ripe in front of the US Supreme Court, which is whether or not there's a private right of action under the 5th Amendment, to the US Constitution due process clause. The case below didn't have a whole lot to do with that, but the way that various entities like to get issues in front of the Supreme Court is to pepper them with opportunities. We have gone through an informal process of interviewing a Supreme Court counsel to guide us through this process, the first decision on behalf of the Agency we need to make is to whether or not to oppose the petition for certiorari, sometimes it's better to have the Supreme Court clerk look at it to see whether or not it actually presents an issue, but this may be one of the exceptions where we may want to file a certiorari petition.

This case arises out of the granting of a permit for a cell tower. There's an indemnification condition in that permit and so all of our costs have been indemnified to date.

The other case is the California Sports Fishing Protection Alliance and Sierra Club v. Lahontan Regional Water Quality Control Board was issued the day after the April Governing Board meeting. The state is still considering whether to appeal. Their first filing for a motion for reconsideration on this isolated issue of whether or not the entire record was adequately before the Trial court when the court issued their decision reviewed the matter. Once that is resolved, then the state will have to decide whether to appeal or the Tahoe Keys Property Owners Association. From our perspective, and we think the majority of the stakeholders, there's no reason to stop moving forward with the control methods test. It's in its last year. There have been no herbicide applications in the last two years. This is just control methods that are non-herbicide.

Then we'll move on to the next phase, which is what to do about the long term approach to weeds management in the Tahoe Keys.

Board Comments & Questions

Ms. Leumer asked if it were correct that Lahontan would pay fees if this case doesn't get appealed.

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Mr. Marshall said yes.

XI. GOVERNING BOARD MEMBER REPORTS

Ms. Leumer said the California budget is still to be decided but there's significant cuts across the board. She flagged the proposed cut to the Habitat Conservation Fund. This is one of the few consistent pots of money we have through the Wildlife Conservation Board that helps provide funding specifically at the California Tahoe Conservancy among other groups. They're proposing a net reduction of \$225 million across the board. That's supposed to sunset in 2030 but what the budget change proposal is proposing is to end it this year. Six years short and a couple of hundred million dollars that go to great projects and has helped conserve over a million acres in California.

Ms. Gustafson said the Lake Tahoe Summit will be on August 14th tentatively at the Round Hill Pines.

XII. COMMITTEE REPORTS

A. Local Government Committee

No report.

B. Legal Committee

Ms. Williamson welcomed new TRPA attorney's Ms. Burch and Mr. St. Michel.

C. Operations & Governance Committee

No report.

D. Environmental Improvement Program Committee

No report.

E. Transportation Committee

No report.

F. Regional Planning Committee

No report.

XIII. PUBLIC INTEREST COMMENTS

Alan Miller, Professional Engineer provided written comments. He found the science presentation to be very unimpressive and the board discussion that followed a sad exercise in misdirection and pretend concern. I predicted this discussion in late 2022 when I announced to TRPA my own scientific hypothesis which is that a primary source if not the main source of microplastics in Lake Tahoe is the plastics approved in the shorezone for marinas, docks, and recreational boating in general. Plastic structural materials in the hundreds of tons that are deteriorating over and into the waters. The microplastics from these mega sources are accumulating as microscopic particles and will continue to do so at increasing rates as the plastics disintegrate. I'm a stakeholder and reached out to the science community and have been ignored as the misdirection I predicted continues. TRPA and the Lahontan

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Water Board want to initiate a great and costly scientific study rather than implement control policies and regulations already enforced or make new policies to address these macro sources of microplastics. Worse than that, they continue their plastics approvals for shorezone structures and

boating and will continue to do so to the long-term detriment of Lake Tahoe. TRPA and its partners ignore the most obvious sources of microplastics with no discussion here whatsoever of marinas and other shorezone structures misdirecting into dryer lint and other airborne terrestrial sources. Tire wear is important, but TRPA has little control over that, unlike the shorezone structures. The Tahoe Regional Plastics Agency and its partners could stop the further contamination now. To do otherwise is negligent. In order to raise attention to these issues, I initiated a lawsuit, Miller v. TRPA in Federal District Court and a Judgment was handed down against me last month which is being appealed to the Ninth Circuit District. This stems from TRPA's ongoing lack of control policies for microplastics. And also, for telecoms that use microplastics in their faux towers. Now is the time to move forward with control and you can continue to study it in the background.

XIV. ADJOURNMENT

Ms. Williamson moved to recess.

Ms. Gustafson recessed the meeting at 2:35 p.m.

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD RETREAT

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Gustafson called the meeting to order at 9:05 a.m. on May 23, 2024.

Members present: Ms. Aldean, Mr. Bass, Ms. Faustinos, Ms. Gustafson, Mr. Hoenigman, Ms. Laine, Ms. Leumer, Mr. Rice, Ms. Hales (Mr. Rice's Alternate), Mr. Settelmeyer, Ms. Williamson

Members absent: Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Hays, Ms. Hill

II. RETREAT SUMMARY

Overview

There were two foci for board discussions: general strategic priorities for the Tahoe region and continuing to improve the operations of the board and of TRPA as an organization.

The five topics for discussion:

- Strategic Initiative: Restoration and Resilience of Tahoe systems
- Strategic Initiative: Keep Tahoe Moving (transportation)
- Strategic Initiative: Tahoe Living (housing and strong communities)
- Emerging issues in the region
- Continued improvement of TRPA processes

No decisions were considered or made by the board. Instead, the purpose of these discussions was to provide background information for board members on the range of land use and resource management challenges in the Tahoe region.

Restoration and Resilience:

The Environmental Improvement Program (EIP) is one of TRPA's foundational programs which is focused on achieving environmental thresholds. Currently, TRPA staff are focused on the following EIP objectives:

- Project specific priorities: These include connecting the Highway 50 Corridor through South Lake Tahoe, expanding pedestrian and bike corridors, stormwater capture improvements, and mitigating the traffic and resource impacts at Tahoe's most visited beaches.
- Education and outreach: Expanding awareness of fire evacuation coordination and planning, and direct outreach to individuals, groups and communities on issues of specific concern.
- Increasing the pace and scale of EIP project implementation: Key objectives include addressing current invasive species threats and preventing new infestations, utilizing artificial intelligence and other decision support tools, strengthening engagement and working relationships with the Washoe Tribe, and the use of drones and emerging technology for better monitoring and evaluation of thresholds.

Notes on EIP status and next steps:

- TRPA staff and leadership are working to expand awareness about the status, need, successes and next steps for EIP and thresholds. Some board members suggested that tools such as dashboards,

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- and updates to Lake Tahoe Info portal can make EIP more useful to residents, businesses and visitors. One suggestion is to maintain a running list of EIP project funds secured and spent.
- EIP project work has never slowed, though in recent years the housing and transportation challenges in the basin have been receiving more public attention and focus. The staff and board would like to bring EIP back into the forefront in communications.
 - It is important to celebrate success more frequently and more publicly. There are many difficult challenges in the basin, and reminders of success are important for all.
 - Metrics of success, other than visible depth of a Secchi disk, will be important for residents and visitors to connect with different challenges and successes of the EIP program.
 - In order to expand funding of EIP programs, some board members are interested in finding creative ways to engage private donors and resourced residents within the basin.
 - When staff was asked to identify some obstacles to increasing the pace and scale of EIP programs, answers included:
 - o Doubling capacity to address Aquatic Invasive Species: mitigation of current infestations and preventing future ones
 - o Costs of materials and labor for restoration and mitigation programs continue to increase rapidly. It is difficult to secure skilled workers for AIS projects, including divers.

Keep Tahoe Moving:

Safe, efficient transportation to and throughout the Tahoe basin has always been a challenge. As the two states, five counties and local jurisdictions seek to improve local economies, strengthen communities and manage visitors effectively, improving transportation and transit infrastructure and systems is critical for success.

A “built-in” challenge for providing effective transportation is that local jurisdictions and counties must serve their own constituents and carefully manage transportation funds, while also working to serve the collective goals of transportation in the Tahoe region. Success breeds success, and unity of purpose helps increase the likelihood of successful fundraising and funds management.

Notes on Transportation in Tahoe and Next Steps:

- The Regional Transportation Plan (RTP) is being updated now. This is the comprehensive look at transportation in the Tahoe Region and will influence projects and funding priorities.
- Microtransit is of particular focus of TRPA transportation staff, and especially, partners such as local jurisdictions and Transportation Management Associations. These transit systems are key for last-mile travel and making fixed route transit more useful.
- All transportation partners are seeking ways to make transit fun, enjoyable and easier to use than other transportation modes.
- There has been no net increase in Vehicle Miles Traveled (VMT) in recent years, which equals attainment of one of Tahoe’s critical environmental thresholds.
- Parking and parking management continues to be a key challenge, as well an opportunity to achieve greater mode shift toward transit.
- New modes are being considered, such as cable transport (gondola). Rail, particularly for regional connectivity, can also be an important strategy for improved mobility options.
- A key transportation goal remains providing greatly expanded transit access to Emerald Bay. For these routes to be successful, the ability to park private vehicles may need to be constrained substantially. This route is of critical concern for El Dorado County, though all TRPA partners recognize this as a critical and legacy transportation challenge.
- Parking management will require some innovative solutions such as regional parking passes and a coordinated/unified system for parking payment and enforcement of violations.

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- Some board members revisited the idea of a basin entry fee to greatly expand resources for transportation planning, EIP and housing programs.
- Another suggestion: develop an 'adventure pass' or system that allows a one-time payment for access to all state and regional parks.
- It is important to be more transparent with data about transportation in the basin. There are many misconceptions about visitation and traffic patterns in the basin. For example, the number of annual visitors has remained steady in recent years despite many feeling that the experience of traveling through the basin has diminished. The actual changes in transportation include a breaking down of traditional visitation seasons, and types of trips people are taking. Traditionally in Tahoe most trip destinations were in town centers. Now trips for recreation are spread throughout the basin.
- It is critical to engage businesses and the private sector in transportation solutions.
- TRPA can play a leadership role as the MPO and planning organization. A first priority of TRPA can be to help a partner organization, Tahoe Transportation District, operate transit more effectively.

Tahoe Living:

The strategic initiative of "Tahoe Living" is focused on supporting accessible housing, particularly for workers in the Tahoe region, as well as building resilient, diverse and vibrant neighborhoods and communities.

Notes on Housing and Next Steps:

- A current focus is on town centers and promoting infill development
- There are nodes which are suitable for development, infill development and expanding housing options, and some of these are not in town centers. TRPA staff are seeking innovative ways to launch pilot projects or create additional initiatives for accessible housing development in these zones. One example: Kingsbury middle school site.
- The goals and objectives of transportation/transit and housing are closely linked. An important focus for TRPA is supporting transit-oriented development.
- Because this housing challenge is so difficult, and market forces come from within and beyond the basin, TRPA staff are seeing creative ways to engage businesses and residents with multiple jobs to clarify challenges and seek context-specific strategies.
- There is always a resource constraint when working on expanding accessible housing: increasing education and outreach on housing issues is important but can tradeoff resources for focused and expedited housing projects.
- Strong local opposition to housing and infill development is a primary obstacle to expanding affordable housing. No matter how much outreach, education and deliberation the TRPA board conducts, narrow views of housing priorities remain in some Tahoe communities.
- Housing needs throughout the Tahoe region vary. Housing strategies and programs should reflect local needs.
- There is much outdated building and housing stock within the basin, particularly in and near town centers. Most state and federal funding for accessible housing is not well suited for redevelopment, but instead for new building.

Critical obstacles for expanded housing options:

- Board members stressed the need for a regional perspective for housing policy, projects and funding. Each county and community are linked, and each have somewhat different housing

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needs. Regional housing solutions include recognizing that effective transit is one strategy for serving regional housing needs.

- Critical challenge: losing housing suitable for residents to the second home and vacation-rental markets. Inadvertently, attempts to retain locals and expand housing options result in more regulatory burden and costs. The very populations intended to be served are bearing the weight of some of these policies, and as a result, home and properties owners are perversely incentivized to sell their home to second home buyers or investment conglomerates.

Emerging Issues:

The following is a partial list of emerging issues in the Tahoe region. Some of these overlap with one or more of the strategic initiatives.

- The need for expanded enforcement of some ordinances and policies such as bonus unit/ADUs, deed restrictions, water bottle and plastic bans, and dark skies ordinance.
- Tracking of violations basin wide and coordinating with local agency enforcement.
- Improved regulation and enforcement of Vacation Home Rentals.
- Need for more remote sensing to track environment systems and threshold attainment. In particular, forest health can be monitored with remote sensing and drone technology.
- Monitoring impacts to native species and natural systems from smoke, fires, fire fighting and prevention operations.
- Preparing for an influx of tourists in 2028 before and after the Los Angeles Olympics.
- It may be useful to develop a “worst case scenario” in terms of future funding for key programs to identify critical challenges and needs, and to develop strategies to address these.
- Improving co-management of the Tahoe region with the Washoe tribe.
- Improving public and partner engagement, particularly through board and board committee meetings.
- As populations continue to grow in counties, but outside the Tahoe basin, it becomes increasingly difficult to elevate policy needs within the basin. One board member introduced the idea of a new, unified Tahoe County in California.

Continued Improvement of TRPA Processes:

Board and staff briefly discussed opportunities to continue to refine systems and procedures to manage board operations and activities, and to strengthen communication between board and staff.

- Two day board meetings should be reintroduced. This makes for difficult travel and scheduling for some board members, and also increases workload for staff. However, one day hearings are not currently sufficient for in depth discussions on all topics.
- Board and staff continue to improve agendas for board hearings, with action topics at the top of agendas, and consent items grouped for efficient sessions.
- At the request of board members, staff continue to scan forward and sequence key topics and projects for board consideration. This work should continue.
- Some board members and executives suggested there can be more informal ways that board members can engage Tahoe communities, residents and businesses. One example is open house/coffee sessions throughout the year.

Public Comments

Jesse Patterson, League to Save Tahoe said they would like to look out further than one year because it takes a while to get stuff done. In general, we agree with the strategic priorities as well as many of the emerging issues. Thresholds should be the northstar for the basin and thinking about that ten-year aspirational goal. The update is important, but we’ve got to accelerate that based on current conditions for the basin. We need enough that we can aim at it and try and do a good job. That’s happening but

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feels that needs to continue to be successful collectively in the basin. We also think that there needs to be a clear role for TRPA in those thresholds and ability to at least affect them in some way. A lot of them now rely on partners entirely or statements that are not really measurable. When we update them, they should be aspirational and achievable. It should be agreed upon across the basin and partners with other priorities and hopefully that's reflected in their plans and implementation. Now, there's potentially a disconnect between the thresholds and the priorities within other agencies. The Environmental Improvement Program is doing very well. A lot of success is there, restoration and resilience in particular, but we think it could be better tied to thresholds.

Other plans such as the Regional Plan Update, Regional Transportation Plan, Shoreline Plan, and Destination Stewardship Plan, more challenges with those. While they are being implemented in certain ways, that could be accelerated. There are funding issues, but one area TRPA could focus on is compliance and enforcement or accountability. A lot of plans that have been approved are reliant on others to impose them to ensure compliance. It's hard for the League to have confidence in a plan that they work on and then rely on somebody else to do it and then that doesn't happen. We should continue to put the environment as a top priority while considering community concerns. We need to update thresholds and have benchmarks within the Regional Plan to be updated to reflect those threshold attainment and current conditions. He'd like to work with the local jurisdictions ahead of time to ensure that they're committed to enforcement and compliance. You have the right staff, expertise, and the right board structure. The partners are committed as well and the public is involved and paying attention. We want to ensure that TRPA can continue to implement what it's doing with the faith of the public and community.

Doug Flaherty, TahoeCleanair.org said everyone's well intentioned here but the devils in the detail. The truth of the matter is that there's a lot of folks that believe you're dealing with dated culture of the 2012 Regional Plan Update. The issues with the thresholds are huge. We're going to have differences of opinions whenever we have special interest affecting us. You might have good intentions here but there is special interest here that want to see things go a certain way and then there's conflict. Conflict can be good, it's just how you approach it. He doesn't necessarily think lawsuits are bad for the lake or TRPA.

We have differences of opinion, and we all have our roles. We're probably going to have more lawsuits. That goes back to differences of opinion and whether or not TRPA is hearing the public. You don't include the public enough; you don't give them ample time to speak on the issues and there's a lot of perception that there's manipulation with various laws and regulations that allow you to continue with your dated culture. You're doing a great job implementing tech on your website, but you are behind on tech. Tech is going to drive you. All of the plans that you make that oftentimes are subjective, the data is going to cause you to change. There's a lot of folks that think the lake is in decline and past the point of no return. Efforts should be put on restoration and recovery. You're going to have to change directions and you need fresh thoughts and leadership. Hopefully, we can all work together.

Doug Flaherty, TahoeCleanair.org is impressed with staff and this is a far better retreat than last year. He likes the concept of two day meetings. He loved Mr. Bass' idea about a JPA for transportation. Transportation is too splintered. I love the website you've put together in the last year, tremendous amount of data. I hope you continue to spend a lot of money to capture that data because it's going to cut back on opinions. I heard a few opinions expressed few minutes ago about whatever and there's no data behind those comments.

We're not adversaries, we disagree on some things. The community views many of your projects and proposals as hardball, hard hitting and there's differences of opinion. We're going to continue in our role, and you'll continue in yours and maybe we'll find some sort of match. Regarding public trust, the

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other day there was a meeting on 39 Degrees Latitude that had over 100 people attend. When the developer rolled out the slide, we were stunned. Anyone with a half a brain, looked at that and said "Oh my god" they're doing it again and again. We just went through this with the Placer County Tahoe Basin Area Plan and a lawsuit. The developer was asked how many workforce units or something like that do you actually have to put in. I believe he said 3 or 12, it was minuscule. That is exploitation of workforce housing. The community continues to lose faith because we're not protecting what's left here.

Staff really does want to protect Lake Tahoe. The problem is new ideas and then old guard. Going back to what I described as the 2012 Regional Plan drum banging and lack of a cumulative fresh environmental impact statement since then. And then there's the special interest board members. They really make a difference.

Mr. Bass moved to adjourn.

Ms. Gustafson adjourned the meeting at 3:19 p.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording of the above-mentioned meeting may find it at <https://www.trpa.gov/meeting-materials/>. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

TAHOE REGIONAL PLANNING AGENCY
REGIONAL PLANNING COMMITTEE

TRPA/Zoom

May 22, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Hoenigman called the meeting to order at 3:00 p.m.

Members present: Ms. Aldean, Ms. Diss, Ms. Gustafson, Mr. Hoenigman, Ms. Leumer, Mr. Settelmeyer

I. APPROVAL OF AGENDA

Mr. Hester stated that there were no changes to the agenda.
Mr. Hoenigman deemed that agenda approved as posted.

II. APPROVAL OF MINUTES

Ms. Aldean moved approval of the April 24, 2024 minutes as presented.
Motion carried-voice vote.

III. [Discussion and possible recommendation for approval of the proposed amendments to the Tourist Core Area Plan Mixed-Use District regarding Parcel 029-441-024, City of South Lake Tahoe](#)

TRPA staff Ms. Bettinger and Mr. Hitchcock, City of South Lake Tahoe provided the presentation.

Ms. Bettinger said this proposed amendment would rezone a portion of a parcel within the Tourist Core Area Plan. This amendment has been in the works for a number of years, and I would like to thank the city and the applicant for making revisions to address concerns. This is a private property owner-initiated amendment with the city. The city council approved the amendment in April, and the Advisory Planning Commission recommended Governing Board adoption earlier this month.

There is a proposed project under the amendment. If approved, the project would be processed under the city's delegation Memorandum of Understanding, so it wouldn't return to TRPA. We recommend focusing on the amendment itself rather than the project.

The amendment would rezone the back portion of the parcel from recreation to tourist center mixed- use. This area is right behind the former Raley's shopping center, off Montreal Road, and was the site of the former Colony Inn hotel. Currently, the recreation designation allows for single-family residential and employee housing at 25 units per acre. The amendment would allow multi-family residential housing at 25 units per acre, with the resulting project proposing 30 units, including two deed restricted achievable units. The applicant has an active application with TRPA

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to restore the Stream Environment Zone (SEZ) on the site, addressing past concerns. The amendment only affects the local area plan, not the Regional Plan maps or boundaries.

This amendment was previously discussed in July 2022, but no action was taken due to concerns. Since then, the proposed density has increased to 25 units per acre, and measures to restore and protect the SEZ have been included. Affordable housing has also been revised to include a couple of units of achievable housing. Further project details will be provided by Mr. Hitchcock.

(presentation continued)

Mr. Hitchcock said the city originally received this application from HVR Acquisitions in 2019 to amend the Tourist Core Area Plan by rezoning two parcels. These parcels were intended to be rezoned from recreation to tourist center mixed-use. One parcel is located adjacent to the Van Sickle State Park entrance, and the other is adjacent to what is historically referred to as the Colony Inn.

It's important to clarify that the Colony Inn parcel is not part of this current amendment. The Colony Inn parcel was already part of the tourist center mixed-use center and is not part of this current proposal. The amendment only affects the two parcels adjacent to Van Sickle State Park and the one adjacent to the Colony Inn site.

If the amendment is successful, the applicant proposes to develop a multi-family residential condominium project on the project site. The original proposed amendment included these two recreation parcels, one adjacent to Van Sickle State Park and the other private parcel. These parcels allow for various uses, including employee housing, single-family dwellings, public assembly and entertainment, outdoor amusement, public health and safety facilities, and more.

In response to public comments and concerns from partner agencies, the application was revised. The parcel adjacent to Van Sickle State Park was removed from the proposal, and the allowable uses in the rezoned area were limited. Maximum density was reduced to 4 units per acre, and measures were incorporated to address potential impacts on adjacent public lands and the Stream Environment Zone (SEZ).

The revised project description was presented to the Regional Planning Committee and the City Council. Concerns were raised about the reduction in density in a designated town center, leading to the removal of the density limitation. The current proposal is to rezone the parcel bound by the yellow border from recreation to tour center mixed-use district while retaining the adjacent parcel as recreation.

The city completed tribal consultation without receiving any comments or requests. An initial study and negative declaration document were prepared, concluding that the only impact would be on parking demand, which could be mitigated by offsite parking or a parking analysis supporting a reduction in parking. The amendment was adopted by the city council, and the Advisory Planning Commission recommended approval. The proposed amendment is consistent with the goals and policies of the Tourist Core Area Plan, the City's General Plan, and the City's housing element, aiming to direct high-density housing projects to town centers and areas near transit, pedestrian infrastructure, and public amenities.

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Committee Comments & Questions

Mr. Settelmeyer asked if it were correct that the entrance to the Van Sickle Bi-State Park is partly on this private parcel.

Mr. Hitchcock said that is correct. There's an easement through a small sliver of the parcel that's adjacent to Van Sickle Bi-State Park.

Mr. Settelmeyer is concerned because that easement can be moved around a little bit, or would it always be in perpetuity at that particular location? Because currently it lines up with the other roads and it makes some sense. Are they looking to try to alter that entrance which could have significant impacts to the bi-state park.

Mr. Hitchcock said he doesn't believe there's any plans to alter that entrance. I don't have the easement language on hand, but that parcel is not part of this amendment and is not affected by this amendment.

Mr. Settelmeyer said because it's now been left out but originally it was, correct?

Mr. Hitchcock said yes, originally it was.

Mr. Settelmeyer said that's been a concern of his staff.

Ms. Gustafson asked if there's a response to some of the issues that were raised in the letter we received from the League to Lake Tahoe.

Mr. Hitchcock said the city provided responses to the League in the in our response to comments in the final Initial Study Negative Declaration.

Ms. Gustafson said there were comments about the intended restoration of the site.

Mr. Hitchcock said the Colony Inn site when the project was demolished as part of the TRPA permit to transfer the tourist accommodation units off that site to another project required that that site be restored and maintained in its natural state. The restoration was approved by TRPA and then the security deposit was returned. However, that turns out that the restoration was not, was not effective and failed.

Mr. Hoenigman said it's confusing because no one has shown where the development is going to go and whether it's on one or more parcels, where the stream environment zone is and how they relate. It's hard without a spatial understanding to see what's really going on.

Mr. Hitchcock referred to page 296 of the packet.

Mr. Hoenigman said most of the development will be on the old Colony Inn site with a portion of it being on the site that is being rezoned.

Mr. Hitchcock said that is correct. Then the stream environment zone restoration that was required is part of the demolition of the Colony Inn site is that SEZ portion to the right of the high capability portion.

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Ms. Aldean asked if the prior efforts to restore the stream environment zone failed because there was not a source of water.

Mr. Hitchcock said yes, that's correct.

Ms. Aldean asked how this attempt was going to be successful when the previous attempt failed.

Mr. Hitchcock deferred to Mr. Wischmeyer, HVR Acquisitions, who has been in discussion with TRPA staff on how to re-restore the stream environment zone. It's my understanding that due to the size channel the water wasn't overflowing the banks in order to keep the meadow wet and that's why it failed.

Ms. Aldean asked who owns the water that's going to be used to restore the stream environment zone and is it an easy fix?

Mr. Marshall said the project proponent can answer what they're planning for the stream environment zone restoration that was worked out with TRPA staff Mr. Nielsen. He believes it's increasing the ability to slow the water to spread it out and infiltrate more of it. Unfortunately, the first round was not successful at doing that.

Ms. Aldean asked where the water was coming from.

Mr. Marshall said it's natural runoff.

Mr. Hitchcock said it's natural seasonal runoff from the ridge lines.

Ms. Leumer asked if it was correct that the parcel was supposed to be permanently retired.

Mr. Hitchcock said in the deed restriction that was recorded for the parcel for the transfer of the tourist units off the site. All the deed restriction said was that the site was to be restored and left in its natural state. There was no mention of retiring the site or the parcel.

Ms. Leumer asked if there was a picture of what it looks like now.

Mr. Hitchcock referred to page 299. It's in a natural state but is not a functioning stream environment zone which was the requirement of the TRPA permit.

Ms. Leumer said it sounds like that's feasible.

Mr. Hitchcock said yes.

Ms. Leumer asked staff to explain how this rezoning would support TRPS's Goals and Policies.

Ms. Bettinger said we want to see development in our town centers. This parcel is now within the town center boundary. From our perspective, the amendment is in line with TRPA's Regional Plan Goals and Policies of encouraging development in town centers.

Ms. Leumer asked if it were correct that it would be development of what is currently open space.

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Mr. Hitchcock said it's not open space. It's zoned recreation. If this were open space, this amendment wouldn't be before you. It's undeveloped right now, but it's not designated open or green space as the term used by the League to Save Lake Tahoe.

Ms. Leumer said in terms of trying to help achieve our affordable housing goals, can you speak to how many affordable units will be part of this?

Mr. Hitchcock said the applicant is proposing two achievable units out of 30.

Ms. Aldean said there was a conversation back in 2022 that had to do with the transfer of development rights to an iteration of the Biltmore property. Is there a deed restriction on this property that would have to be removed?

Mr. Hitchcock said there is a deed restriction on the property that essentially states that the stream environment zone portion has to be left in its natural state.

Ms. Aldean referred to page 299. The cross hatching represents the stream environment zone and is it correct that the potential building site and approved building site are not encumbered by the deed restriction.

Mr. Hitchcock said the portion that's being rezoned is not in is not encumbered by that deed restriction. The stream environment zone that's on the back portion, has not been disturbed. What about the port?

Mr. Hoenigman asked what about the part of the property that is not in the stream environment zone that is supposed to be being developed on the former Colony Inn site. That is also not encumbered by a deed restriction from the transfer of those rights.

Mr. Hitchcock said that portion is. It's all the Colony Inn site.

Mr. Hoenigman said that's the confusing part and it the League's primary point is that site was traded and now we're ignoring that fact.

Mr. Hitchcock said we're interpreting it is that the deed restriction required the restoration of the stream environment zone and the SEZ to be left in its natural state. But the deed restriction didn't encumber that the whole parcel would be retired. There's no mention of retirement anywhere in TRPA's deed restriction. In the City's resolution where the city allowed the applicant to move the units of use out of our jurisdiction into Washoe County has a mention in the resolution that talked about the site being retired. But I think the intent of the City Council at the time was that we're going to allow these tourist accommodation units to be transferred if you restore the stream environment zone pursuant to TRPA's requirements through their permitting process.

Ms. Aldean said then it's not a violation of the deed restriction if tourist accommodation units are transferred back on to the old Colony Inn site.

Mr. Hitchcock said that's correct because any transfer would have to be transferred back onto the high capability portion. There are still development rights associated with the parcel that are banked on the parcel that will be used.

Ms. Gustafson asked if the City has affordable housing or achievable requirements.

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Mr. Hitchcock said they have an inclusionary housing ordinance, and the two units would meet that standard.

Ms. Gustafson said then it's not a ten percent requirement which would be three units. It's another formula being used.

Mr. Hitchcock said that's correct.

Mr. Hoenigman said the City requirement is for less than ten percent and achievable, not even affordable. We've been looking for at least ten percent achievable in the other projects that we've been permitting.

Mr. Hitchcock said the City's inclusionary housing ordinance requires either to build units or pay an in lieu fee. He doesn't have the ordinance on hand to state what the percentage is.

Ms. Gustafson said then they may be building two and then doing an in lieu fee for the third.

Mr. Hitchcock said it will depend on what they propose. If they propose units are less than 2,000 square feet, which I believe they are, then the inclusionary housing ordinance does not apply. We're trying to go after this concept of affordable by design and encourage smaller units, hence the cap at 2,000 square feet where we exempt developers from paying the fee or doing in lieu housing units.

Ms. Leumer is concerned about developing space and then doing it for the sake of a bunch of condominiums with two achievable units. Most of us, if not all of us on board, are very supportive of more affordable housing and this doesn't seem to be doing much to add to that. She encouraged the City to consider doing more for affordable housing units in these developments. She cannot support this at this time.

Mr. Hoenigman would like to see ten percent. It's one more unit. They are not deed restricted, they're just full-time residents. So, the financial burden of it is not gigantic. Our new proposal is ten percent affordable and that's a different cost burden. Is there any restriction on the certificate of occupancy being conditioned on the stream environment zone being restored or a bond to ensure that the work happens before the project's over?

Mr. Hitchcock said doesn't know if there's a linkage between the zoning amendment and the requirement for the restoration or the project, and the restoration of the stream environment zone. The applicant is committed to doing the restoration and the City appreciates that. The City's in the thick of it right now in developing affordable housing. And because of the cost and the subsidies that are required to build affordable housing, the City's strategy is working with affordable housing developers to build affordable housing rather than relying on private developers who build market rate units to meet our affordable housing demand. We have around 240 units coming with Sugar Pine Village. The first phase will be occupied this fall. We're also proposing another 70 unit affordable housing project on 3900 Lake Tahoe Boulevard which will hopefully start construction next year. That's the strategy that the City is taking to meet our affordable housing and Regional Housing Needs Allocation (RHNA) numbers. Their RHNA numbers also have above moderate units totaling 127 units and right now we're sitting at about 67 and 60 to go to meet our RHNA targets for above market units.

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Ms. Aldean said the deed restriction requires that this cross hatched area on page 299 remain an open space because it's a stream environment zone and would not be developed. Is there an obligation to restore it in the deed restriction because then that would be incumbent upon the new owner to take on that responsibility even though it failed in the past.

Mr. Hitchcock said the deed restriction, Item I states that as a condition of above referenced TRPA approvals Chapter 51 of TRPA's Code of Ordinances requires an appropriate deed restriction be recorded against the sending parcel documenting the transfer of the tourist accommodation units from the sending parcel to the receiving parcel. And that the sending parcel be restricted to reflect the use remaining thereon. The deed restriction must likewise document the structure facility accounting for the existing use on the sending parcel shall be or has been removed or modified and the land restored and maintained in a natural state as possible as to eliminate the transfer of development.

Ms. Aldean said its natural state right now is dry. It could be argued that at certain times of the year, that's its natural state. That deed restriction was recorded by TRPA so, it would be incumbent upon this Agency to enforce it. If the City is not willing to enforce a requirement prior to issuing the permit that the stream environment zone be successfully restored, then what are our obligations or options as TRPA?

Mr. Marshall said first set aside the zoning decision which is before the committee now versus project approval which under our delegation the City will take the first crack at it. If it's appealed, then it comes to the Governing Board. TRPA can work with the City, to make certain to link the restoration of the stream environment zone with approval of their multi-family development in the first instance. If we can't get it, then we can look at enforcing the deed restriction. That issue though is difficult because we signed off on the stream environment zone restoration as complete and then it failed. We need to look at the most efficient way of getting the stream environment zone restored which is the objective.

Ms. Aldean said the best approach is through a cooperative effort between TRPA, the City, and the applicant.

Mr. Marshall said that's correct.

Mr. Exline, land-use planning consultant, is working with Mr. Wischmeyer to navigate this process. This project aligns with community aspirations, promoting affordable housing, environmental improvements, and transit-oriented development—a vision supported by local authorities.

Mr. Wischmeyer has completed collaboration with the City and TRPA. Today, we're discussing the actual zoning amendment. I appreciate your insightful question and want to address it thoroughly, correcting some inaccuracies. At the core of this issue is how it aligns with TRPA and city goals, which it does in various ways, including affordable housing.

Firstly, stream environment zone (SEZ) restoration is crucial. Mr. Wischmeyer has diligently pursued this, working with TRPA and Mr. Nielsen, undergoing extensive testing to ensure the right solution. This collaboration progresses alongside the project's approval and development. Collaboration is key to SEZ restoration efforts, especially in securing funding. Leveraging private capital for large-scale restoration aligns with TRPA goals and community needs.

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Affordable housing is another vital aspect. While the unit count may seem misleading, the project contributes significantly. Out of 12 approved units, 8 are already under construction, exceeding local requirements. Improving scenic integrity is also a priority. Screening mechanical industrial uses enhances the area's aesthetics, crucial for a tourist core. Water quality is addressed not only through SEZ restoration but also via private-funded street improvements, essential in areas where public funding falls short. The project enhances community dynamics by facilitating high-density living in the tourist core, promoting walkability and transit use. Regarding Van Sickle Bi-State Park, there's no connectivity issue. The project's approval by the Planning Commission and City Council underscores its alignment with community needs and goals.

Mr. Hoenigman said the 12 units are going on the new property that will be rezoned. They are already building 18 units on the original property with the SEZ Colony Inn site.

Mr. Exline said that's correct but not in the SEZ.

Mr. Wischmeyer, owner and developer said as a proud 25-year local resident of this neighborhood, I'm genuinely excited about this project. It's poised to bring much needed visual relief to our tourist core. Over the past five years, I've actively collaborated with the City, TRPA, and our local community to ensure this project aligns with our shared goals. The TRPA Regional Plan emphasizes reducing vehicle miles traveled and incentivizing walkability, while the City's Tourist Core Area Plan offers more detailed guidance than both the South Lake Tahoe General Plan and the 2012 TRPA Regional Plan. This plan's primary goal is the revitalization of the tourist core, focusing on redevelopment to achieve better energy use, lower carbon footprints, reduce vehicle congestion, and minimize traffic on city streets.

The area in question, occupying just 0.6 of an acre and bordering a massive substation, is currently inaccessible to the public and lies behind an already approved development. However, it aligns perfectly with the Tourist Core Area Plan's goals for density and walkability to key amenities such as the gondola, transit hub, lake, downtown, and casinos.

I'm particularly enthusiastic about the positive impact this project will have on our community, including the restoration of the stream environment zone (SEZ). In 2020, I was surprised to learn that the TRPA had deemed the 2013 SEZ restoration efforts a failure. Believing it was in everyone's best interest to ensure a functional SEZ, I used my own funds to initiate a restoration plan.

Despite setbacks caused by the COVID-19 pandemic and the Caldor fire in 2021, I engaged engineering and environmental service companies to assess the situation thoroughly. It was determined that the original restoration failure stemmed from insufficient elevation of the flow ditch, resulting in minimal water reaching the restoration site. In 2023, we installed monitoring equipment to understand soil moisture levels and water circulation patterns, and in June of the same year, we submitted an application to the TRPA for repair work. However, TRPA's response time for applications is typically six months. In November 2023, a meeting was convened on site with TRPA representatives to affirm our restoration plan. As of May 2024, I awaited TRPA's approval to proceed with restoration efforts and am fully prepared to mobilize as soon as permission is granted.

Public Comments

Gavin Feiger, League to Save Lake Tahoe said we are happy to see the developer, taking on the

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stream environment zone restoration because in 2021 that was not the case. Maybe whether or not the Colony Inn project was supposed to be developed is up to interpretation. That project is already underway with foundations already in. Statement from a city resolution from 2008: Once Colony Inn is demolished existing development will be transferred out of the SEZ and the entire site will be restored and permanently retired. Thereby furthering the goals of the Stateline/Ski Run Community Plan and attainment of TRPA's thresholds. In the staff report for that resolution continues to say that it is adjacent to the proposed Van Sickle Bi-State Park site and that the California Tahoe Conservancy may be interested in acquiring the property to improve access to the park property. Clarification on green space, we're not using that in our letter as a zoning designation but as a description of the site. Those parcels are zoned recreation, or the one parcel the back parcel in question today, the developer knew they were zoned recreation when he purchased it. In front of you today is a question of whether or not to rezone recreation for one of the last three remaining recreation zone parcels in the entire Tourist Core Area Plan, rezoning that for short term rentals. Our interpretation is that the site never should have been allowed to be developed to start with and we do not want to see any further development on the back parcel.

Response to comments:

Mr. Hitchcock said regarding the parts of this being rezoned, it was never intent that this parcel was not to be developed. It is zoned recreation and there's slew of uses that are permissible on the site today. I don't think the Tourist Core Area Plan ever intended recreational space to be left in open or green space as Mr. Feiger noted. TRPA's Regional Plan designation is tourist and so the zoning amendment itself is consistent with the underlying general plan designation.

Committee Comments & Questions

Ms. Aldean asked when the Tourist Core Area Plan was adopted.

Mr. Hitchcock state 2013.

Ms. Aldean said then it was after the resolution and typically the resolutions are non-binding. She assumed that was a statement of intent from the City.

Mr. Hitchcock said correct. The front parcel has always been in the town center mixed-use district where multi-family, residential condominium is permitted at 25 dwelling units an acre.

Ms. Aldean made a motion to recommend Governing Board approval of the required findings including a finding of no significant effect for the adoption of proposed Tourist Core Area Plan amendments as provided in Attachment D.

Ayes: Ms. Aldean, Ms. Gustafson, Mr. Hoenigman, Ms. Leumer, Mr. Settelmeyer

Absent: Ms. Diss

Motion carried.

Ms. Aldean made a motion to recommend Governing Board adoption of Ordinance 2024-__ amending Ordinance 2022-02 as previously amended to amend the Tourist Core Area Plan to include the additions and revisions as provided in Attachment B.

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Ayes: Ms. Aldean, Ms. Gustafson, Mr. Hoenigman, Ms. Leumer, Mr. Settelmeyer

Absent: Ms. Diss

Motion carried.

IV. UPCOMING TOPICS

Mr. Hester said next month, we have some informational presentations scheduled from Douglas County, focusing on the Barton Health District and area plan amendments. Additionally, there may be discussions regarding changes to their plan related to COVID and efforts to improve housing. These presentations offer a general direction of what to expect in the coming month, although details may vary.

V. COMMITTEE MEMBER REPORTS

None.

VI. PUBLIC INTEREST COMMENTS

None.

VII. ADJOURNMENT

Ms. Aldean moved to adjourn.

Mr. Hoenigman adjourned the meeting at 4:03 p.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board

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STAFF REPORT

Date: June 18, 2024
To: TRPA Governing Board
From: TRPA Staff
Subject: May Financial Statements, Fiscal Year 2024

Summary and Staff Recommendation:

The 2024 fiscal year is now 92% complete. Revenues in May were driven by Fees. Expenses were driven by staff compensation and contract supporting general fund, fees and grant categories. June is the final month of the fiscal year where grant revenues and contract expenditures will be completed.

Staff recommends acceptance of the May Financial Statements for Fiscal Year 2024.

Required Motion:

In order to accept the Financial Statements, the Governing Board must make the following motion based on the staff report:

- 1) A motion to accept the May 2024 Financial Statements

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background:

Eleven months (92%) of the fiscal year are now complete. Revenues are 67% of the annual budget, and expenditures are 62% of the budget. Grant are typically invoiced quarterly so we'll see our largest grant revenue in June as we finalize the fiscal year. We'll also see our contracts receipts finish up for FY'24 in June.

YTD Revenues and Expenses

Revenues are at 67% of the budget through May year to date. TRPA recognizes revenue when it is billed, so both states' contributions are shown in their entirety except for the NV salary increases which were approved on June 11 and will be received in June. Current planning fees are 11 points ahead of last year at this same time, in line with the three-year average, and 88% of the budget as we continue in the expected seasonal uptick. AIS fees are 70% of the budget. Shoreline fees are 82% of the budget. Grants stayed at 34% of budget driven by quarterly grant invoice timing. Grant implementation timelines are shifting to the right, and we expect to underrun FY'24 grant budget by 30-40%. This is not unusual, and grants will shift into FY'25

budget. Other income continues to be strong as our cash and investments balances earn interest in Principal, LAIF, and LGIP pools.

Expenditures are 62% of the budget. Compensation expenses are 90% of the annual budget. Compensation will meet budget in June at the end of the fiscal year. Contract expenses are 44% of the budget and will align with Grant the grant income by the end of the fiscal year. The final FY'24 interest payment for the balance was paid on June 1st and will be reflected in the June financial statements.

Year to date we have taken in \$2.5M in mitigation fees and disbursed \$5.1M through the end of May. Mitigation revenues and expenses are stripped out of the financial tables below to clearly represent operations.

Tahoe Regional Planning Agency
Fiscal YTD May 2024

| Revenue | State & Local | Fees | Grants | Total |
|-----------------------|--------------------------|------------------|--------------------|-------------------|
| Fees for Service | 51,435 | 3,962,477 | 0 | 4,013,912 |
| Grants | 425 | 23,069 | 4,754,589 | 4,778,083 |
| State Revenue | 8,087,738 | 0 | 101,370 | 8,189,108 |
| Local Revenue | 150,000 | 0 | 0 | 150,000 |
| Rent Revenue | 0 | 319,003 | 0 | 319,003 |
| Other Revenue | 653,877 | 27,106 | 0 | 680,983 |
| TRPA Rent Revenue | 0 | 631,565 | 0 | 631,565 |
| Revenue Total | 8,943,475 | 4,963,220 | 4,855,959 | 18,762,655 |
| Expenses | | | | |
| Compensation | 4,615,867 | 2,137,470 | 1,226,390 | 7,979,727 |
| Contracts | 1,660,692 | 1,382,874 | 4,299,290 | 7,342,855 |
| Financing | (490) | 452,308 | 0 | 451,818 |
| Other | 684,158 | 261,829 | 114,827 | 1,060,814 |
| Rent | 662,977 | 18,483 | 0 | 681,460 |
| A&O/Transfers | (2,051,874) | 1,369,484 | 661,038 | (21,352) |
| Expenses Total | 5,571,329 | 5,622,448 | 6,301,544 | 17,495,322 |
| Net | 3,372,146 | (659,229) | (1,445,585) | 1,267,333 |

TRPA Balance Sheet

There are no material changes to the balance sheet versus last month. It is important to note that \$21.5M of the cash & investments position is in Trust meaning that it relates to securities that are due back to depositors after permitting is complete and mitigation funds that are designated for future mitigation projects. Net position decreased by \$0.8 in May as we had an operating cash flow usage for the month.

Tahoe Regional Planning Agency
Balance Sheet @ 5-31-24

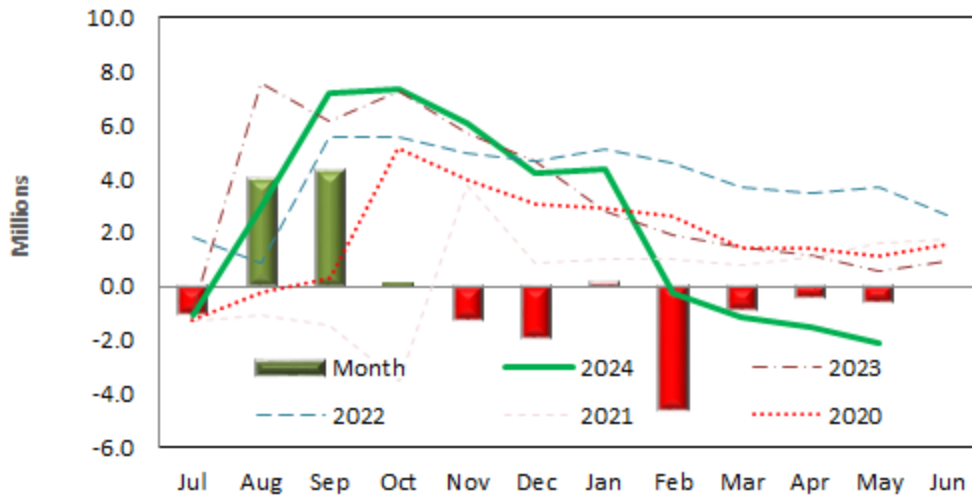
| | TRPA | Grants | Trust | Total |
|--------------------------|-------------------|------------------|-------------------|-------------------|
| Cash & Invest | 8,324,859 | 2,081,816 | 21,548,384 | 31,955,059 |
| A/R | 92,020 | 387,502 | 0 | 479,521 |
| Current Assets | 341,461 | 0 | 0 | 341,461 |
| LT Assets | 8,009,210 | 0 | 0 | 8,009,210 |
| Total Assets | 16,767,550 | 2,469,318 | 21,548,384 | 40,785,252 |
| | | | | 0 |
| A/P | 13,155 | (4,001) | 0 | 9,154 |
| Benefits | 1,045,034 | 0 | 0 | 1,045,034 |
| Deferred Rev | 58,069 | 42,591 | 0 | 100,660 |
| Deposits | 151,132 | 2,845 | 0 | 153,977 |
| LT Debt | 7,972,000 | 0 | 0 | 7,972,000 |
| Mitigation | 0 | 0 | 1,952,499 | 1,952,499 |
| Securities | 0 | 0 | 7,701,752 | 7,701,752 |
| Total Liabilities | 9,239,390 | 41,434 | 9,654,252 | 18,935,076 |
| Net Position | 7,528,160 | 2,427,884 | 11,894,133 | 21,850,176 |

Acc. Depreciation \$ 6,472,468

Cash Flow

Net operating cash flow was a usage of \$0.6M for the month. Cash receipts totaled \$1.4M, \$0.4M from Grant invoice receipts, \$0.2 from mitigation fees and the balance from planning fees. Disbursements were \$2.0, driven by operating activity.

Monthly/Cumulative Cash Flow



When reading the detailed reports (attached), be aware that fund balances may not be intuitive. Negative balances mean revenues exceeded expenses. Positive fund balance occurs when expenses exceed revenue. This reflects the formatting in our accounting system.

Contact Information:

For questions regarding this agenda item, please contact Chad Cox at (775) 589-5222 or ccox@trpa.gov.

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

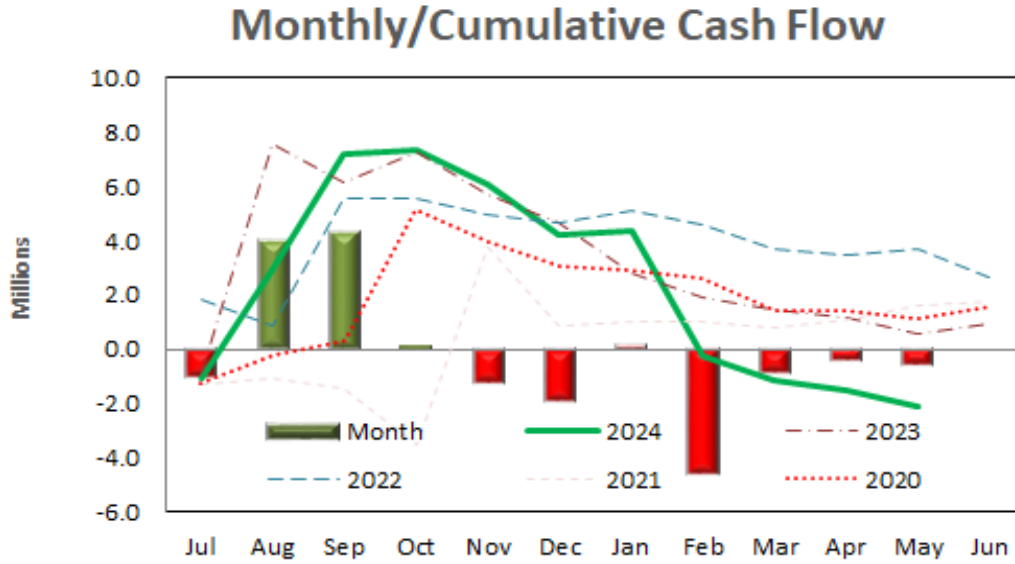
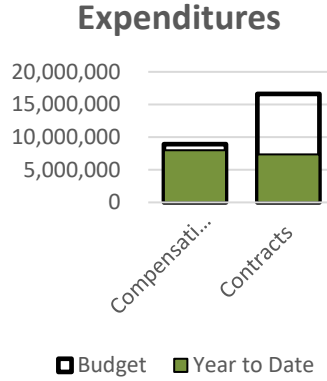
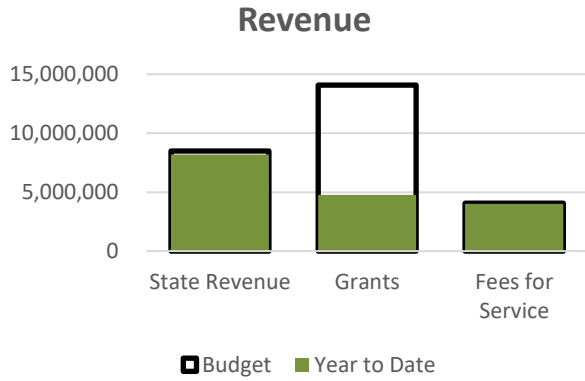
Attachment:

A. May Financial Statements

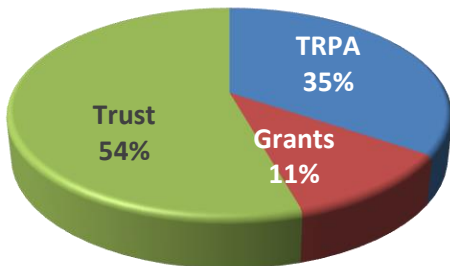
Attachment A

May Financial Statements

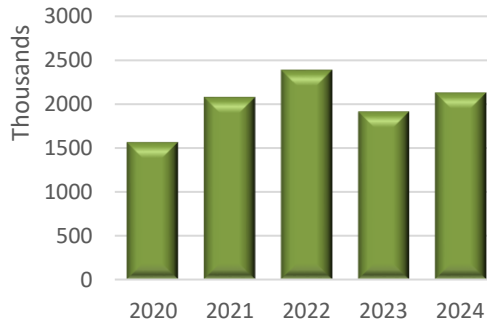
Tahoe Regional Planning Agency
Fiscal YTD May 2024



Net Position



YTD Planning Fees



Tahoe Regional Planning Agency
Actuals vs. Budget by Program
Fiscal YTD May 2024

| TRPA Totals* | Ann Budget | YTD | Remaining | % Spent |
|-----------------------|-------------------|-------------------|--------------------|----------------|
| Revenue | | | | |
| State Revenue | 8,479,456 | 8,189,108 | 290,348 | 97% |
| Grants | 14,069,747 | 4,778,083 | 9,291,663 | 34% |
| Fees for Service | 4,069,663 | 4,013,912 | 55,751 | 99% |
| Local Revenue | 150,000 | 150,000 | 0 | 100% |
| Rent Revenue | 329,623 | 319,003 | 10,620 | 97% |
| TRPA Rent Revenue | 688,980 | 631,565 | 57,415 | 92% |
| Other Revenue | 100,000 | 680,983 | (580,983) | 681% |
| Revenue Total | 27,887,469 | 18,762,655 | 9,124,814 | 67% |
| Expenses | | | | |
| Compensation | 8,901,175 | 7,979,727 | 921,447 | 90% |
| Contracts | 16,618,623 | 7,342,855 | 9,275,768 | 44% |
| Financing | 620,260 | 451,818 | 168,442 | 73% |
| Rent | 788,525 | 681,460 | 107,065 | 86% |
| Other | 1,293,388 | 1,060,814 | 232,575 | 82% |
| A&O/Transfers | (13,838) | (21,352) | 7,514 | 154% |
| Expenses Total | 28,208,133 | 17,495,322 | 10,712,811 | 62% |
| TRPA Net | (320,664) | 1,267,333 | (1,587,997) | |

*excluding Mitigations

| Agency Mgmt | Ann Budget | YTD | Remaining | % Spent |
|------------------------|-------------------|------------------|------------------|----------------|
| Revenue | | | | |
| Fees for Service | 0 | 51,435 | 51,435 | |
| Grants | 50,000 | 20,069 | 29,931 | 40% |
| State Revenue | 7,262,571 | 7,179,000 | 83,571 | 99% |
| Other Revenue | 100,000 | 653,877 | 553,877 | 654% |
| Local Revenue | 150,000 | 150,000 | 0 | 100% |
| Revenue Total | 7,562,571 | 8,054,381 | 491,810 | 107% |
| Expenses | | | | |
| Compensation | 2,532,724 | 2,391,041 | 141,683 | 94% |
| Contracts | 272,180 | 172,883 | 99,297 | 64% |
| Financing | 74 | 344 | 418 | -465% |
| Rent | 2,249 | 2,586 | 337 | 115% |
| Other | 270,138 | 170,095 | 100,043 | 63% |
| Expenses Total | 3,077,365 | 2,736,261 | 341,104 | 89% |
| Agency Mgmt Net | 4,485,206 | 5,318,121 | (832,915) | |

Tahoe Regional Planning Agency
Actuals vs. Budget by Program
Fiscal YTD May 2024

| Current Planning | Ann Budget | YTD | Remaining | % Spent |
|-------------------------|-------------------|------------------|------------------|----------------|
| Revenue | | | | |
| Fees for Service | 3,111,616 | 3,274,326 | 162,710 | 105% |
| Grants | 0 | 3,000 | 3,000 | |
| State Revenue | 124,000 | 124,000 | 0 | 100% |
| Other Revenue | 0 | 25,170 | 25,170 | |
| Revenue Total | 3,235,616 | 3,426,496 | 190,879 | 106% |
| Expenses | | | | |
| Compensation | 2,260,876 | 2,048,704 | 212,172 | 91% |
| Contracts | 831,825 | 960,311 | 128,487 | 115% |
| Financing | 57,611 | 47,931 | 9,680 | 83% |
| Other | 96,392 | 38,645 | 57,747 | 40% |
| A&O/Transfers | 1,230,030 | 1,323,654 | 93,624 | |
| Expenses Total | 4,476,733 | 4,419,244 | 57,488 | 99% |

| | | | |
|----------------------|--------------------|------------------|------------------|
| Curr Plan Net | (1,241,117) | (992,749) | (248,368) |
|----------------------|--------------------|------------------|------------------|

| Envir. Imp. | Ann Budget | YTD | Remaining | % Spent |
|-----------------------|-------------------|------------------|------------------|----------------|
| Revenue | | | | |
| Fees for Service | 958,047 | 688,151 | 269,896 | 72% |
| Grants | 9,705,911 | 3,018,519 | 6,687,392 | 31% |
| State Revenue | 750,000 | 750,000 | 0 | 100% |
| Revenue Total | 11,413,958 | 4,456,670 | 6,957,289 | 39% |
| Expenses | | | | |
| Compensation | 1,247,248 | 1,233,684 | 13,564 | 99% |
| Contracts | 10,253,453 | 3,734,087 | 6,519,366 | 36% |
| Financing | 15,000 | 10,799 | 4,201 | 72% |
| Rent | 94,769 | 41,607 | 53,162 | 44% |
| Other | 180,795 | 138,970 | 41,825 | 77% |
| A&O/Transfers | 247,529 | 234,079 | 13,451 | |
| Expenses Total | 12,038,794 | 5,393,225 | 6,645,570 | 45% |

| | | | |
|--------------------|------------------|------------------|---------|
| Env Imp Net | (624,836) | (936,555) | 311,719 |
|--------------------|------------------|------------------|---------|

Tahoe Regional Planning Agency
Actuals vs. Budget by Program
Fiscal YTD May 2024

| L RTP | Ann Budget | YTD | Remaining | % Spent |
|-----------------------|------------------|--------------------|------------------|------------|
| Revenue | | | | |
| Grants | 3,515,979 | 1,032,649 | 2,483,329 | 29% |
| Fees for Service | 0 | 0 | 0 | |
| Other Revenue | 0 | 0 | 0 | |
| Revenue Total | 3,515,979 | 1,032,649 | 2,483,329 | 29% |
| Expenses | | | | |
| Compensation | 1,458,098 | 1,166,197 | 291,902 | 80% |
| Contracts | 2,305,702 | 420,917 | 1,884,785 | 18% |
| Rent | 2,527 | 150 | 2,377 | 6% |
| Other | 33,860 | 99,626 | 65,766 | 294% |
| A&O/Transfers | 512,242 | 471,662 | 40,580 | |
| Expenses Total | 4,312,428 | 2,158,551 | 2,153,877 | 50% |
| L RTP Net | (796,449) | (1,125,902) | 329,452 | |

| R & A | Ann Budget | YTD | Remaining | % Spent |
|-----------------------|--------------------|--------------------|------------------|------------|
| Revenue | | | | |
| Grants | 797,857 | 703,846 | 94,011 | 88% |
| State Revenue | 342,885 | 136,108 | 206,777 | 40% |
| Revenue Total | 1,140,742 | 839,954 | 300,787 | 74% |
| Expenses | | | | |
| Compensation | 1,157,439 | 1,045,458 | 111,980 | 90% |
| Contracts | 2,328,603 | 1,389,631 | 938,972 | 60% |
| Other | 16,165 | 20,754 | 4,589 | 128% |
| A&O/Transfers | 2,001 | 1,128 | 873 | 56% |
| Expenses Total | 3,504,207 | 2,456,971 | 1,047,236 | 70% |
| R & A Net | (2,363,465) | (1,617,017) | (746,449) | |

Tahoe Regional Planning Agency
Actuals vs. Budget by Program
Fiscal YTD May 2024

| | Ann Budget | YTD | Remaining | |
|---------------------------|--------------------|--------------------|----------------|------------|
| Infrastructure | | | | |
| Revenue | | | | |
| Other Revenue | 0 | 1,936 | 1,936 | |
| Rent Revenue | 329,623 | 319,003 | 10,620 | 97% |
| TRPA Rent Revenue | 688,980 | 631,565 | 57,415 | 92% |
| Revenue Total | 1,018,603 | 952,504 | 66,098 | 94% |
| Expenses | | | | |
| Compensation | 101,607 | 94,643 | 6,964 | 93% |
| Contracts | 626,860 | 335,026 | 291,834 | 53% |
| Financing | 547,575 | 393,432 | 154,143 | 72% |
| Rent | 688,980 | 631,565 | 57,415 | 92% |
| Other | 555,859 | 591,548 | 35,689 | 106% |
| Expenses Total | 2,520,881 | 2,046,214 | 474,667 | 81% |
| Infrastructure Net | (1,502,279) | (1,093,710) | | |
| Other | | | | |
| Expenses | | | | |
| A&O/Transfers | 2,005,640 | 2,051,874 | 46,234 | 40% |
| Expenses Total | 2,005,640 | 2,051,874 | 46,234 | |

TRPA Current Planning Fees

Fiscal Year-to-Date Mitigations 2024

| | 2021 | 2022 | 2023 | 2024 | This year vs. Avg. Last 3 |
|---------------|------------------|------------------|------------------|------------------|------------------------------|
| RESIDENTIAL | 573,599 | 638,273 | 546,225 | 439,147 | (146,886) |
| OTHER_REV | 284,880 | 337,710 | 279,343 | 278,087 | (22,557) |
| SHOREZONE | 139,776 | 157,667 | 43,376 | 237,692 | 124,086 |
| REVISIONS | 75,508 | 100,337 | 103,593 | 171,566 | 78,420 |
| GENERAL | 128,012 | 119,428 | 96,916 | 109,287 | (5,498) |
| ALLOCATION | 98,143 | 93,225 | 85,348 | 108,815 | 16,576 |
| COMMERCL_TA | 83,222 | 145,806 | 110,495 | 98,491 | (14,684) |
| TREE_RMVL | 95,807 | 89,630 | 66,555 | 83,832 | (165) |
| RECR_PUBLIC | 61,944 | 83,678 | 64,355 | 68,966 | (1,026) |
| LAND_CHALL | 98,952 | 50,389 | 39,426 | 64,451 | 1,529 |
| SECURITIES | 41,861 | 50,207 | 68,111 | 63,425 | 10,032 |
| FULL_SITE | 78,949 | 76,979 | 62,220 | 63,126 | (9,590) |
| LAND_CAP | 19,488 | 14,057 | 18,360 | 33,009 | 15,707 |
| MOORING | 21,870 | 145,999 | 58,978 | 31,731 | (43,884) |
| SOILS_HYDRO | 22,298 | 39,463 | 28,616 | 31,065 | 939 |
| STD2 | | 521 | 41,933 | 26,835 | 5,608 |
| GRADE_EXCEPT | 22,512 | 29,046 | 21,896 | 26,260 | 1,775 |
| VB_COVERAGE | 17,442 | 10,076 | 9,975 | 22,931 | 10,434 |
| IPES | 21,575 | 14,307 | 19,153 | 22,592 | 4,247 |
| LLADJ_ROW | 17,459 | 11,368 | 28,059 | 20,550 | 1,588 |
| ENFORCEMNT | 63,789 | 65,587 | 11,273 | 17,806 | (29,076) |
| VB_USE | 3,885 | 5,401 | 15,079 | 15,472 | 7,350 |
| QUAL_EXEMPT | 9,579 | 7,867 | 11,455 | 13,366 | 3,732 |
| TRANS_DEV | 32,559 | 22,196 | 6,284 | 12,807 | (7,539) |
| GRADING | 12,919 | 11,860 | 11,981 | 12,741 | 488 |
| PRE-APP | 3,933 | 6,155 | 13,623 | 8,348 | 444 |
| ENVIRONMENT | | 8,280 | | 8,280 | 0 |
| SUBDIV_EXIST | 981 | 6,426 | 2,285 | 5,521 | 2,290 |
| CONSTR_EXT | 3,138 | 3,837 | 3,427 | 5,491 | 2,024 |
| TEMP_USE | 2,797 | 4,855 | 5,005 | 5,462 | 1,243 |
| QE SHOREZONE | 5,307 | 6,428 | 4,512 | 5,166 | (250) |
| NOTE_APPEAL | 7,034 | 5,218 | 5,558 | 4,302 | (1,635) |
| PARTIAL_SITE | 9,584 | 7,318 | 7,841 | 4,009 | (4,239) |
| SIGNS | 3,258 | 3,714 | 2,119 | 3,392 | 362 |
| HISTORIC | 1,105 | 1,198 | 1,198 | 1,297 | 130 |
| LMTD_INCENT | 1,461 | 756 | 756 | 840 | (151) |
| CONVERSION | 619 | 1,638 | 1,047 | 730 | (371) |
| RES_DRIVE | 1,656 | 434 | 886 | 723 | (269) |
| SCENIC_ASSES | | 546 | | 483 | (63) |
| UNDRGRD_TANK | 2,047 | 860 | 1,360 | 478 | (944) |
| STD | (567) | 13,789 | 6,142 | 51 | (6,404) |
| MONITORING | 10,000 | (2,500) | 5,141 | | (4,214) |
| CEP | | | 4,995 | | (4,995) |
| Totals | 2,078,381 | 2,390,028 | 1,914,900 | 2,128,622 | (15,438) |

| | |
|-------------------------------------|--------|
| This month vs. last year | 111.2% |
| this month vs. prior 3-year average | 100.0% |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|-------------------------|--------------------|--------------------|-----------------|---------------|
| Agency Mgmt | | | | |
| GF Revenue | | | | |
| Revenue | | | | |
| Fees for Service | - | (51,435) | 51,435 | |
| State Revenue | (7,262,571) | (7,179,000) | (83,571) | 98.8% |
| Local Revenue | (150,000) | (150,000) | 0 | 100.0% |
| Other Revenue | (100,000) | (653,877) | 553,877 | 653.9% |
| Revenue Total | (7,512,571) | (8,034,312) | 521,741 | 106.9% |
| GF Revenue Total | (7,512,571) | (8,034,312) | 521,741 | 106.9% |
| Gov Board | | | | |
| Expenses | | | | |
| Contracts | - | 29,463 | (29,463) | |
| Other | 26,038 | 25,642 | 396 | 98.5% |
| Rent | 2,249 | 2,500 | (251) | 111.2% |
| Expenses Total | 28,287 | 57,605 | (29,318) | 203.6% |
| Gov Board Total | 28,287 | 57,605 | (29,318) | 203.6% |
| Executive | | | | |
| Expenses | | | | |
| Compensation | 913,969 | 933,183 | (19,214) | 102.1% |
| Other | 12,803 | 22,471 | (9,668) | 175.5% |
| Expenses Total | 926,773 | 955,655 | (28,882) | 103.1% |
| Executive Total | 926,773 | 955,655 | (28,882) | 103.1% |
| Legal | | | | |
| Expenses | | | | |
| Compensation | 489,553 | 386,307 | 103,246 | 78.9% |
| Contracts | 123,319 | 33,239 | 90,080 | 27.0% |
| Other | 6,920 | 9,816 | (2,897) | 141.9% |
| Expenses Total | 619,792 | 429,363 | 190,429 | 69.3% |
| Legal Total | 619,792 | 429,363 | 190,429 | 69.3% |
| Communications | | | | |
| Expenses | | | | |
| Compensation | 390,061 | 278,438 | 111,623 | 71.4% |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|-----------------------------|--------------------|--------------------|------------------|---------------|
| Contracts | 30,000 | 0 | 30,000 | 0.0% |
| Other | 61,607 | 31,444 | 30,163 | 51.0% |
| Rent | - | 86 | (86) | |
| Expenses Total | 481,668 | 309,968 | 171,699 | 64.4% |
| Communications Total | 481,668 | 309,968 | 171,699 | 64.4% |
| Finance | | | | |
| Revenue | | | | |
| Financing | (100) | (490) | 390 | 490.0% |
| Revenue Total | (100) | (490) | 390 | 490.0% |
| Expenses | | | | |
| Compensation | 461,504 | 538,007 | (76,503) | 116.6% |
| Contracts | 54,115 | 47,131 | 6,984 | 87.1% |
| Other | 3,259 | 3,439 | (181) | 105.5% |
| Expenses Total | 518,878 | 588,576 | (69,699) | 113.4% |
| Finance Total | 518,778 | 588,086 | (69,309) | 113.4% |
| HR | | | | |
| Expenses | | | | |
| Compensation | 277,636 | 255,106 | 22,531 | 91.9% |
| Contracts | 64,746 | 63,051 | 1,696 | 97.4% |
| Other | 82,592 | 38,738 | 43,854 | 46.9% |
| Expenses Total | 424,975 | 356,894 | 68,081 | 84.0% |
| HR Total | 424,975 | 356,894 | 68,081 | 84.0% |
| Agency Mgmt Total | (4,512,299) | (5,336,741) | 824,442 | 118.3% |
| Current Planning | | | | |
| Current Planning | | | | |
| Revenue | | | | |
| Fees for Service | (2,415,068) | (2,131,561) | (283,507) | 88.3% |
| Revenue Total | (2,415,068) | (2,131,561) | (283,507) | 88.3% |
| Expenses | | | | |
| Compensation | 1,636,795 | 1,552,015 | 84,780 | 94.8% |
| Contracts | 342,970 | 376,241 | (33,271) | 109.7% |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|--|-----------------|------------------|------------------|---------------|
| Financing | 49,087 | 41,527 | 7,560 | 84.6% |
| Other | 5,485 | 6,830 | (1,345) | 124.5% |
| A&O/Transfers | 912,022 | 1,027,434 | (115,411) | 112.7% |
| Expenses Total | 2,946,358 | 3,004,046 | (57,688) | 102.0% |
| Current Planning Total | 531,290 | 872,485 | (341,195) | 164.2% |
| Current Planning Reimbursed | | | | |
| Revenue | | | | |
| Fees for Service | (200,000) | (770,779) | 570,779 | 385.4% |
| Revenue Total | (200,000) | (770,779) | 570,779 | 385.4% |
| Expenses | | | | |
| Contracts | 200,000 | 381,033 | (181,033) | 190.5% |
| Expenses Total | 200,000 | 381,033 | (181,033) | 190.5% |
| Current Planning Reimbursed Total | - | (389,746) | 389,746 | |
| Code Enforcement | | | | |
| Expenses | | | | |
| Compensation | 393,182 | 385,376 | 7,805 | 98.0% |
| Other | 7,889 | 1,779 | 6,110 | 22.6% |
| A&O/Transfers | 219,081 | 255,119 | (36,038) | 116.4% |
| Expenses Total | 620,151 | 642,275 | (22,123) | 103.6% |
| Code Enforcement Total | 620,151 | 642,275 | (22,123) | 103.6% |
| Boat Crew | | | | |
| Revenue | | | | |
| State Revenue | (124,000) | (124,000) | 0 | 100.0% |
| Revenue Total | (124,000) | (124,000) | 0 | 100.0% |
| Expenses | | | | |
| Compensation | 53,356 | 49,227 | 4,129 | 92.3% |
| Other | 50,055 | 25,352 | 24,703 | 50.6% |
| Rent | - | 2,813 | (2,813) | |
| Expenses Total | 103,411 | 77,392 | 26,019 | 74.8% |
| Boat Crew Total | (20,589) | (46,608) | 26,019 | |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|---|------------------|------------------|-----------------|---------------|
| Settlements | | | | |
| Revenue | | | | |
| Fees for Service | (150,000) | (50,000) | (100,000) | 33.3% |
| Grants | - | (3,000) | 3,000 | |
| Revenue Total | (150,000) | (53,000) | (97,000) | 35.3% |
| Expenses | | | | |
| Contracts | 159,000 | 152,187 | 6,813 | 95.7% |
| Other | 20,600 | 0 | 20,600 | 0.0% |
| Expenses Total | 179,600 | 152,187 | 27,413 | 84.7% |
| Settlements Total | 29,600 | 99,187 | (69,587) | 335.1% |
| Legal - Direct or Disallowed | | | | |
| Revenue | | | | |
| Fees for Service | - | (98,188) | 98,188 | |
| Revenue Total | - | (98,188) | 98,188 | |
| Expenses | | | | |
| Contracts | - | 4,307 | (4,307) | |
| Fees for Service | - | 62,077 | (62,077) | |
| Expenses Total | - | 66,384 | (66,384) | |
| Legal - Direct or Disallowed Total | - | (31,803) | 31,803 | |
| Shorezone | | | | |
| Revenue | | | | |
| Fees for Service | (346,548) | (285,876) | (60,672) | 82.5% |
| Other Revenue | - | (25,170) | 25,170 | |
| Revenue Total | (346,548) | (311,046) | (35,502) | 89.8% |
| Expenses | | | | |
| Compensation | 177,543 | 62,086 | 115,457 | 35.0% |
| Contracts | 129,855 | 46,543 | 83,311 | 35.8% |
| Financing | 8,524 | 6,404 | 2,120 | 75.1% |
| Other | 12,363 | 4,684 | 7,679 | 37.9% |
| Rent | - | 2,739 | (2,739) | |
| A&O/Transfers | 98,927 | 41,101 | 57,826 | 41.5% |
| Expenses Total | 427,212 | 163,557 | 263,655 | 38.3% |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|--|------------------|------------------|------------------|----------------|
| Shorezone Total | 80,664 | (147,489) | 228,153 | -182.8% |
| Current Planning Total | 1,241,117 | 998,301 | 242,816 | 80.4% |
| Envir. Imp. | | | | |
| Env. Improv. | | | | |
| Expenses | | | | |
| Compensation | 649,229 | 700,436 | (51,207) | 107.9% |
| Contracts | 21,855 | 11,529 | 10,325 | 52.8% |
| Other | 14,131 | 7,084 | 7,047 | 50.1% |
| Rent | - | 1,400 | (1,400) | #DIV/0! |
| Expenses Total | 685,215 | 720,449 | (35,234) | 105.1% |
| Env. Improv. Total | 685,215 | 720,449 | (35,234) | 105.1% |
| Stormwater Planning Support | | | | |
| Revenue | | | | |
| Fees for Service | (61,100) | (64,455) | 3,355 | 105.5% |
| Revenue Total | (61,100) | (64,455) | 3,355 | 105.5% |
| Expenses | | | | |
| Compensation | - | 69,230 | (69,230) | |
| Other | 721 | 0 | 721 | 0.0% |
| A&O/Transfers | - | 45,830 | (45,830) | |
| Expenses Total | 721 | 115,060 | (114,339) | |
| Stormwater Planning Support Total | (60,379) | 50,605 | (110,984) | -83.8% |
| Lahontan Caldor Fire Monitoring | | | | |
| Revenue | | | | |
| Grants | (99,639) | (42,140) | (57,499) | 42.3% |
| Revenue Total | (99,639) | (42,140) | (57,499) | 42.3% |
| Expenses | | | | |
| Compensation | 2,305 | 938 | 1,367 | 40.7% |
| Contracts | 97,333 | 41,657 | 55,677 | 42.8% |
| A&O/Transfers | - | 0 | 0 | |
| Expenses Total | 99,639 | 42,595 | 57,044 | 42.7% |
| Lahontan Caldor Fire Monitoring Total | (0) | 455 | (455) | |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|--|------------------|------------------|------------------|---------------|
| Envir. Imp. Total | 624,836 | 771,509 | (146,673) | |
| L RTP | | | | |
| Long Range & Transp. Planning | | | | |
| Expenses | | | | |
| Compensation | 279,976 | 256,671 | 23,304 | 91.7% |
| Contracts | 328,408 | 34,400 | 294,008 | 10.5% |
| Other | 8,777 | 6,159 | 2,617 | 70.2% |
| Rent | 2,527 | 150 | 2,377 | 5.9% |
| Expenses Total | 619,687 | 297,380 | 322,306 | 48.0% |
| Long Range & Transp. Planning Total | 619,687 | 297,380 | 322,306 | 48.0% |
| TMPO | | | | |
| Expenses | | | | |
| Compensation | - | 13,024 | (13,024) | |
| Contracts | 155,729 | 6,933 | 148,796 | 4.5% |
| Other | 21,034 | 35,080 | (14,046) | 166.8% |
| Expenses Total | 176,763 | 55,037 | 121,726 | 31.1% |
| TMPO Total | 176,763 | 55,037 | 121,726 | 31.1% |
| L RTP Total | 796,450 | 352,417 | 444,032 | |
| R & A | | | | |
| Research & Analysis | | | | |
| Expenses | | | | |
| Compensation | 1,112,391 | 1,031,874 | 80,516 | 92.8% |
| Contracts | 1,237,942 | 488,908 | 749,034 | 39.5% |
| Other | 13,133 | 13,147 | (14) | 100.1% |
| Expenses Total | 2,363,466 | 1,533,930 | 829,536 | 64.9% |
| Research & Analysis Total | 2,363,466 | 1,533,930 | 829,536 | 64.9% |
| Nearshore Trib Monitoring (Lahontan) | | | | |
| Expenses | | | | |
| Compensation | 2,296 | 3,024 | (728) | 131.7% |
| Expenses Total | 2,296 | 3,024 | (728) | 131.7% |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|---|------------------|------------------|-----------------|--------------------|
| Nearshore Trib Monitoring (Lahontan) Total | 2,296 | 3,024 | (728) | |
| Lake Tahoe West GIS Support | | | | |
| Revenue | | | | |
| State Revenue | (201,422) | (101,370) | (100,052) | 50.3% |
| Revenue Total | (201,422) | (101,370) | (100,052) | 50.3% |
| Expenses | | | | |
| Contracts | 201,422 | 94,174 | 107,248 | 46.8% |
| Other | - | 7,126 | (7,126) | |
| Expenses Total | 201,422 | 101,301 | 100,121 | 50.3% |
| Lake Tahoe West GIS Support Total | - | (69) | 69 | |
| Climate Impacts on Alpine Lake | | | | |
| Revenue | | | | |
| Grants | (48,000) | 0 | (48,000) | 0.0% |
| Revenue Total | (48,000) | 0 | (48,000) | 0.0% |
| Expenses | | | | |
| Contracts | 45,714 | 29,570 | 16,144 | 64.7% |
| A&O/Transfers | 2,286 | 0 | 2,286 | 0.0% |
| Expenses Total | 47,999 | 29,570 | 18,430 | 61.6% |
| Climate Impacts on Alpine Lake Total | (0) | 29,570 | (29,570) | -7392445.0% |
| NDEP Nearshore Algal Monitoring | | | | |
| Revenue | | | | |
| Grants | (32,000) | (19,072) | (12,928) | 59.6% |
| Revenue Total | (32,000) | (19,072) | (12,928) | 59.6% |
| Expenses | | | | |
| Contracts | 32,000 | 19,072 | 12,928 | 59.6% |
| Expenses Total | 32,000 | 19,072 | 12,928 | 59.6% |
| NDEP Nearshore Algal Monitoring Total | - | 0 | 0 | |
| R & A Total | 2,365,762 | 1,566,454 | 799,308 | |
| Infrastructure | | | | |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|-------------------------------|------------------|------------------|-----------------|---------------|
| General Services | | | | |
| Expenses | | | | |
| Compensation | 101,607 | 94,643 | 6,964 | 93.1% |
| Contracts | 30,414 | 3,542 | 26,871 | 11.6% |
| Other | 181,208 | 170,755 | 10,453 | 94.2% |
| Rent | 688,980 | 631,565 | 57,415 | 91.7% |
| Expenses Total | 1,002,209 | 900,506 | 101,703 | 89.9% |
| General Services Total | 1,002,209 | 900,506 | 101,703 | 89.9% |
| IT | | | | |
| Expenses | | | | |
| Contracts | 280,000 | 251,565 | 28,435 | 89.8% |
| Other | 213,586 | 283,692 | (70,106) | 132.8% |
| Expenses Total | 493,586 | 535,257 | (41,671) | 108.4% |
| IT Total | 493,586 | 535,257 | (41,671) | 108.4% |
| Building | | | | |
| Revenue | | | | |
| Other Revenue | - | (1,936) | 1,936 | |
| Rent Revenue | (325,943) | (319,003) | (6,940) | 97.9% |
| TRPA Rent Revenue | (688,980) | (631,565) | (57,415) | 91.7% |
| Revenue Total | (1,014,923) | (952,504) | (62,418) | 93.8% |
| Expenses | | | | |
| Contracts | 316,447 | 79,919 | 236,528 | 25.3% |
| Financing | 547,575 | 393,432 | 154,143 | 71.8% |
| Other | 83,378 | 50,084 | 33,294 | 60.1% |
| Expenses Total | 947,400 | 523,434 | 423,965 | 55.2% |
| Building Total | (67,523) | (429,070) | 361,547 | |
| CAM | | | | |
| Revenue | | | | |
| Rent Revenue | (3,680) | 0 | (3,680) | 0.0% |
| Revenue Total | (3,680) | 0 | (3,680) | 0.0% |
| Expenses | | | | |
| Other | 77,687 | 87,017 | (9,330) | 112.0% |

Tahoe Regional Planning Agency
Actuals vs. Budget by Department
Fiscal YTD May 2024

| Row Labels | Ann Budget | YTD | Remaining | Percent Spent |
|-----------------------------|--------------------|--------------------|-----------------|---------------|
| Expenses Total | 77,687 | 87,017 | (9,330) | 112.0% |
| CAM Total | 74,007 | 87,017 | (13,010) | 117.6% |
| Infrastructure Total | 1,502,279 | 1,093,710 | 408,569 | 72.8% |
| Other | | | | |
| Other | | | | |
| Expenses | | | | |
| Compensation | 143,183 | 0 | 143,183 | 0.0% |
| Contracts | - | 330,000 | (330,000) | |
| Other | 140,181 | 1,177 | 139,004 | 0.8% |
| A&O/Transfers | (2,005,640) | (2,051,874) | 46,234 | 102.3% |
| Expenses Total | (1,722,276) | (1,720,697) | (1,580) | 99.9% |
| Other Total | (1,722,276) | (1,720,697) | (1,580) | 99.9% |
| Other Total | (1,722,276) | (1,720,697) | (1,580) | 99.9% |

STAFF REPORT

Date: June 18, 2024
To: TRPA Transportation Committee
From: TRPA Staff
Subject: Discussion and Recommendation of 2024/2025 Transportation Committee Work Plan

Summary and Staff Recommendation:

Staff recommend adoption of the 2024/2025 Work Plan for the Transportation Committee and Governing Board's *Keeping Tahoe Moving* strategic priority. The work plan incorporates feedback received at the April 2024 Transportation Committee meeting, from Board members during May 2024 retreat, and stakeholders. Staff will present the revised work plan for the Committee to recommend to the Governing Board for adoption.

Required Motions:

The following motion is required:

- 1) A motion to recommend that the TRPA Governing Board adopt the 2024/2025 Transportation Committee Work Plan.

For the motion to pass, an affirmative vote of a majority of the quorum is required.

Background:

The TRPA Governing Board selected *Keeping Tahoe Moving* as a strategic priority and subsequently established a new Transportation Committee to provide staff direction and make recommendations to the full Governing Board. In February 2024 the newly formed Transportation Committee met and provided general direction on work plan priorities. The priorities are: 1) update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as mandated by federal and state law and funding agreements, and 2) identification of funding to implement the RTP/SCS. The Governing Board provided additional direction in March 2024 regarding funding, including focusing on transit operations and maintenance, and Regional Plan policies on reducing vehicle miles traveled (VMT). The Committee received a draft version of this work plan in April. Since that meeting, questions and comments from other stakeholders, and input from the Governing Board retreat in May, have been received and used to prepare the attached revised version. This work plan incorporates the direction described above while recognizing the scheduling commitments associated with the RTP/SCS update and serves as both the work plan for the *Keeping Tahoe Moving* strategic priority and the Transportation Committee. Although not specifically identified in the work plan, additional items will come before the Committee periodically (e.g., transportation improvement program updates, distribution of grant funds, updates on grant funded projects, etc.).

This work plan outlines two interrelated tasks. Task 1 focuses on the update of the RTP/SCS and includes:

- Review and update of RTP/SCS goals and policies.
- Identification of programs and projects (i.e., the project list).
- Preparation of the RTP/SCS financial element.

The review of goals and policies will include revisions and clarifications on all policies and demand reduction measures that can be implemented primarily through land use and similar plan policy and code changes. The project list will establish the ongoing programs (e.g., transit) and one-time capital projects needed to meet established VMT reduction targets and RTP/SCS goals. The RTP/SCS financial element will identify funding for projects on the financially constrained list (i.e. currently available and reasonably foreseeable sources). These tasks will relate to and create a foundation for the second phase. The final RTP/SCS policies and goals will be amended into the Regional Plan in the summer of 2025.

The focus of Task 2 is the funding policy update. The funding policy update task will provide the venue for more detailed review and updating of Regional Plan goals and policies related to funding the RTP/SCS and attainment of VMT Threshold (TSC1). The Regional Plan policies related to funding and VMT reduction will be reviewed and revised to reflect the updated RTP/SCS funding element and technical feedback on VMT reduction through land use policy. The Committee will consider the Regional Plan funding policy update related to VMT in October of 2024 in advance of Board consideration in early 2025.

The Committee's progress will be reported to the Governing Board at their monthly meetings along with other Committee reports. This work plan will be reviewed periodically and updated.

Contact Information:

For questions regarding this agenda item, please contact Michelle Glickert, Transportation Planning Program Manager, at 775.589.5204, or mglickert@trpa.gov, or John Hester, Chief Operating Officer, at 775.589.5219 or jhester@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachment:

- A. 2024/2025 Transportation Committee Work Plan

Attachment A
2024/2025 Transportation Committee Work Plan

Keeping Tahoe Moving

TRPA Transportation Committee

2024/2025 Work Program

June 26, 2024



Introduction

The TRPA Governing Board selected *Keeping Tahoe Moving* as a strategic priority and established the Transportation Committee to provide staff direction and make recommendations to the full Governing Board.

In February 2024 the newly formed Transportation Committee met and broadly outlined work plan priorities:

1. Update the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and
2. Update relevant Regional Plan policies related to funding the RTP/SCS and attainment of the VMT Threshold.

At the March 2024 Governing Board meeting, the Board identified a set of issues related to VMT policy, including land use policy-related issues associated with the adaptive management response (DP-5.6) and questions related to RTP/SCS funding and milestones (DP-5.4). The Board requested that the Transportation Performance Technical Advisory Committee address the adaptive management response-related issues (DP-5.6) and asked the Transportation Committee to address funding and milestones (DP 5.4).

This work plan incorporates the direction from February and March and recognizes the interdependence between the two tasks. The funding milestones contained in DP 5.4 were developed to support the 2020 RTP/SCS financial element. Reviewing and updating those policies requires revisiting the financial forecast and assumptions, funding landscape, identified projects, accounting framework, and common definitions that are necessary for updating the RTP/SCS.

Although not specifically identified in this work plan, additional items will come before the Committee periodically (e.g., transportation improvement program updates, distribution of grant funds, updates on grant-funded projects, etc.). Committee updates will be shared with the Governing Board during Committee reports. This work plan will be reviewed periodically and updated.

The primary tasks are:

RTP/SCS Update

The Committee, with staff support, will lead the update of the 2020 RTP/SCS to reflect anticipated land use changes, revision of the RTP/SCS project list, and the funding landscape. The land use forecast will provide detailed assumptions on growth and land use. The project list will establish the ongoing programs and capital projects needed to meet the goals of the RTP. The RTP/SCS financial element will identify funding for projects on the financially constrained list (i.e. currently available and reasonably foreseeable sources). The Committee will also consider changes to the RTP/SCS goals and policies of the Regional Plan.

Specific activities and deliverables include:

- Define Land Use/Demographic Assumptions
- Review the RTP/SCS Performance and Recommendations Report
- Identify RTP/SCS programs and projects (i.e., the project list)
- Prepare the RTP/SCS financial element (funding assumptions and forecast)

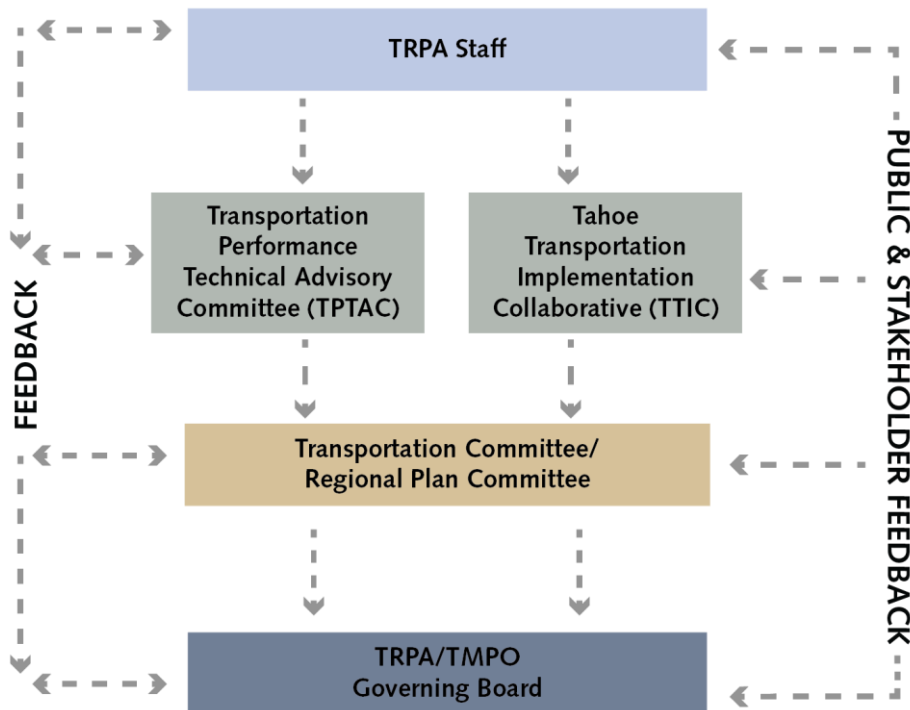
- Review and update Regional Plan funding policies in DP-5.4
- Review and update RTP/SCS goals and policies.
- Approve the final RTP/SCS

Funding Policy Update

The Funding Policy Update includes a review and update of the Regional Plan goals and policies that support the RTP/SCS financial element. This task will provide the Committee with the venue for a “deeper dive” into the Regional Plan goals and policies related to the RTP/SCS funding element that arose during the discussion of the VMT threshold standard (TSC1). The review of Regional Plan goals and policies will include revisions and clarifications of relevant policies, appropriate response mechanisms if funding targets aren’t met, and transportation demand reduction measures.

Engagement and Process

Public and stakeholder engagement will be an ongoing element of the Committee work. As shown in the process graphic below, this work plan will be implemented through the leadership of the Transportation Committee and involve the Advisory Planning Commission (APC), the Governing Board, the Transportation Performance Technical Advisory Committee, the Tahoe Transportation Implementation Collaborative, the public, and other stakeholders at regular intervals to gain input and provide information on the progress being made.



The Keeping Tahoe Moving email newsletter and a project-specific webpage, trpa.gov/connections2050 will provide updates on RTP/SCS development. This email list is open to members of the public and will be used to disseminate project progress updates, solicit feedback, and inform the public of project events and participation opportunities. In addition, the Committee may host subject matter expert presentations at select meetings to gain input and feedback.

Public hearings/meetings to be held by the APC, Committee, and the GB will serve as additional venues for soliciting feedback. Presentations will be made to other stakeholders including transportation project and program implementers (e.g. Local Jurisdictions, Tahoe Transportation District, Transportation Management Associations, etc.). Staff will also prepare regular reports on progress when the Committee is not meeting. The Committee may refer questions or issues back to the TPTAC or TTIC.

Team

TRPA Staff: Michelle Glickert and Kira Richardson (RTP/SCS Update), Nick Haven (Funding), Dan Segan (Regional Plan and Code Amendments), John Hester (Planning Advisor and Executive Team sponsor), John Marshall (Legal Advisor).

Consultants: Consultants will be used for data and modeling and environmental review.

RTP/SCS Update Tasks - May 2024 to September 2025

- 1.1. RTP/SCS greenhouse gas reduction (GHG) target evaluation framework (as required by the California Air Resources Board (CARB))
 - 1.1.1. TRPA staff prepares analysis framework and transmits it to CARB (June/July 2024)
 - 1.1.2. CARB review of submitted materials and feedback (June – October 2024)
 - 1.1.3. TRPA incorporates CARB feedback and finalizes the evaluation approach. (October 2024)
- 1.2. Travel Demand model updates
 - 1.2.1. Request for Proposals and selection of qualified vendors to update the Travel Demand Model (October 2023)
 - 1.2.2. RSG updates recreation travel patterns and bike/ped selection preferences (July 2024)
 - 1.2.3. WSP migrates TDM to the latest platform and performs model validation and calibration for the 2022 base year (August 2024)
- 1.3. Land use and demographic forecasts for 2035 and 2050
 - 1.3.1. Staff develops land use and demographic forecasts (September 2024)
 - 1.3.2. Committee reviews and endorses forecast (October 2024)
- 1.4. 2024 Transportation Performance and Recommendations Report
 - 1.4.1. TPTAC prepares and transmits the report to the Committee (June 2024)
- 1.5. RTP Public Participation Plan
 - 1.5.1. Staff develops RTP Public participation plan (March 2024)
 - 1.5.2. Committee recommends approval of the PPP (April 2024)
 - 1.5.3. Board approves (April 2024)
 - 1.5.4. Staff implements the public participation plan including the RTP/SCS website, webinars, and multiple public and stakeholder presentations (May 2024 - June 2025)
- 1.6. Updated RTP/SCS goals and policies
 - 1.6.1. Staff proposes revisions to RTP/SCS goals and policies (June 2024)
 - 1.6.2. Tahoe Transportation Implementation Collaborative (TTIC) review (July 2024)
 - 1.6.3. Transportation Committee endorses updated RTP/SCS goals and policies (August 2024)
- 1.7. Project list development
 - 1.7.1. Staff and partners compile RTP project list (July 2024)
 - 1.7.2. Tahoe Transportation Implementation Collaborative (TTIC) review of project list (August 2024)
 - 1.7.3. Committee reviews and endorses project list (October 2024)
- 1.8. Development of RTP/SCS financial element
 - 1.8.1. Staff to include identified funding sources in the RTP/SCS funding element's assumptions and discussion section
 - 1.8.2. Staff to identify funding strategies that require legislative or other support and conduct follow-up at the Transportation Committee to track progress (ongoing)
 - 1.8.3. Staff to prepare draft RTP/SCS financial element (September 2024)

- 1.8.4. Transportation Committee review and feedback on the draft RTP/SCS financial element (October 2024)
- 1.9. Draft RTP/SCS
 - 1.9.1. Staff completes draft text for RTP/SCS chapters and appendices (November 2024)
- 1.10. Technical analysis to support RTP/SCS
 - 1.10.1. Staff runs the travel demand model with the forecast assumptions to assess change in trips and VMT. (October 2024)
 - 1.10.2. Consultant prepares environmental analysis relative to air quality, level of service, and greenhouse gas emissions based on the outputs of 1.10.1 (November 2024)
- 1.11. Preparation of environmental documentation
 - 1.11.1. Using the technical studies from task 1.10, consultant prepares an administrative draft initial environmental checklist (IEC) for internal review. The IEC will be used to determine if an additional level of environmental analysis is needed. (January 2025)
 - 1.11.2. Public draft of the environmental analysis released for review and comment (January 2025)
 - 1.11.3. Staff incorporates public comment and finalizes environmental documentation (January 2025)
- 1.12. RTP/SCS Public review
 - 1.12.1. TRPA releases draft RTP/SCS (March 2025)
 - 1.12.2. Presentation of the draft RTP/SCS to Tahoe Transportation Commission (TTC), APC, Transportation Committee, and Regional Plan Committee (RPC) (April 2025)
- 1.13. Finalize RTP/SCS
 - 1.13.1. Staff to incorporate comments from public review and finalize RTP/SCS (May 2025)
 - 1.13.2. Tahoe Transportation Commission (TTC) recommendation (May 2025)
 - 1.13.3. APC recommendation on the adoption of the RTP/SCS (May 2025)
 - 1.13.4. TRPA Transportation Committee recommendation (May 2025)
 - 1.13.5. Regional Plan Committee (RPC) recommendations on the adoption of the RTP/SCS (May 2025)
 - 1.13.6. Governing Board adoption of the RTP/SCS (June 2025)
- 1.14. Submission of approved RTP/SCS
 - 1.14.1. Transmit the final RTP/SCS to the California Air Resources Board, Caltrans, Nevada Department of Transportation, Federal Highway Administration, and Federal Transit Administration. (August 2025)

Funding Policy Update Tasks, May 2024 to December 2025

- 2.1. Transportation Funding Landscape
 - 2.1.1. Staff to prepare a summary of current transportation investments and funding levels across the region. (June 2024)
 - 2.1.2. Committee information item on current funding landscape (June 2024)
- 2.2. Update of RTP/SCS funding and milestones (DP-5.4 & DP-5.6)
 - 2.2.1. Staff to develop updated policy proposals for (DP 5.4) in alignment with draft RTP/SCS financial element developed under Task 1.8 (September 2024)

- 2.2.2. Transportation Performance Technical Advisory Committee to review and revise adaptive management policies in the Regional Plan (DP-5.6) (October 2024)
- 2.2.3. Transportation Committee review of proposed funding milestones (DP-5.4) (October 2024)
- 2.2.4. Transportation Committee review and recommendation of revised adaptive management and funding policies, DP-5.4 & DP-5.6 (December 2025)
- 2.2.5. APC recommendation on revisions to DP-5.4 & DP-5.6 (March 2025)
- 2.2.6. Regional Planning Committee recommendation on revisions to DP-5.4 & DP-5.6 (March 2025)
- 2.2.7. Governing Board approval of revisions to DP-5.4 & DP-5.6 (April 2025)



STAFF REPORT

Date: June 18, 2024
To: TRPA Transportation Committee
From: TRPA Staff
Subject: 2024 Regional Transportation Plan/Sustainable Communities Strategy Analysis and Recommendations Report

Summary:

The 2024 Regional Transportation Plan/Sustainable Communities Strategy Analysis and Recommendations Report (Report) contains a summary of transportation metrics and recommendations to inform the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Staff will present the Report and key findings for the RTP/SCS update and other transportation project and programming work. Staff requests the Transportation Committee transmit the Report to the Governing Board with a recommendation that the Governing Board acknowledge the issuance of the Report.

Required Motions:

To make the proposed recommendation, the Committee must make the following motion, based on the staff report:

- 1) A motion to recommend the Governing Board acknowledge the issuance of the Regional Transportation Plan/Sustainable Communities Strategy Analysis and Recommendations Report, included as Attachment A.

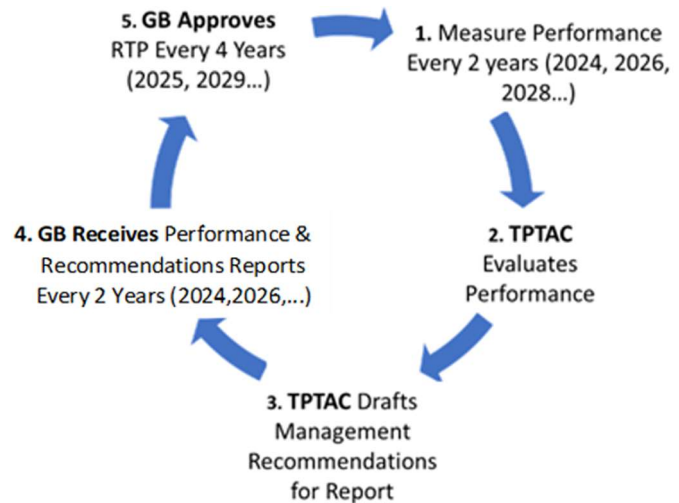
A simple majority of the Committee members present is required to approve the motion.

Background:

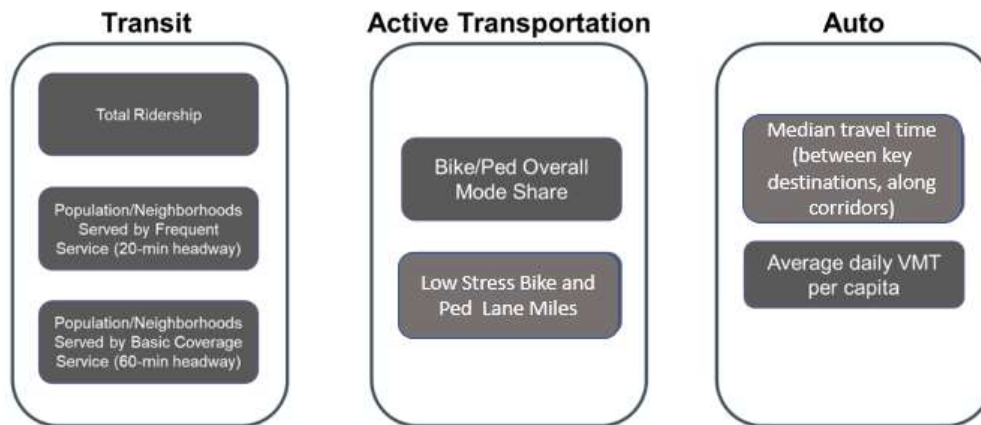
In April 2021, the TRPA Governing Board adopted a new Transportation and Sustainable Communities threshold category and a VMT per-capita standard (TSC-1). Along with the adoption, a technical advisory body was identified (Transportation Performance Technical Advisory Committee or TPTAC) to prepare and transmit to the TRPA and Tahoe Metropolitan Planning Organization (TMPO) governing boards a report including past performance and recommendations.

The TPTAC consists of representatives from each County, the City of South Lake Tahoe, state transportation agencies, local and regional transit providers, transportation demand management associations, non-governmental organizations, and a member of the public.

As the adjacent figure illustrates, the TPTAC is responsible for evaluating the performance of seven primary metrics and providing recommendations for programmatic direction. The framework developed by the TPTAC includes metrics for transit, active transportation, and auto travel modes as shown below.



Primary metrics by mode:



The Report includes a chapter on each mode.

Highlights from the Report’s analysis of the performance metrics include:

- Transit ridership has grown over the last couple of years, but transit service remains limited;
- Active transportation (bicycle and pedestrian) infrastructure reduces levels of stress for cyclists and walkers to encourage more non-auto trips; and
- VMT has declined in recent years, but this is not necessarily aligned with local public perception.

Key conclusions and recommendations from the Report are:

- The region is still not meeting 20-minute service. Expand service hours and coverage areas to increase ridership.
- Improvements are still needed to ensure active transportation infrastructure reduces levels of stress for cyclists and walkers.
- More consistent, ongoing, and flexible funding is necessary for transit and active transportation operations.

- Technology can be used more effectively for data collection and dissemination of information on all metrics.
- Review the TRPA code of ordinances for opportunities to further the Active Transportation Plan and Long-Range Transit Plan.

These recommendations will be used in preparing the next RTP/SCS, Connections 2050, currently in development. Policies that may be revised to implement the recommendations will be analyzed as part of the RTP/SCS environmental review. The final RTP/SCS project list and funding element will also consider these recommendations. Additional recommendations will be incorporated into future project programming processes such as the TRPA [Regional Grant Program](#) which awards funding for projects and programs that reduce reliance on the automobile .

This Report is part of the adaptive management process to support the reduction of the annual average daily VMT per capita to attain threshold standard TSC1. Consistent with DP-5.3, the Report is transmitted in the 2nd Quarter of 2024. Per DP-5.3, if after review of the report’s recommendations, the Governing Board chooses to not accept any of the Report’s recommendations, it shall provide a written justification explaining the basis for its adoption of alternative measures.

Contact Information:

For questions regarding this agenda item, please contact Michelle Glickert, Transportation Planning Program Manager, at 775.589.5204, or mglickert@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachment:

- A. 2024 Regional Transportation Plan/Sustainable Communities Strategy Analysis and Recommendations Report

Attachment A
2024 Regional Transportation Plan/Sustainable Communities Strategy Analysis
and Recommendations Report



TAHOE
REGIONAL
PLANNING
AGENCY



2024

BIENNIAL TRANSPORTATION REPORT:

*Regional Transportation Plan/Sustainable Communities Strategy
Analysis and Recommendations*

TAHOE REGIONAL PLANNING AGENCY

Lake Tahoe



2024 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY TRANSPORTATION ANALYSIS AND RECOMMENDATIONS REPORT



June 18, 2024



**TAHOE
REGIONAL
PLANNING
AGENCY**

with support from Cambridge Systematics

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INTRODUCTION

The Tahoe Regional Planning Agency (TRPA) and partners continually collect and assess data to adaptively manage transportation resources across the Tahoe Region. The monitoring program links data to the planning process and adjusts the transportation strategies that guide the region toward goals established by the Regional Plan, Regional Transportation Plan, and other local, state, and federal requirements.

The transportation measures are grouped into primary and explanatory metrics which explain the performance of different modes of transportation, including walking, biking, transit, and automotive travel. Explanatory metrics, depending on the direction of performance, explain trends among the primary indicators and provide a better understanding of the factors affecting transportation system performance. This multi-level approach enables TRPA to adjust strategies as progress is made toward the goals and targets for the Tahoe Region.

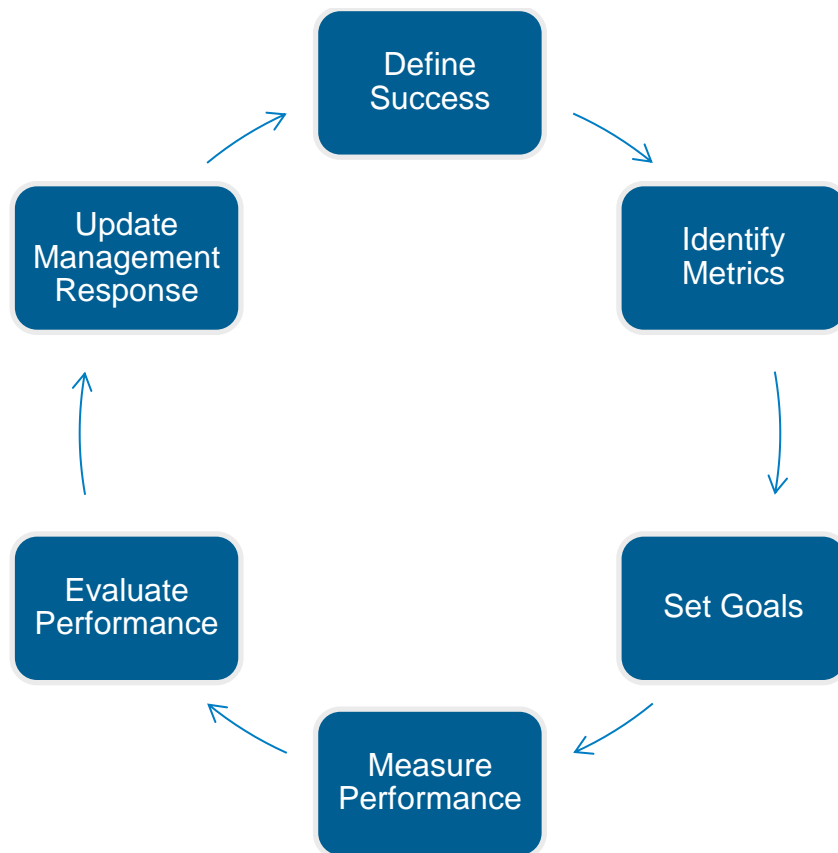
The Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) Analysis and Recommendations Report is prepared in advance of the RTP/SCS to summarize performance and provide recommendations for the RTP/SCS. The report focuses on trends in seven key metrics in three focus areas identified by the Transportation Performance Technical Advisory Committee (TPTAC). The TPTAC is an advisory body comprised of TRPA staff, regionwide agency representatives, and stakeholders. The committee is responsible for the regular reporting and recommendations that guide the management responses.

The adaptive management approach provides a management response framework that tailors actions to the findings from the evaluations of the transportation system. The approach thrives in a collaborative process where partners collectively ensure the foundation for decision-making in the Tahoe Region.

The adaptive performance management system is a forward-looking, dynamic learning process that involves the following components:

1. Identifying metrics.
2. Setting goals in alignment with the Regional Plan and RTP/SCS.
3. Monitoring and evaluating performance.
4. Identifying underlying causes in performance changes.
5. Engaging stakeholders to update management responses.
6. Defining success.

Figure I – Adaptive Management Framework



The following summarizes the transportation goals established for the Tahoe Region and how stakeholders will be involved in the overall framework.

Regional VMT Threshold

To ensure the natural beauty and economic productivity of the region persists for generations to come, the Bi-State Compact directs TRPA to establish “environmental threshold carrying capacities,” defined as “an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region.” The environmental threshold carrying capacities (threshold standards) establish goals for environmental quality and express the shared aspiration for environmental restoration of the Tahoe Region. The standards shape the goals and policies of the Regional Plan and guide millions of dollars of public and private investment in the basin through the Environmental Improvement Program (EIP).

The initial threshold categories and standards were adopted in 1982 and established goals for restoration and environmental quality in the Lake Tahoe Region. In 2021 a tenth threshold category “Transportation and Sustainable Communities” was added, under which a single threshold standard was

adopted: *reduction of annual average daily VMT per capita*.. Also referred to as “TSC1”, the annual average daily VMT per capita must be reduced by 6.8% from 12.48 VMT/capita, the 2018 baseline, to 11.63 VMT/capita, by 2045. The standard provides a robust measure of the success of the integrated transportation and land use vision of vibrant town centers connected through a walkable, bikeable, transit-friendly transportation system.

Regional Plan Transportation Goals

The Lake Tahoe Regional Plan and 2020 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) share six major transportation goals that serve as the backbone of the metric system proposed in the adaptive management framework (AMF). These goals support TRPA’s vision for a transportation system that is “interconnected, inter-regional, and sustainable, connecting people and places in ways that reduce reliance on the private automobile.” Most of the goals reflect the multimodal nature of the transportation system in the Lake Tahoe area, which has three transit operators providing fixed route and microtransit service, and 135 miles of bicycle/pedestrian facilities. The metric system proposed under the AMF responds to these goals via a tiered approach that highlights key system performance in the multimodal transportation system, while capturing user experience and effectiveness of management responses through a set of explanatory sub-metrics.

Environment

Goal: Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas (GHG) emissions.

Connectivity

Goal: Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

Safety

Goal: Increase safety and security for all users of Tahoe’s transportation system.

Economic Vitality and Quality of Life

Goal: Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

Operations and Congestion Management

Goal: Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

System Preservation

Goal: Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

The 2024 Performance Report provides summary of seven primary metrics tracked across three main categories of travel in the Tahoe Region: Transit, Active Transportation, and Auto. For each of these three categories, a set of primary metrics are presented as the top-level numbers of greatest interest at the regional level.

Metrics:

- Transit
 - Total ridership
 - Population/neighborhoods served by frequent service, 20-min headwaysBasic service, 60-min headways
- Active Transportation
 - Bicycle/pedestrian mode share
 - Low-stress bicycle and pedestrian lane miles
- Automobile
 - Average daily VMT per capita
 - Median travel time (between key destinations, along corridors)

Beyond the primary metrics, a secondary set of explanatory metrics may be presented to drill down into the underlying factors that drive the performance of the primary metrics. These explanatory metrics are grouped into three sets:

- Supply
- Condition and State of Good Repair
- Programming and Information

Further information on programs and policies is available at trpa.gov/transportation in the Active Transportation Plan, Vision Zero Strategy, Short Range Transit Plans, and the Regional Transportation Plan.



1 TRANSIT METRICS

1.1 TRANSIT

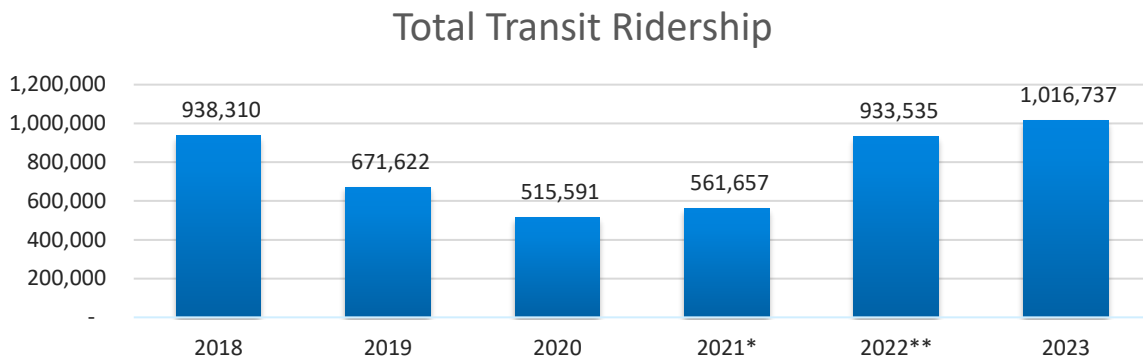
Three operators provide the primary transit services across the Tahoe Region. The North Shore is served by Truckee Tahoe Area Regional Transit (TART) providing microtransit and fixed route services. The south shore is served by Tahoe Transportation District (TTD) which provides fixed route and regional service to the Carson Valley and summer recreation services on the east shore. The South Shore Transportation Management Association (SS/TMA) contracts with South Lake Downtowner, LLC to operate Lake Link which provides microtransit on the South Shore. Expanded transit service reduces reliance on the automobile and supports the environmental, connectivity, economic vitality and quality of life, and congestion management goals of the RTP. TRPA tracks two primary metrics for transit with the goal of increasing ridership and increasing coverage and frequency:

- Total ridership
- Population and neighborhoods served by frequent service (<20-minute headways) and basic service (< 60-minute headways)

Total ridership

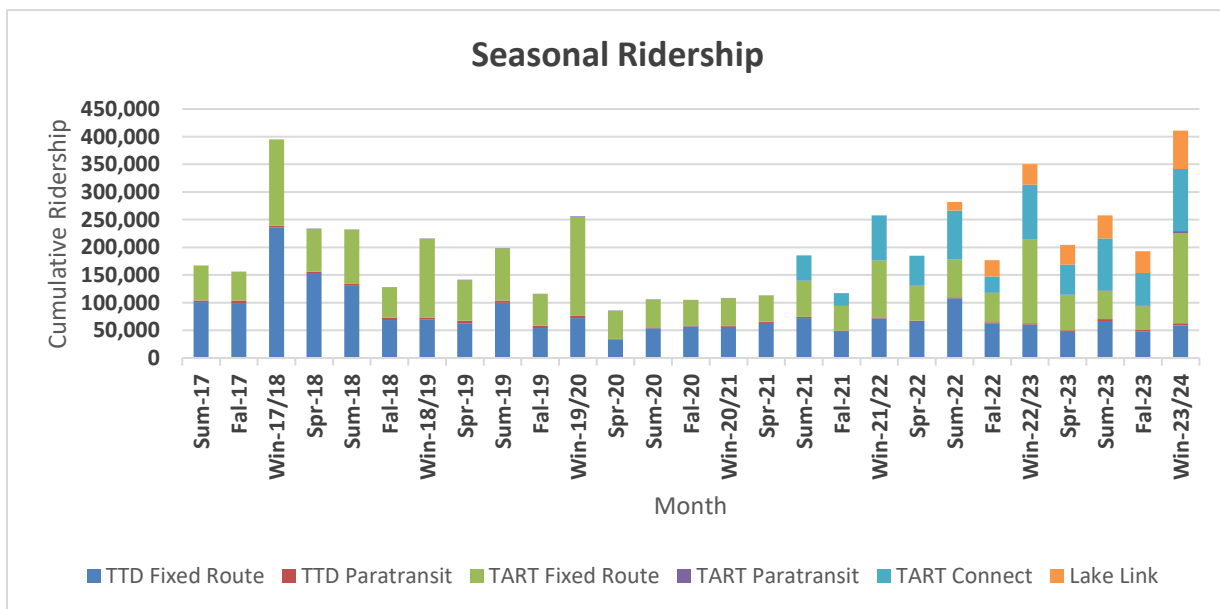
Transit ridership is the total number of people trips on transit service in the region. After declining in 2019 and during Covid, ridership has steadily increased, and in 2023 ridership exceeded 2018 levels (Figure 1-1). Much of the recovery is attributable to regional microtransit which started in June of 2021* on the North Shore and July of 2022** on the South Shore.

Figure 1-1: Total Transit Ridership



Transit ridership by month and by operator (Figure 1-2) provides insight into the seasonal fluctuations that shape ridership. Winter months consistently have the highest level of ridership. This is due to the influx of employees and users of the regional ski resorts. In 2018 South Shore data included ski shuttles operated by the Tahoe Transportation District.

Figure 1-2: Seasonal Ridership



Today these ski shuttle operations are provided by private operators and are not included in the totals. TART fixed route and TART Connect have been trending up since May 2020, with current winter peaks are exceeding 2018 totals. On the South Shore, TTD and Lake Link (providing some of the resort service) combined are returning to 2017/2018 winter peak levels as well.

While ridership is growing, transit frequency is still waning. Frequent service is defined as 20 minutes or less, and basic service is 60 minutes. Except for one quarter in 2018 on the South Shore along US50, no transit has offered frequent service. Regionally 65 percent of the population is served by basic service.

Microtransit within some zones may be close to 20-minute wait times at certain times of the day however due to this variability this cannot be included in this analysis. Moving forward it is recommended that the report track changes in coverage, hours of service, and wait time to better assess microtransit performance.

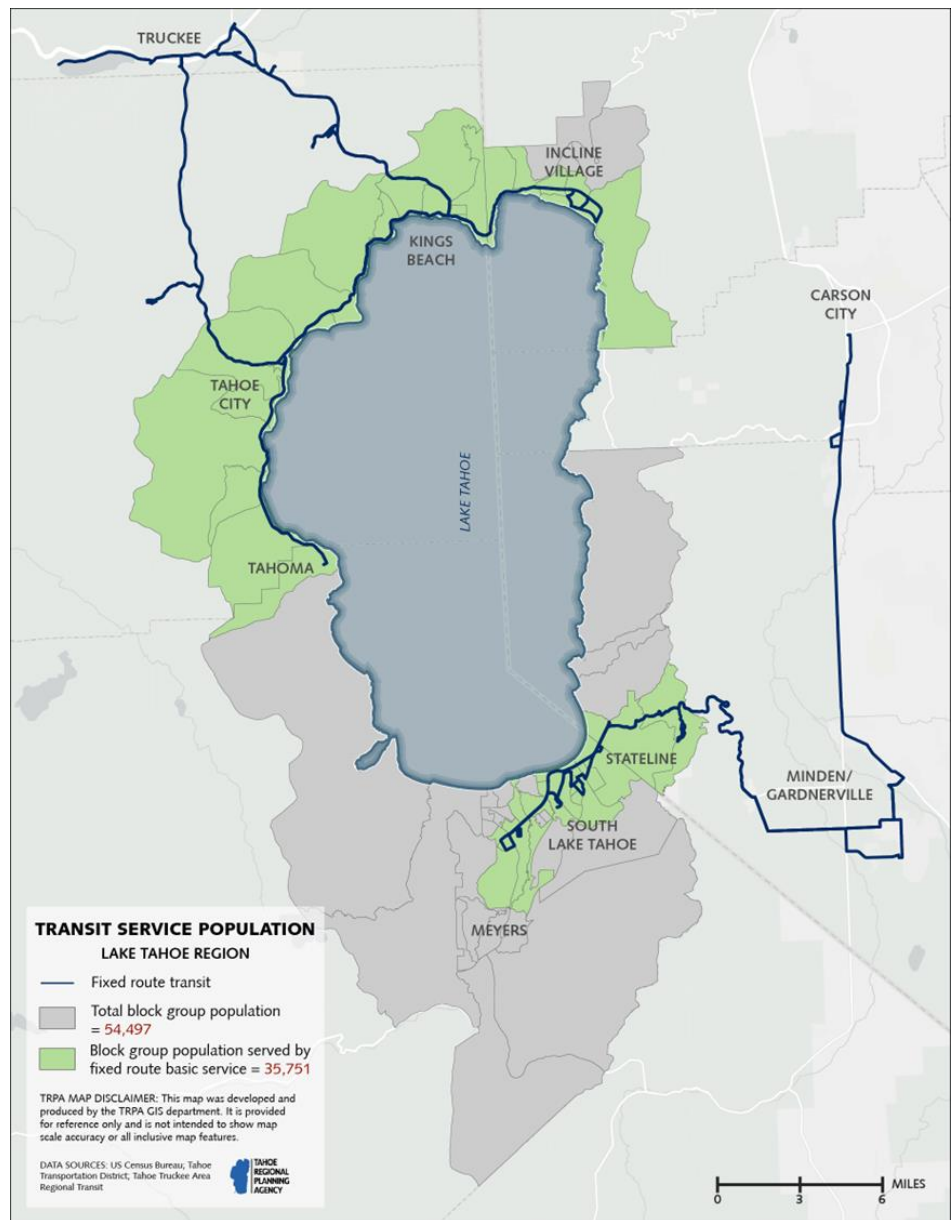


Figure 1-3: Population and Neighborhoods Served by Frequent and Basic Service

1.2 TRANSIT EXPLANATORY

The transit industry, in Tahoe and nationwide is rebounding from the COVID-19 Pandemic. Operating costs are increasing while agencies providing transit services for the public continue to struggle with staffing issues. The national housing crisis is also impacting the Tahoe Region, adding to the challenges of filling operator positions. While federal programs try to promote transit and provide resources for capital investments, local operators are struggling to secure resources for operations and maintenance.



Image: Transit Bus - Now Hiring



2 ACTIVE TRANSPORTATION

2.1 ACTIVE TRANSPORTATION

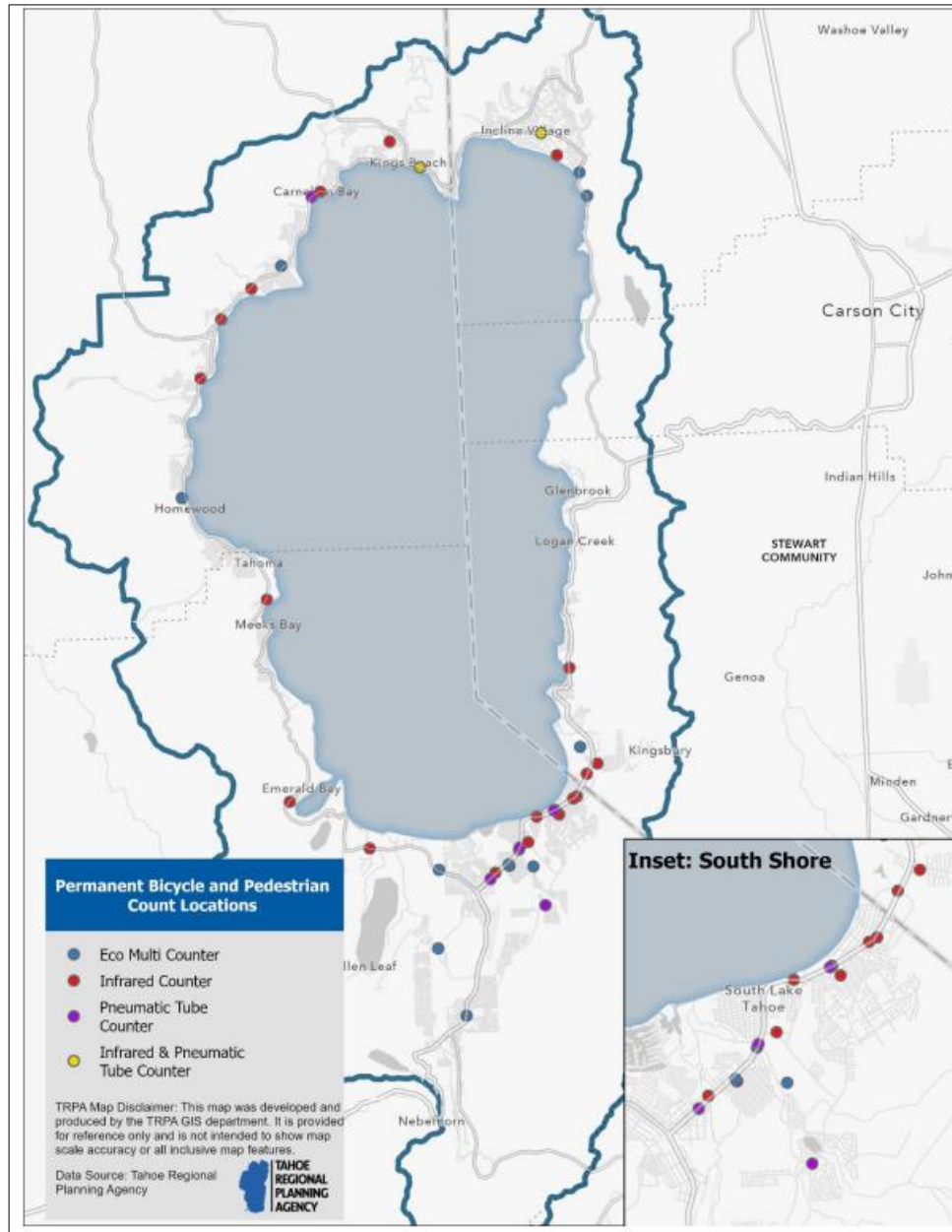
Active transportation is transportation that uses active modes and does not rely on an automobile (i.e., walking, biking, skateboarding, and e-scootering). The active transportation program performance is evaluated based on two primary metrics: (1) utilization; and (2) network quality. Utilization is the proportion of trips in the region taken using active modes, measured by mode share. Network quality is the level of stress bicyclists and pedestrians experience on the active transportation network. Together these metrics consider the RTP goals of connectivity, safety, economic vitality and quality of life, and system preservation.

Mode share (bicycle and pedestrian)

Mode refers to the method of travel (e.g. car, bicycle, walk) used to complete a trip, reported as the proportion of all trips that use an individual mode. A large number of residents and visitors use Lake Tahoe's extensive active transportation facilities, but getting exact counts of all trips in the region is impossible. Data are collected through surveys, combined online sources (a.k.a., big data), and actual

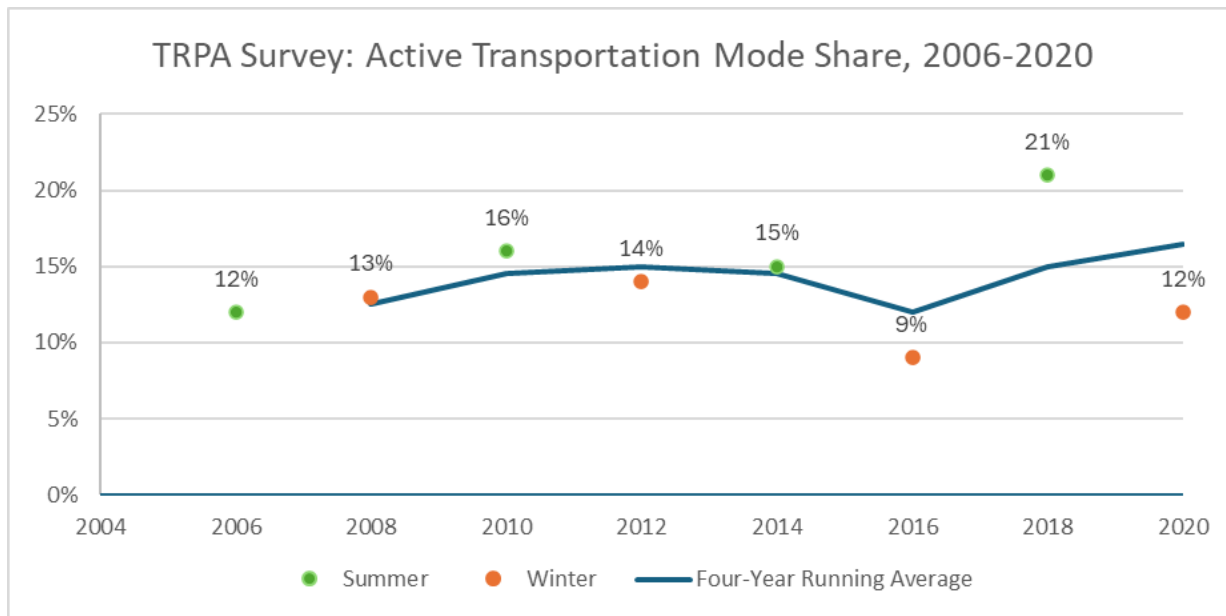
counts via forty-eight active monitoring locations to help to define trends (Figure 2-1). While most of the measured use occurs during the summer, 13 percent of total counts are during the winter months (December-March). The bicycle and pedestrian count data at the monitoring locations are continually uploaded and available on the TRPA Lake Tahoe Info monitoring dashboard ([LT Info | Lake Tahoe Info Monitoring Dashboard](#)).

Figure 2-1. Locations of Bicycle and Pedestrian Counters in the Lake Tahoe Region



Historically mode share estimates focused on travel to commercial and recreation areas and was collected via surveys between Summer 2006 and Winter 2020 (see Figure 2-2).

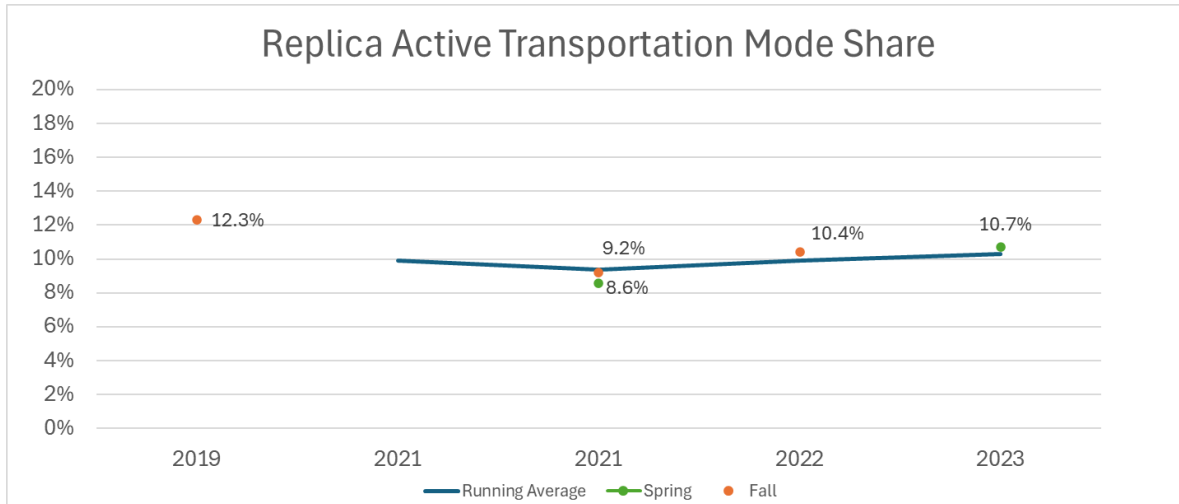
Figure 2-2. TRPA Travel Surveys, Active Transportation Mode Share 2006-2020



The data collected during the TRPA surveys included information such as mode share, origin-destination, and trip purpose at commercial and recreation sites. The surveys showed typical seasonality, with lower bike and pedestrian travel during the winter surveys than in the summer surveys, with an overall trend of increasing non-auto mode share.

To expand the estimated mode share from a commercial and recreational focus to an estimate of total regional mode share TRPA engaged ReplicaHQ (Replica), a big data provider, to calculate mode share for 2019 to 2023 (Figure 2-3). Replica’s nationwide activity-based travel demand model incorporates travel surveys and third-party data from public and private-sector sources (e.g., location based data from cell phones, GPS and connected vehicles, credit card spending, and ground truthed data). Their online tool provides information about travel patterns, trip origin and destination, commute patterns, travel mode, and network link volumes. The analysis provides seasonal trip tables and demographic and employment tables to simulate travel behavior of residents, visitors, and commercial vehicles in the Tahoe Region, as drawn from their California/Nevada mega-region.

Figure 2-3. Replica Active Transportation Mode Share 2019 to 2023



Replica’s mode share data tell a mixed story about conditions in Tahoe, with non-auto mode share down from 2019, but steadily increasing in the last two years. Because the Replica data are based on the Fall (August, September, and October) and Spring (March, April, and May), the analysis likely underrepresent non-auto mode share in the peak summer period. In 2024, Replica will release data for all four seasons, and it is expected this analysis to be more robust for future periods. TRPA is also supplying transit and bicycle/pedestrian count data to Replica to be incorporated into their inputs in future modeled periods.

Low-Stress Bicycle and Pedestrian Facilities Lane Miles

The ability to move about without exceeding a users tolerance for traffic stress has been identified as a key determinant of the attractiveness of active transportation networks. This metric quantifies the availability of bicycle and pedestrian facilities and their relative comfort level for users. It reflects considerations of connectivity, safety, economic vitality and quality of life, and system preservation goals.

Bicycle Level of Travel Stress (BLTS) analysis is an approach used by transportation planners and engineers to evaluate the level of comfort of bicycling at a given location. It is a deterministic method of assessing the level of stress that bicyclists might experience when traveling on a particular street, intersection, or other bicycle facility. The 2024 Active Transportation Plan outreach found that more than 50 percent of respondents to the question “what type of cyclist do you most closely identify with”

answered “interested but concerned” or “enthused and confident”. This suggests that safe, low-stress (high-quality) bicycle infrastructure would serve the majority of riders, and likely increase bicycle mode share.

The BLTS analysis uses the Oregon Department of Transportation guidance for conducting segment and intersection BLTS analyses as published in the Oregon Analysis Procedural Manual, Chapter 14. The BLTS analysis takes into account various factors that influence rider discomfort. These include traffic volume, vehicle speed, the presence of bike lanes or other bicycle facilities, land use type, and other roadway characteristics. The analysis results in a numerical score from 1 to 4, with higher numbers indicating higher levels of stress. The project team added a score of 4.5 to the analysis to account for exceptionally stressful locations for cyclists within the Tahoe Basin. (See Figure 2-4). The Pedestrian Experience Index (PEI) incorporates similar built environment data such as the presence of sidewalks, sidewalk condition, posted travel speeds, and other metrics to qualify the pedestrian experience for each block face. An online version of the BLTS and PEI map can be found at www.trpa.gov/atp.

Table 2-1. 2023 Tahoe Region Bicycle Level of Traffic Stress Lane Miles

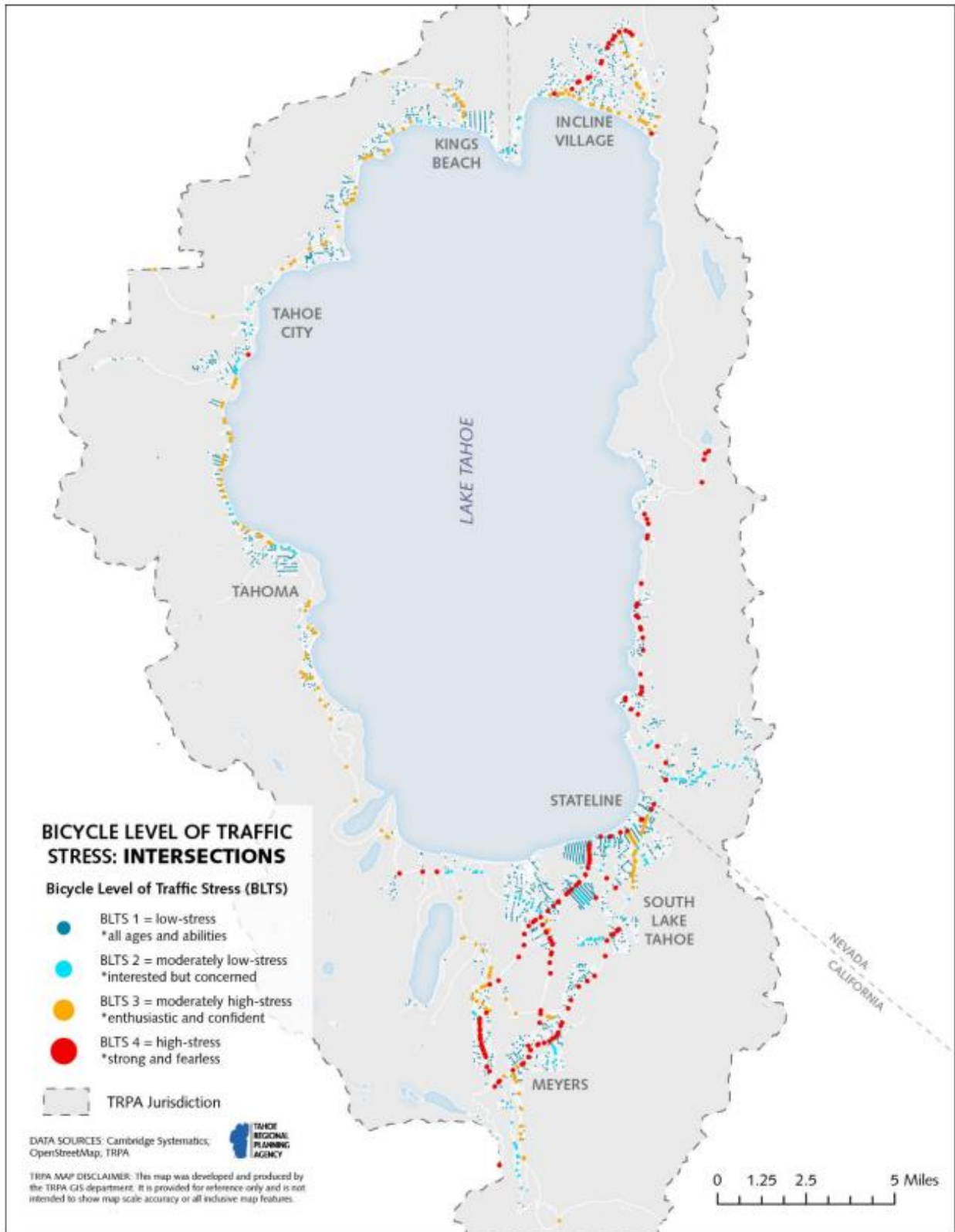
| BLTS | Miles |
|------|-------|
| 1 | 80.33 |
| 2 | 1.75 |
| 3 | 43.86 |
| 4 | 68.49 |
| 4.5 | 36.24 |

BLTS segments are classified as stressful if they have a BLTS score of 4 or higher. The goal is to continually reduce the level of stress on the entire network. A summary of the 2023 BLTS for the region is presented in Table 2-1. The total line miles of BLTS includes 55.25 miles of Class 1 shared-use paths. Neighborhood streets are excluded from the analysis.

Figure 2-4. Bicycle Level of Traffic Stress Segments



Figure 2-5. Bicycle Level of Traffic Stress Intersections



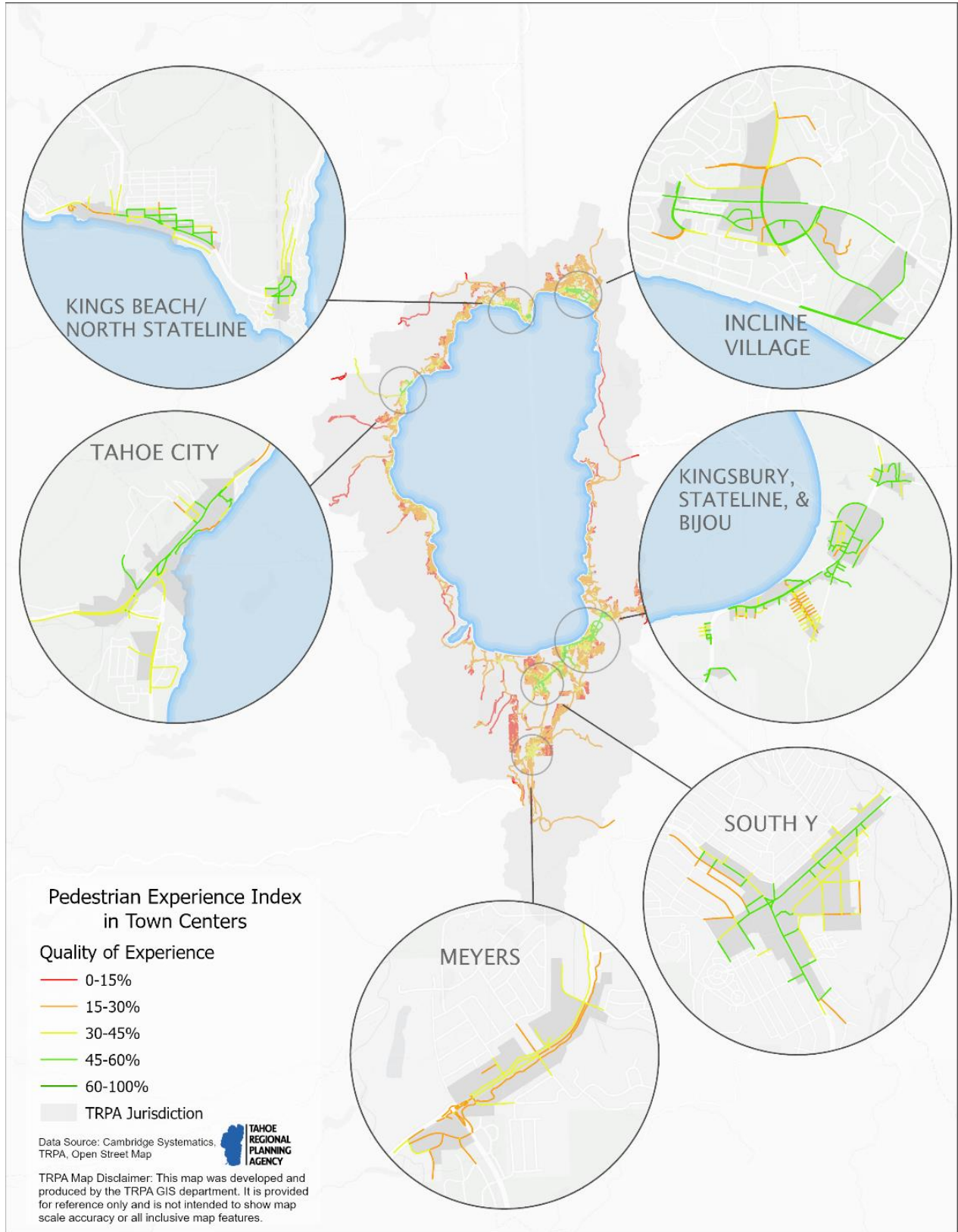
Pedestrian Experience

The Pedestrian Experience Index (PEI) provides an index quantifying the quality of pedestrian user experience of the roadway network. The score is calculated based on the presence of infrastructure such as sidewalks, curb ramps, and mid-block crossings. Scores of zero percent to 45 percent are classified as a low-quality experience (ie. no sidewalk present) and scores from 45 percent to 100 percent reflect a higher quality of experience (Table 2-2). The goal is to increase PEI to 45 percent or higher outside of town centers and within town centers between a 60 percent to 100 percent index rating. Figure 2-6 indicates a higher quality of experience in a few locations around the lake, mainly overlapping with town centers and class 1 paths.

Table 2-2. Pedestrian Experience Index Region-wide and in Town Centers

| Region-wide | | Town Centers | |
|----------------|-------------|----------------|-----------|
| Tier | Miles | Tier | Miles |
| 0-15% | 186.3 | 0-15% | 0 |
| 15-30% | 472.3 | 15-30% | 12 |
| 30-45% | 71.6 | 30-45% | 23 |
| 45-60% | 37.4 | 45-60% | 27 |
| 60-100% | 0.1 | 60-100% | 0 |

Figure 2-6. Pedestrian Experience Index Regional and Town Centers



2.2 ACTIVE TRANSPORTATION EXPLANATORY

Network safety strongly influences users' decision to walk or bike. From 2013-2021 there were approximately 41 fatalities and 183 serious injuries on roadways within the Lake Tahoe Region; an average of 5 fatalities and 20 life-changing serious injuries each year. Analysis of crashes enables design and implementation of improvements where they are needed most.

These details are available on a monitoring dashboard ([LT Info | Lake Tahoe Info Monitoring Dashboard](#)) along with a list of priority projects for implementors to focus on in the future. Safety projects have a multi-benefit in that they not only help the region achieve the Vision Zero Strategy they also increase safe non-auto travel opportunities for getting around.

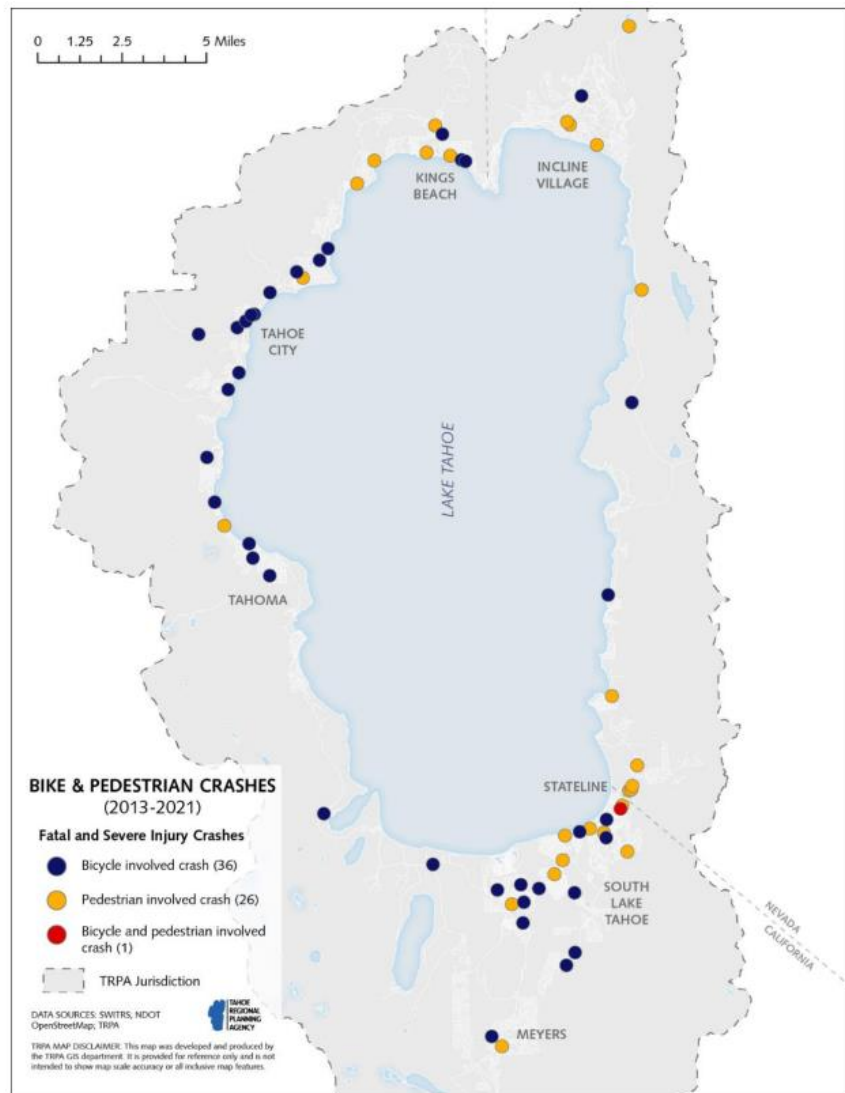
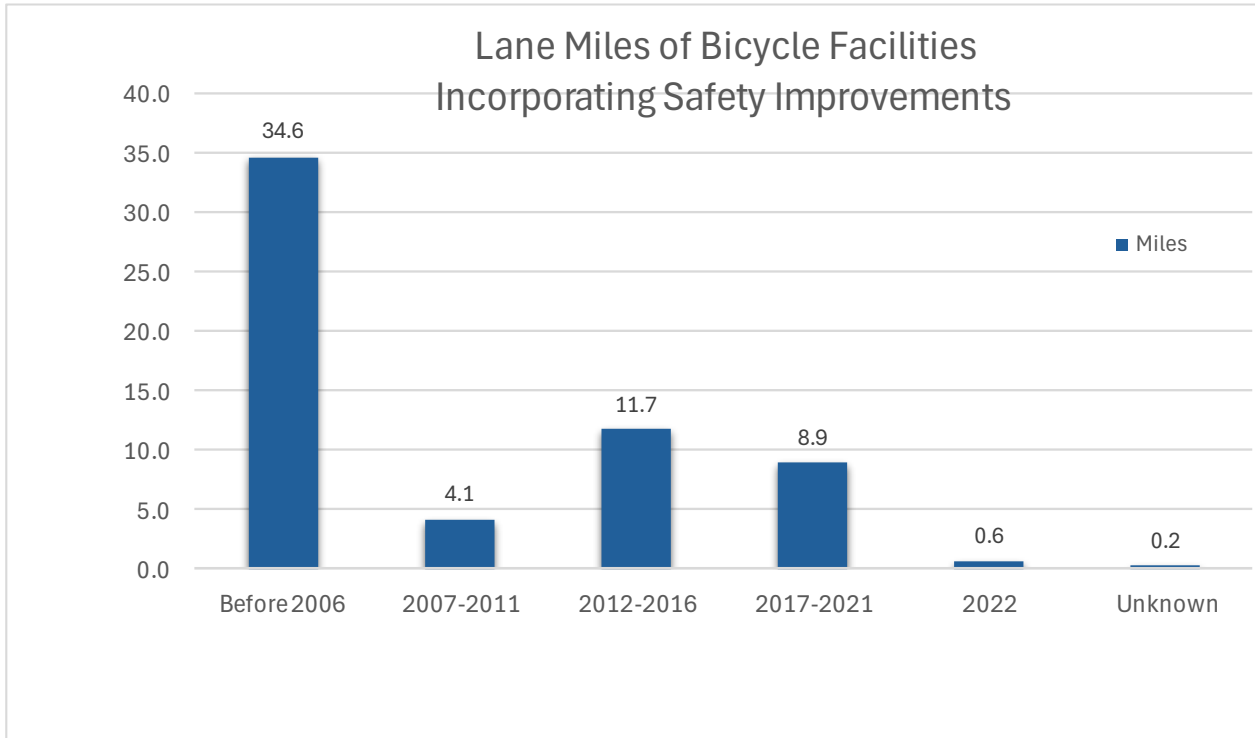


Figure 2-7.
Bicycle and Pedestrian
Crashes 2013-2021

In the future, it may be appropriate to summarize the number of bicycle/pedestrian safety related projects completed (Figure 2-9).

Figure 2-8 Number of bicycle facility lane mile facilities incorporating safety improvements



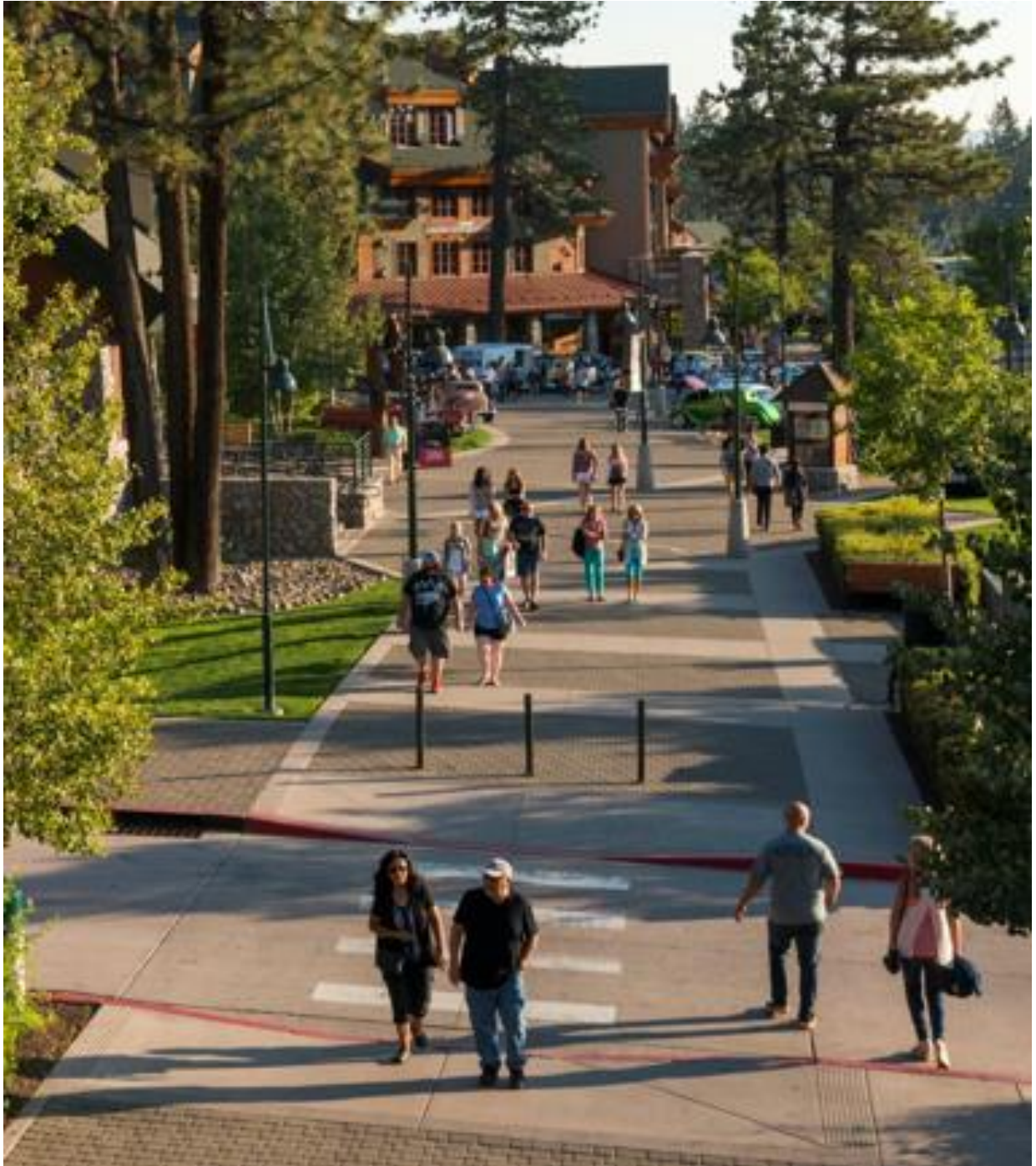


Image: Heavenly Village, South Lake Tahoe



3 AUTO METRICS

3.1 AUTO

Driving is the dominant mode of transportation for residents and visitors alike. Well-managed roadway infrastructure plays a key part in ensuring accessibility and economic vitality of the region. Extreme weather events brought by climate change have imposed additional challenges on the roadway infrastructure. Two primary metrics are used to track the performance of the auto network in Tahoe.

- Average daily VMT per capita
- Median travel time (between key destinations and along corridors)

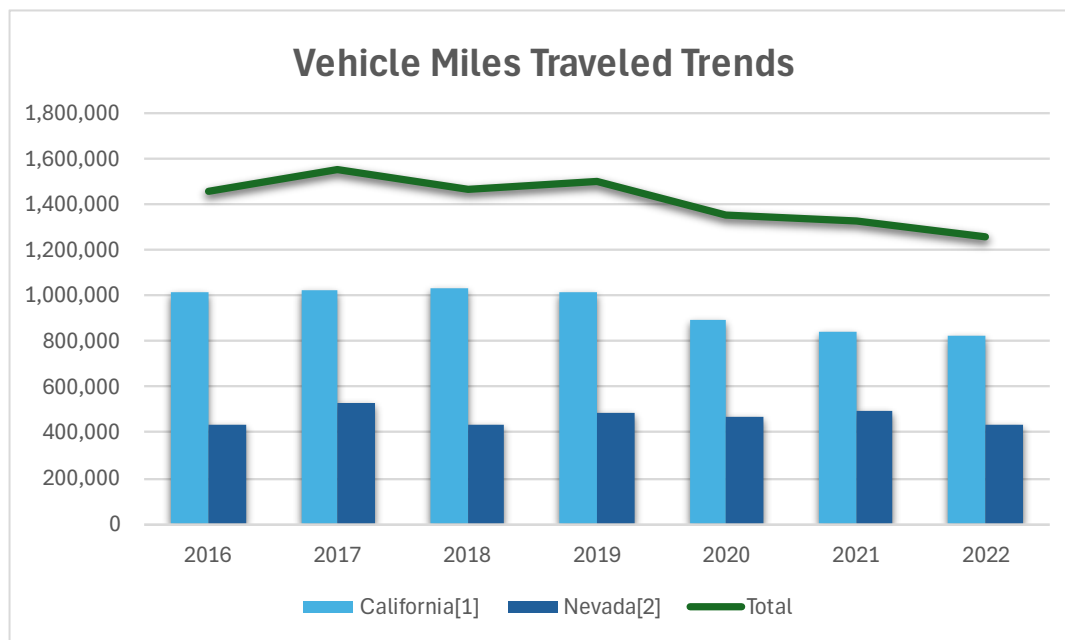
Average Daily VMT Per Capita

VMT per capita is a measure of interaction between land use and the transportation system and its efficiency in moving individuals between the places they need to be. Higher VMT per capita regions are those where individuals are traveling farther distances to get between home, work, shopping, etc. and are generally reliant on the automobile to move between their destinations. Lower VMT per capita

regions are those that are characterized by individuals traveling shorter distances between their desired destinations and where there are options other than the car (e.g. bike paths, transit systems) that are chosen more frequently as a means of taking those trips.

The Lake Tahoe Region has a substantial day and overnight visitor population that generates about half the VMT in the region on an average day. Because VMT in the region is not primarily generated by the resident population, the region uses a different measure of its population when calculating per capita VMT. In calculating the population, Tahoe uses an “effective population” or an estimate of the total number of people in Tahoe on an average day. To estimate the total number of people in Tahoe, inclusive of residents, visitors, seasonal residents, day visitors, and workers, the region uses the Tahoe Effective Population Model (TEPM). The TEPM estimates the number of people present in the Lake Tahoe Region on an average day using information drawn from a variety of sources, including US census data on population, traffic counts at external gateways, tax returns for lodging occupancy, and survey data on travel patterns.

Vehicle Miles Traveled (VMT)



Caltrans and NDOT report VMT for the Lake Tahoe Region as part of the Highway Performance Monitoring System (HPMS). The latest data reported for each state is 2022.

Figure 3-1 Vehicle Miles Traveled Trends

VMT is estimated through the use of local and regional traffic counts. The counts indicated declines in volumes during and after the COVID-19 Pandemic. The decreases in traffic counts and VMT in Tahoe run counter to statewide trends in both California and Nevada, each of which reported statewide VMT increases in both 2021 and 2022. The Tahoe Transportation District is planning a pilot project to add additional traffic counting equipment throughout the region that would provide more frequent and robust data.

The standard uses the three-year average VMT as the basis for assessment to insulate it from variation in VMT related to exogenous factors known to influence annual VMT. When the TSC1 threshold standard was adopted in 2021, the adoption materials noted that the Caltrans VMT estimate for 2019 was still preliminary¹. Caltrans revised the preliminary estimate for 2019 VMT in Tahoe from 937,268 VMT to 1,014,920 VMT. The increase in reported VMT affects the baseline for the threshold standard. Revised 3-year average estimates are presented below in Table 3-1. A comparison of 3-year average VMT from the earliest period on record (2016-2018) suggests that VMT has decreased by 5.5 percent between 2016 and 2022. The decline in VMT during that period is concentrated on the California side, which declined from just over a million to just over 850,000. On the Nevada side VMT remained stable.

Table 3-1 3-year Average VMT

| <i>Years</i> | California | Nevada | Total |
|------------------|-------------------|---------------|--------------|
| <i>2016-2018</i> | 1,025,577 | 466,184 | 1,491,761 |
| <i>2017-2019</i> | 1,024,920 | 483,216 | 1,508,136 |
| <i>2018-2020</i> | 979,720 | 463,242 | 1,442,962 |
| <i>2019-2021</i> | 915,707 | 481,764 | 1,397,471 |
| <i>2020-2022</i> | 851,203 | 464,947 | 1,316,150 |

Effective Population

The second component of VMT per capita is an estimate of the total population of the Region on an average day. The first input of the effective population is the resident population. Over the past decade Tahoe’s resident population has remained relatively stable. The US Census estimated it increased by 230 residents between 2010 and 2020. The annual estimates of the American Community Survey between 2010 and 2022 also suggest there has been minimal population change.

¹ <https://www.trpa.gov/wp-content/uploads/2021/04/Attachment-A-VMT-Threshold-Update-Standard-Recommendation-and-Implementation.pdf>

Estimating the visitor population of the effective population begins with summarizing information on rooms rents in the region. Relative to the last estimate of Tahoe’s effective population in 2018, hotel occupancy decreased and short-term rental units rented increased in 2022. Traffic counts at regional entry points also decreased slightly. Table 3-3 shows a comparison between 2018 and 2022 inputs.

Table 3-2: Effective Population Model Inputs Comparison (2018/2022)

| Value | 2018 | 2022 | % Change |
|---|-----------|-----------|----------|
| Hotel Rooms Rented (Source: County TOT reports) | 1,754,130 | 1,344,276 | -23% |
| Short Term Rentals (Source: County TOT reports) | 482,940 | 552,973 | +15% |
| DOT Entry Volumes (Source: Caltrans, NDOT) | 31,325 | 29,925 | -4% |
| Second Homes (Source: American Community Survey 5-year estimates, subtracting out known short-term rental units) | 20,580 | 19,773 | -4% |
| Resident Population American Community Survey 5-year estimates | 51,577 | 53,842 | +4% |

The 2018 TEPM estimate used StreetLight Data, Inc. (StreetLight) estimates of entry volumes. TRPA has engaged with StreetLight to acquire more recent estimates to recalculate the effective population. Because the effective population estimate of the TEPM is calibrated based on entry-exit volumes to the region, it is highly sensitive to variability in the estimate and thus requires a consistent data source to produce comparable estimates. In 2018, StreetLight-estimated entry volumes were 10 percent lower than the DOT estimated volumes. Using the DOT estimated volumes in 2018, while holding all other inputs constant results in an effective population of 134,692, more than 14,000 higher than the StreetLight-derived estimate. Using DOT estimated volumes for 2022 and the updated inputs referenced above the effective population in 2022 would be 131,369, 2.5 percent lower than in 2018.

Table 3-3: Entry/Exit Traffic Volumes Comparison (2018)

| Route | StreetLight | Caltrans/NDOT | Difference |
|--|-------------|---------------|------------|
| SR431 – Mount Rose Summit/ Incline Village | 6,186 | 5,050 | -18% |
| US50 – Spooner Summit | 14,044 | 15,700 | +12% |
| SR207 – Daggett Pass/ Stateline | 6,860 | 5,050 | -26% |
| SR267 – Brockway Summit/ Kings Beach | 9,314 | 10,600 | +14% |
| SR89 – Tahoe City | 9,098 | 10,600 | +17% |
| US50 – Echo Summit/ Meyers | 7,632 | 11,000 | +44% |
| SR89- Luther Pass/ Meyers | 1,860 | 3,200 | +72% |
| Total | 54,994 | 61,200 | +11% |

Given the complexity of estimating the effective population through the TEPM, TRPA has been exploring other methods of estimating the effective population. Many big data platforms exist to track visitation and foot traffic to businesses and major destinations, including the Tahoe Region. One such platform, Placer Labs, Inc. (Placer.ai), has been obtained by TRPA to evaluate its performance in the region. This platform effectively draws a geofence around an area and counts the number of people inside the geofence during a given time period. Initial evaluation and validation were performed for sites with recorded visitation and the Placer.ai derived visitation numbers aligned well. At the regional level, the platform also aligned well with known seasonal variations in traffic counts and tourist occupancy (Figure 3-2). During the summer peak, the effective regional population increases to 170 percent of the annual average, while during the shoulder seasons the population drops to just under 80 percent of the annual average. This pattern mirrors the pattern in the monthly average number of rooms rented.

Figure 3-2: Seasonal Change in Effective Population Placer.ai vs CSLT Room Occupancy

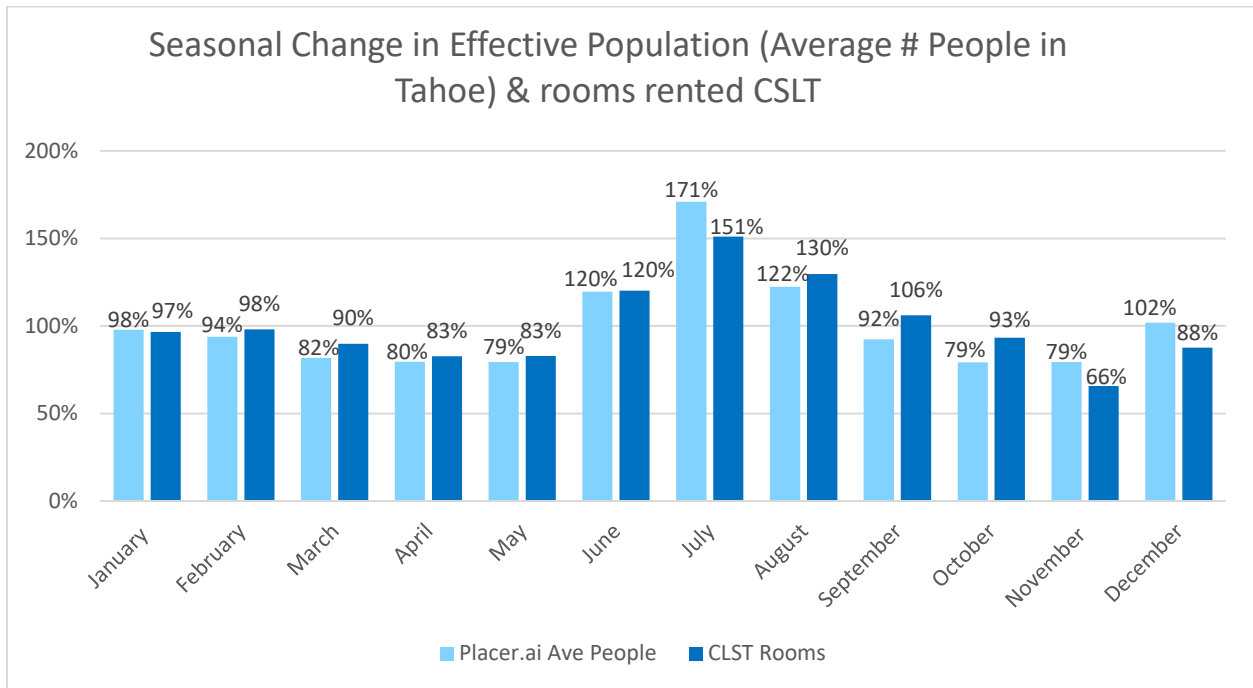
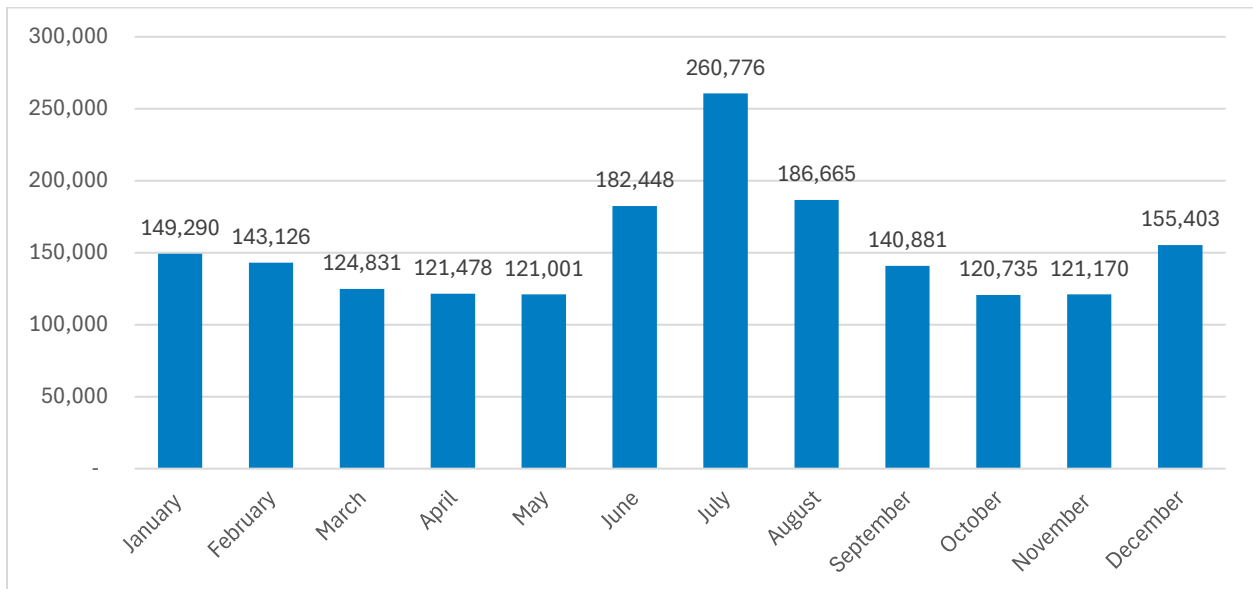


Figure 3-3: Seasonal Change in Effective Population from Placer.ai



Placer.ai derived effective population estimates from 2017 to the present are included in Table 3-4.

Table 3-4: Effective Population, Source: Placer.ai

| <i>Year</i> | Effective Population (Source: Placer.ai) |
|-------------|---|
| 2017 | 146,051 |
| 2018 | 166,983 |
| 2019 | 156,407 |
| 2020 | 158,789 |
| 2021 | 144,314 |
| 2022 | 146,212 |
| 2023 | 148,778 |

Using Placer.ai as the source for the effective population for the threshold standard would require re-estimation of the baseline. The effective population based on the TEPM for 2018 was 118,856, while Placer.ai suggests the population was 166,983. The potential benefits of using Placer.ai as the source are that it is more readily estimated through time. The reduced computational burden would enable the use of a three-year average effective population, which would align with the three-year estimate of VMT. The three-year average effective population as estimated from Placer.ai is summarized in Table 3-5. The table suggested that there has been a slight (4%) decline in the average number of people in Tahoe over the last five years.

Table 3-5: 3-Year Average Effective Population, Source: Placer.ai

| <i>Years</i> | Total |
|--------------|--------------|
| 2017-2019 | 156,480 |
| 2018-2020 | 160,727 |
| 2020-2022 | 149,772 |

Integrating the 3-year average VMT estimates with the 3-year average effective population from Placer.ai provides an estimate of how VMT per capita has changed over the last seven years. The estimate presented in the table below suggests that there has been a slight decline in VMT per capita since the base period when the standard was adopted. The decline was largely driven by lower regional VMT, the impact of which was moderated by fewer average people in the region.

Table 3-6 3-year Average VMT Per Capita

| <i>Period</i> | Effective Population (source: Placer.ai) | HPMS VMT | VMT per capita | % Change in VMT per capita |
|------------------|---|-----------------|-----------------------|-----------------------------------|
| <i>2017-2019</i> | 156,480 | 1,508,136 | 9.64 | |
| <i>2018-2020</i> | 160,727 | 1,442,962 | 8.98 | -6.8% |
| <i>2019-2021</i> | 153,170 | 1,397,471 | 9.12 | 1.6% |
| <i>2020-2022</i> | 149,772 | 1,316,150 | 8.79 | -3.7% |

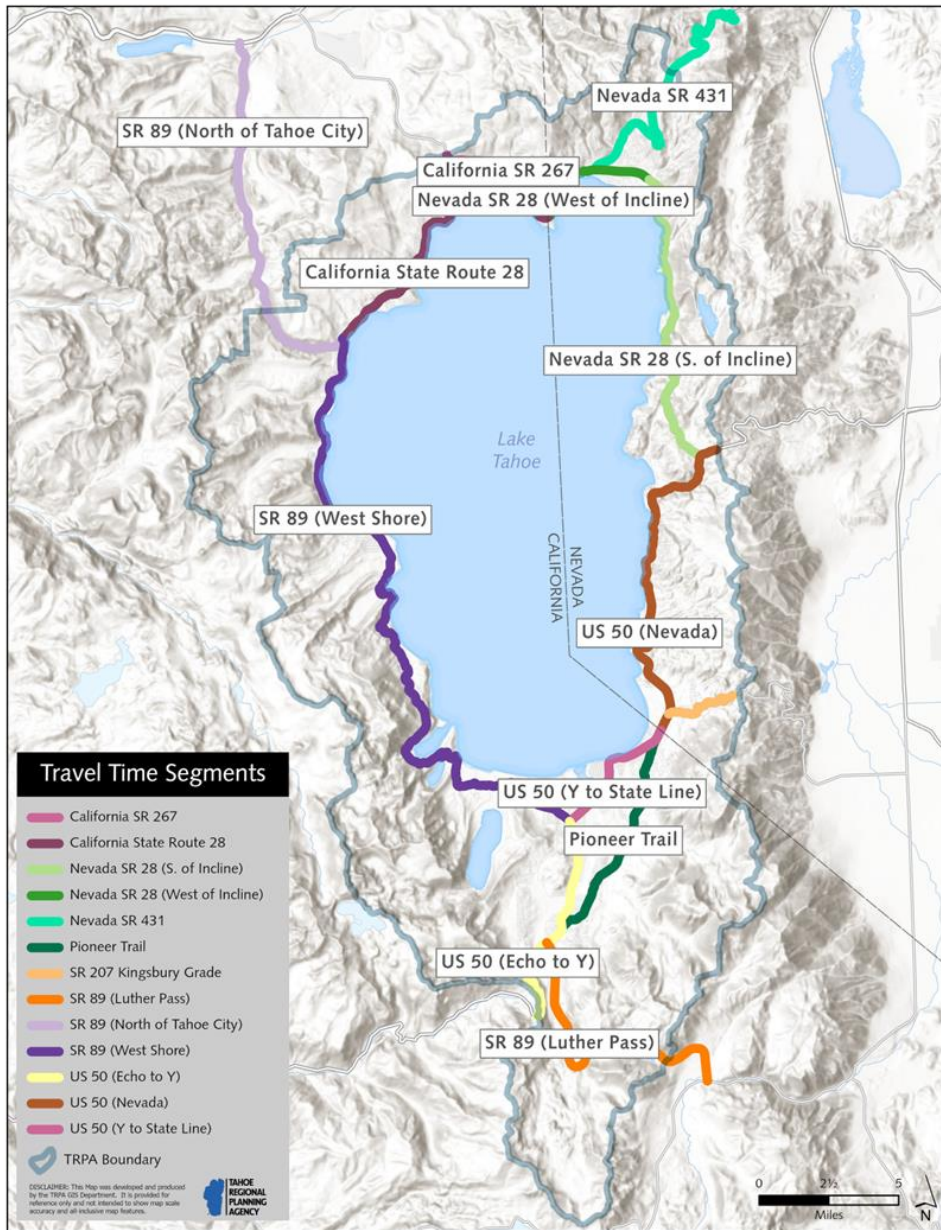
Median Travel Time

Congestion affects residents’ quality of life and visitor experience in the Tahoe Region, shaping the opinions people have for use of the transportation system. This report focuses on median travel time between key destinations and along key corridors. The median travel time is the midpoint of how long it took to travel the length of the segment, 50 percent of trips were faster than this time and 50 percent were slower.

Median travel times were estimated using the INRIX Regional Integrated Transportation Information System (INRIX) Probe Data Analytics Suite, produced by the University of Maryland Center for Advanced Transportation Technology and accessed through a license obtained by the Nevada Department of Transportation. The platform allows analysis of INRIX probe data for congestion monitoring. INRIX data are comprised of billions of real-time data sourced from connected cars, mobile devices, and cameras and sensors on roadways. All data are anonymized. While there are many travel time- and congestion-related metrics, TRPA uses median travel time for ease of public communication. The times represented by the median indicate there are as many trips that take less time to travel the corridor as there are trips that take longer. TRPA evaluates 95th percentile travel times to assess conditions during the slowest travel times of the year. The 95th percentile travel time is the time it takes for slowest 5 percent of trips.

Figure 3-4. shows the locations of the twelve segments covering 104 miles of roadways within the Tahoe Region where congestion is monitored.

Figure 3-4 Lake Tahoe Region Roadway Segments Monitored for Travel Time



Over the past several years, median travel times (see Table 3-7) around the Tahoe Region have generally remained steady or decreased, likely due to reduced travel. Several factors impacted travel times in Tahoe in recent years, including the COVID-19 Pandemic, the Caldor Fire, weather conditions, construction, and fuel prices. Years in which travel times differed from the period of record (2015-2023) mean by 5 percent or more are highlighted, with times above the mean in red and times below the mean in green. Darker colors represent a difference of more than 10 percent. Travel times decreased

between 2020 and 2022 along several segments, likely due to reduced volumes. Median travel times in 2023 returned to pre-pandemic levels. While increases in travel time prior to 2023 tended to be limited to specific corridors and were strongly correlated with construction and weather conditions, 2023 saw more widespread increases, though most were less than 5 percent. Initial analysis suggests that these increases are related to the return to pre-pandemic periods. More detailed analysis will be completed when 2023 traffic counts are released by the DOTs. The auto explanatory metrics section contains an initial analysis of the two corridors that saw the greatest increase in 95th percentile times in 2023; more analysis will be provided in the detailed 2023 Congestion Report that will be released later in 2024 and included in the Regional Transportation Plan.

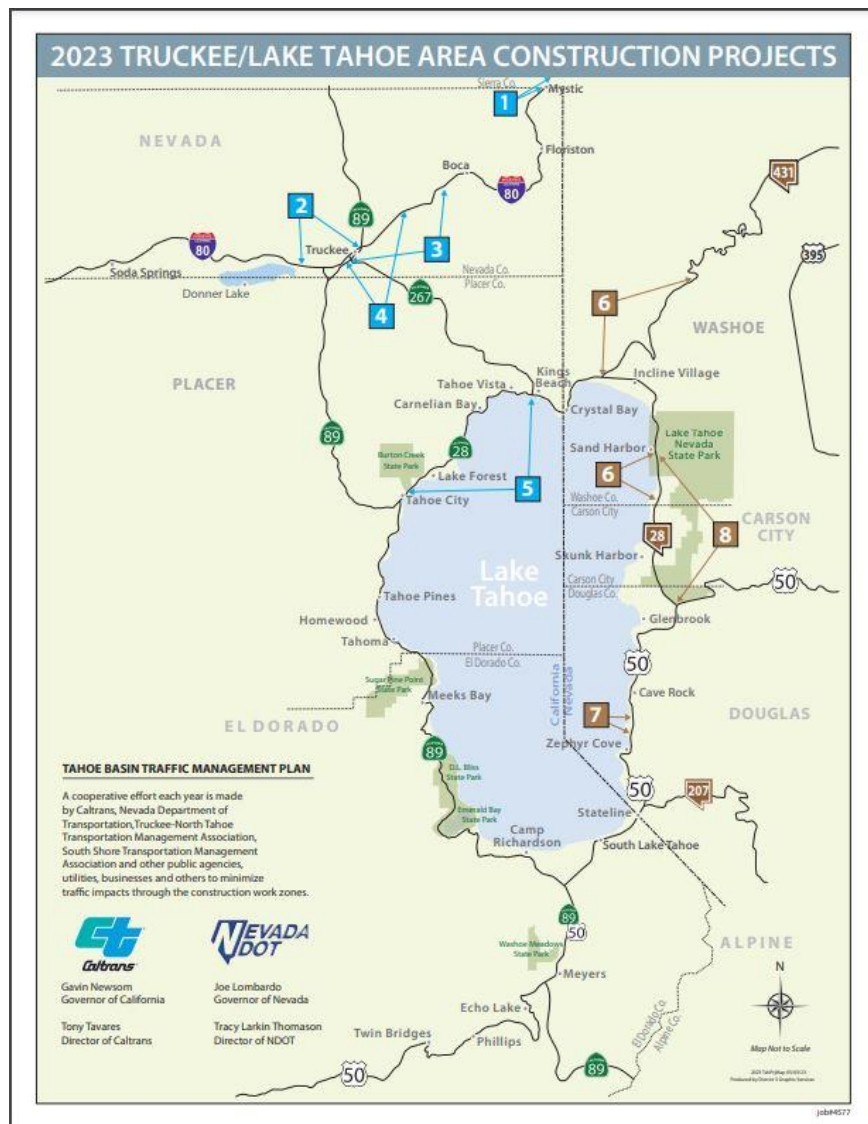


Image: 2023 Truckee/Lake Tahoe Area Construction Projects

3.2 AUTO EXPLANATORY

After a review of areas with declining travel times in 2023, TRPA updated the analysis using region wide 95th Percentile and seasonal congestion traffic data for both NV431 and CA28.

The 95th percentile travel times (Figure 3-8) increased in most corridors for 2023, with the most pronounced increases in locations that cross mountain passes, provide access to ski resorts, or were undergoing major construction. Segments that had travel times more than 5 percent below the period of record mean are highlighted in green, while those that had travel times more than 5 percent above the period of record mean are highlighted in red. Darker colors represent a difference of more than 10 percent. Overall, the combined median travel time to drive all the segments representing 104 miles of roadways in the Tahoe Region was 160 minutes in 2023, compared to 209 minutes at the 95th percentile. The 2023 median travel time is within 10 seconds of the 2017 median and within one minute of the 2018 median, another suggestion that 2023 may be a return to pre-COVID conditions at Tahoe.

Table 3-7 Median Travel Time (minutes)

| Segment | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------------------------|-------|-------|-------|-------|-------|-------|-------|
| CA 267 | 4.4 | 4.5 | 4.4 | 4.3 | 4.3 | 4.2 | 4.5 |
| NV 28 (Country Club - US 50) | 16.8 | 18.1 | 16.7 | 16.0 | 15.8 | 15.9 | 16.9 |
| NV 28 (California - Country Club) | 8.7 | 8.9 | 8.7 | 8.6 | 8.7 | 8.7 | 9.1 |
| CA 28 | 19.7 | 19.2 | 18.9 | 18.9 | 19.4 | 19.7 | 20.1 |
| CA 89 (CA 28 - I-80) | 18.1 | 17.7 | 17.9 | 17.2 | 17.2 | 17.3 | 18.2 |
| CA 89 (CA 88 - US 50) | 13.7 | 14.4 | 13.5 | 13.5 | 13.3 | 13.2 | 13.6 |
| NV 207 | 5.2 | 5.2 | 5.2 | 5.2 | 5.3 | 5.3 | 5.5 |
| NV 431 | 16.0 | 15.8 | 15.8 | 15.3 | 15.3 | 15.7 | 16.4 |
| Pioneer Trail | 12.9 | 12.9 | 12.7 | 12.4 | 12.7 | 12.5 | 13.4 |
| US 50 (Echo Summit - South Lake Y) | 13.4 | 12.9 | 13.3 | 13.1 | 13.2 | 13.0 | 13.5 |
| US 50 (South Lake Y - State Line) | 11.6 | 11.0 | 11.0 | 10.2 | 10.3 | 10.0 | 10.3 |
| US 50 (State Line - Spooner Summit) | 19.3 | 18.9 | 18.8 | 18.1 | 18.0 | 17.8 | 18.5 |
| All Segments | 159.8 | 159.2 | 156.8 | 152.9 | 153.3 | 153.3 | 160.0 |

Table 3-8 95th Percentile Travel Time (minutes)

| Segment | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------------------------|-------|-------|-------|-------|-------|-------|-------|
| CA 267 | 5.6 | 5.6 | 5.5 | 5.2 | 5.4 | 5.1 | 5.8 |
| NV 28 (Country Club - US 50) | 21.3 | 22.2 | 19.5 | 18.7 | 19.0 | 19.2 | 21.2 |
| NV 28 (California - Country Club) | 10.3 | 10.3 | 10.5 | 10.4 | 10.9 | 10.3 | 12.1 |
| CA 28 | 23.4 | 22.7 | 23.4 | 22.9 | 25.4 | 25.6 | 25.5 |
| CA 89 (CA 28 - I-80) | 22.0 | 20.1 | 21.4 | 19.6 | 20.6 | 20.6 | 23.9 |
| CA 89 (CA 88 - US 50) | 16.3 | 17.1 | 15.5 | 15.8 | 15.7 | 15.5 | 16.7 |
| NV 207 | 5.9 | 6.0 | 6.4 | 6.2 | 6.3 | 6.3 | 6.9 |
| NV 431 | 19.8 | 20.0 | 20.0 | 19.0 | 19.4 | 20.6 | 22.4 |
| Pioneer Trail | 15.0 | 15.3 | 15.3 | 14.7 | 16.1 | 15.4 | 17.7 |
| US 50 (Echo Summit - South Lake Y) | 17.6 | 16.9 | 18.0 | 16.5 | 18.1 | 17.5 | 18.8 |
| US 50 (South Lake Y - State Line) | 18.4 | 16.5 | 16.4 | 14.3 | 14.7 | 13.4 | 14.0 |
| US 50 (State Line - Spooner Summit) | 23.4 | 23.0 | 23.1 | 21.9 | 22.4 | 21.3 | 24.0 |
| All Segments | 199.0 | 195.7 | 195.0 | 185.3 | 193.9 | 190.8 | 209.0 |

For more detailed congestion statistics, including a breakdown by season and day of week, please refer to the 2022 [Tahoe Congestion Report](#), released in Fall 2023. The most recent trends are available on the travel times dashboard on LT Info at [LT Info | Congestion-Travel Time \(laketahoeinfo.org\)](#) and the full Tahoe 2023 Congestion Report will be updated later this year.

The 95th percentile travel time on NV 431 in 2023 was 5 percent slower than the historical travel times. The detailed review of travel speeds on NV431 suggested that slower than normal speeds were observed during the winter period from November of 2022 continuing through March of 2023. After March of 2023 and through winter of 2024 travel times on the segment returned to the observed historic norms (Figure 3-5).

Figure 3-5. Seasonal Congestion Data for Nevada SR 431



Source: INRIX, RITIS Probe Data Analytics Suite

Figure 3-4 represents travel speeds along SR 431 over Mount Rose Summit, with the top of the graph corresponding to the Winters Creek Lodge access road (outside of TRPA’s jurisdiction) and the bottom corresponding to SR 28 west of Incline Village. The five graphs represent different seasons (starting with Winter 2022-23, from November 2022 to March 2023, on the left), and the vertical bars inside each graph represent hours of the day. Colors on the graph represent median travel speed as a percentage of historical average travel speed, with dark green meaning traffic is moving at or above the historic average and orange meaning traffic is moving at 60-70 percent of the historic average. Looking at seasonal data, SR 431 had many significant slowdowns during the winter of 2022-23, with the mean traffic speed at less than 80 percent of historic average during daytime hours and less than 70 percent of historic average in mid-afternoon. Congestion improved significantly in Spring 2023 and, by May traffic was moving at or above the historic average. Because the slowdowns on SR 431 occurred during winter, and were not observed during the winter of 23-24, the observed slowdowns were likely attributable to the record winter Tahoe experienced in 2022-23.

Figure 3-6. Seasonal Congestion Data for California SR 28



Source: INRIX, RITIS Probe Data Analytics Suite

Figure 3-5 represents travel speeds along SR 28 in Placer County. The top of the figure displays times on the east of the SR28 (Nevada state line) and the bottom with the west (SR 89 in Tahoe City). As with SR 431, there were significant slowdowns in the winter season relative to the historic average. Unlike SR 431, SR 28’s slowdowns continued through the summer season, with daily congestion occurring in Kings Beach (top of graph) in all seasons. The western half of SR 28 saw some congestion in the summer, likely due to construction on SR28 that is still ongoing. Additional analysis will be completed when 2023 traffic counts and VMT become available.



4 PERFORMANCE RECOMMENDATIONS

The Technical Advisory Committee proposed the following recommendations for TRPA Governing Board consideration:

Transit

- I. Support strategies for **securing and maintaining flexible operating dollars** to increase the frequency and coverage of services.
- II. Where microtransit and fixed route are present integrate operations to establish the most **efficient and accessible services** possible.
- III. Maximize limited transit operating funds through **support for operators promoting services and improving service efficiency.**

- IV. Prioritize funding for transit operations where possible with the TRPA **Regional Grant Program**.
- V. Support **workforce housing** for transit employees.
- VI. **Update the transit metric** to include microtransit coverage, hours of service, and wait time to better assess progress.
- VII. Seek ways to **obtain stop-level ridership and travel time** on public and private services.
- VIII. Review **TRPA code of ordinances** for opportunities to further the goals and policies of transit.

Active Transportation

- I. **Prioritize active transportation projects** in the RTP/SCS and the Regional Grant Program that increase safety, decrease level of traffic stress, and increase the pedestrian experience index.
- II. Support funding for local jurisdictions and other partners to **perform maintenance, conduct year-round clearing, and improve wayfinding**.
- III. Continue to seek **better sources of data** for mode share and commute trips, and restart the on-the-ground surveys when time and resources permit.
- IV. Review **TRPA code of ordinances** for opportunities to further the goals and policies of the ATP.
- V. Explore updates to expand the effectiveness of **Trip Reduction Ordinance** to reduce single auto work trips.
- VI. Consider **monitoring travel time for pedestrians and bicycles** along corridors that connect popular destinations.

Auto

- I. Continue to **implement Regional Plan** policies that reduce reliance on the automobile.
- II. Replace average travel time with **median travel time** as a measure of delay along corridors.
- III. Promote coordination and dissemination of **real-time traveler information** on construction projects to minimize travel delay.
- IV. Consider updating the method for estimating the Region's **Effective Population**.

- V. Update the **VMT Threshold baseline** to reflect Caltrans’s revised 2019 VMT estimate.
- VI. Explore the creation of a **multi-modal level of service** index for the region.
- VII. Evaluate other methods for estimating **regional mode share** that is representative of all traveling parties.

These recommendations will be used in preparing the next RTP/SCS, Connections 2050, currently in development. Policies that may be revised to implement the recommendations will be analyzed as part of the RTP/SCS environmental review. The final RTP/SCS project list and funding element will also consider these recommendations. Additional recommendations will be incorporated into future project programming processes such as the Regional Grant Program which supports implementation of regional and local priorities.



Image: Emerald Bay

STAFF REPORT

Date: June 18, 2024

To: TRPA Governing Board

From: TRPA Staff

Subject: Spooner Front Country Improvement Project Phase 3, Douglas County, Nevada, Environmental Improvement Program # 03.01.02.0134, TRPA File # EIPC2024-0003

Summary and Staff Recommendation:

The Nevada Division of State Parks is Proposing the Spooner Front County Improvement Project, Phase Three. The project includes a non-motorized personal watercraft launch and a wildlife and lake viewing pier on Spooner Lake. Staff recommends that the Governing Board make the required findings and approve the proposed project.

Required Motions:

In order to approve the proposed project, the Governing Board must make the following motion(s) based on the staff summary and evidence in the record:

- 1) A motion to approve the required findings including a finding of no significant effect as shown in Attachment A.
- 2) A motion to approve the proposed project subject to the conditions contained in the draft permit as shown in Attachment B.

In order for motion(s) to pass, an affirmative vote of 5 Nevada members and 9 total members of the Governing Board is required.

Project Description/Background:

The Spooner Front Country Improvement Project, Phase Three (Project) is the last phase in a three-phase project at Spooner State Park to improve recreation facilities and access to recreation amenities. The TRPA Governing Board approved both Phase One and Two on February 26, 2020. Phase One improvements included a visitor center, educational amphitheater, improvements to the entrance road, pathways, and interpretive and wayfinding signs. Phase Two improvements included improved and relocated picnic areas, six additional restrooms, a group event area, improved pathways, new and enhanced parking, an enhanced maintenance area, and water quality best management practices for the entire Spooner Front County project area. Phase One and Two improvements were completed in 2023.

Phase Three proposes a new non-motorized personal watercraft launch and a wildlife and lake viewing pier. Spooner Lake State Park is a popular destination for hiking, mountain biking, fishing, and provides access to popular backcountry recreation. There are currently no facilities that provide access to

Spooner Lake itself. People who wish to launch a non-motorized personal watercraft must walk through the unstable, muddy shorezone. The proposed improvements will provide centralized access to the lake and protect the shoreline from future disturbance.

The Phase Three project is on the Lake Tahoe Environmental Improvement Program (EIP) five year priority list as a high-priority project that improves recreation facilities and access to Spooner Lake ([LT Info | 03.01.02.0134 - Spooner Lake Phase 3 \(laketahoeinfo.org\)](#)). The Project is also a priority project for the State of Nevada as identified in the Nevada Division of State Parks Master Plan.

The Phase Three project is not considered additional recreation as the proposed improvements are accessory to the primary use, which is day use areas. Therefore, the project does not require a separate allocation of Persons At One Time (PAOT).

Shorezone Review Committee Comments:

TRPA and Nevada Division of State Parks staff presented the project to the Shorezone Review Committee (SRC) in May 2024. Representatives from the State of Nevada agencies were present. The SRC did not have any comments that required changes to the Project, and they supported the Project pending approvals from applicable regulatory agencies.

Issues and Concerns:

The proposed non-motorized personal watercraft launch is considered a boat launching facility. The TRPA Code or Ordinances (reference code section) requires Governing Board approval for new boat launching facilities. Boat launching facilities are also a Special Use in the Spooner Lake Plan Area Statement. Special use findings are made in Attachment A.

There are no aquatic invasive species (AIS) present in Spooner Lake. To prevent the spread of AIS between lakes that have AIS and Spooner Lake, an AIS Management Plan is required as part of the permit (Attachment B). Motorized boats are not permitted on Spooner Lake so the plan will focus on compliance with the Tahoe Keepers program.

Spooner Lake State Park is not a TRPA Scenic Recreation Area so a scenic impact assessment from Spooner Lake is not required. A filtered view of the non-motorized personal watercraft launch and pier will be visible from a portion of US Highway 50. The portion of US Highway 50 it is visible from is located in Scenic Roadway Unit 28, which is currently not in attainment. Both structures meet TRPA Design Review Guidelines including being built out of non-glare materials that blend in with the natural environment. There will be no impact on scenic resources.

Environmental Review:

The Nevada Division of State Parks submitted an Initial Environmental Checklist (IEC) with the application, which was been reviewed and deemed adequate by TRPA staff. TRPA staff completed the V(g) checklist. Based on the IEC and V(g) checklist, the staff recommends a finding of no significant impact for the Project. The IEC and V(g) checklist may be found online here: [Accela Citizen Access](#).

Public Comment:

TRPA staff sent public notices to affected property owners. TRPA did not receive any comments on the application.

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Regional Plan Compliance:

The project complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances, including all required findings in Chapter 4.

Contact Information:

For questions regarding this agenda item, please contact Shannon Friedman, at (775) 589-5205 or sfriedman@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. Required Findings/Rationale
- B. Draft Permit

Attachment A
Required Findings

CONSENT CALENDAR ITEM NO. 4

Required Findings: The following is a list of the required findings as set forth in Chapters 4, 30, and 80 of the TRPA Code of Ordinances. Following each finding, Agency staff has indicated if there is sufficient evidence contained in the record to make the applicable findings or has briefly summarized the evidence on which the finding can be made.

1. Chapter 4.4.1 – Required Findings:

- A. The project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code and other TRPA plans and programs.

The project is located in Plan Area Statement 057, Spooner Lake. The land use classification is recreation, and the Plan area statement states the area is a major entry point to the Basin and offers excellent potential for expanded recreational opportunities. The project, as conditioned in the draft permit, is consistent with the Regional Plan and the Lake Tahoe Environmental Improvement Program (EIP). The project is a TRPA priority and is on the 5-year EIP list (EIP # 03.01.02.0134).

- B. The project will not cause the environmental threshold carrying capacities to be exceeded.

TRPA staff has completed the “Project Review Conformance Checklist and Article (V)g Findings” in accordance with Chapter 4 of the TRPA Code of Ordinances. The applicant has completed an Initial Environmental Checklist (IEC) in accordance with the TRPA Code of Ordinances. No significant environmental impacts were identified, and staff has concluded that the project will not have a significant effect on the environment. The IEC and (V)g checklist are part of the record.

- C. Wherever federal, state, or local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V (g) of the TRPA Compact, the project meets or exceeds such standards.

(Refer above to paragraph B)

2. Chapter 30.5.1.B - Land coverage and disturbance for public outdoor recreation facilities, including public recreation projects on public lands, private recreation projects through use of public lands, and private recreational projects on private lands that are depicted or provided for on a public agency's recreational plan, may be permitted in Land Capability Districts 1a, 1c, 2, or 3 if TRPA finds that:

- A) project is a necessary part of a public agency's long-range plans for public outdoor recreation:

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The Project is a high priority Recreation EIP project. The Nevada Division of State Parks (NDSP) has prioritized the Spooner Front County Improvement Project in their Master Plan and Trails Plan. The Project will improve access to Spooner Lake.

B) The project is consistent with the Recreation Element of the Regional Plan:

The project will increase the quality of the recreation experience and improve access to recreation opportunities at Spooner Lake State Park and surrounding backcountry. It is consistent with the Recreation Element of the Regional Plan and achieves threshold attainment for recreation and water quality.

C) The project by its very nature must be sited in Land Capability Districts 1a, 1c, 2, or 3, such as a ski run or hiking trail:

The portion of coverage located on land capability 1a is attributed to the portions of the non-motorized personal watercraft launch and pier that are above the ordinary high-water mark of Spooner Lake.

D) There is no feasible alternative that avoids or reduces the extent of encroachment in Land Capability Districts 1a, 1c, 2, or 3; and

The non-motorized personal watercraft launch and pier create the minimum disturbance and coverage necessary to provide safe and sustainable access to Spooner Lake. There is no alternative route or infrastructure that will avoid or reduce the amount of disturbance or land coverage created.

E) The impacts of the coverage and disturbance are fully mitigated through means including, but not limited to, the following:

1. Application of best management practices; and

Existing best management practices (BMPs) will be maintained and new BMPs will be installed to accommodate the increase in coverage.

2. Restoration, in accordance with subsection 30.5.3, of land in Land Capability Districts 1a, 1c, 2, 3, and 1b (Stream Environment Zone) in the amount of 1.5 times the area of land in such districts covered or disturbed for the project beyond that permitted by the coefficients in Table 30.4.1-1.

NDSP has restored and banked 1a coverage as a result of previous projects. NDSP will be transferring in 1a coverage at a 1.5:1 ratio from

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their banked coverage.

3. 3. Chapter 80.3.2. Findings for all Projects in the Shorezone and Lakezone

A. General Environmental Findings.

1. Littoral Processes: The littoral processes will not be impacted by the proposed pier as the structure will be constructed using an open pile design. The new non-motorized personal watercraft launch will be constructed flush with the existing contours of the lake and therefore will not impact sediment transport or littoral processes of the surrounding shoreline.
2. Fish Spawning: Fish spawning areas are not mapped on Spooner Lake.
3. Backshore Stability; Spooner Lake does not have backshore boundaries so the project will not have an impact.
4. On-shore wildlife habitat, including waterfowl and nesting areas: The Nevada Division of State Parks has consulted with the Nevada Division of Wildlife for this project. They concluded that most areas affected by the Project represent marginal or unsuitable habitat for most sensitive wildlife species and therefore do not have concerns for sensitive wildlife species. Wildlife surveys will be conducted before construction and disturbance zones will be followed if nesting species are found.

B. Accessory Facilities: TRPA must find that there are sufficient accessory facilities to accommodate the project.

Spooner State Park has sufficient accessory facilities to accommodate the project including parking, restrooms, signage, and stabilized access from the parking lots to Spooner Lake.

C. TRPA must find that the project is compatible with existing shorezone and lakezone uses or structures on, or in the immediate vicinity of, the littoral parcel, or that modifications of such existing uses or structures will be undertaken to assure compatibility.

The proposed non-motorized personal watercraft launch and pier are compatible with the existing uses at Spooner Lake. The project will provide stabilized access for non-motorized personal watercraft launching. Currently there is no stable place to launch which results in unstable soil and muddy conditions. The pier will offer a stable and

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safe place for visitors to view wildlife and Spooner lake. Currently no structures exist on Spooner Lake itself.

D. Water Dependent Use: TRPA must find that the proposed use in the lakezone, nearshore, foreshore, or lagoon is water dependent.

The nature of the project is water dependent.

E. Hazardous Materials. TRPA must find that measures will be taken to prevent spill or discharges of hazardous materials.

Best Management Practices will be installed and maintained throughout the duration of the project. This includes a Spill Prevention Plan.

F. Construction and access techniques will be used to minimize disturbance to the ground and vegetation.

Best Management Practices will be installed and maintained throughout the duration of the project. This includes construction limit fencing, vegetation protection, stabilized construction access, and staging areas.

G. TRPA must find that the project will not adversely impact navigation or create a threat to public safety pursuant to the determination of agencies with jurisdiction over the navigable waters of the basin.

The non-motorized personal watercraft launch and pier will not impact navigation on Spooner Lake. Motorized boats are not allowed on Spooner Lake.

H. TRPA must find that it has solicited comments from those public agencies having applicable jurisdiction over the lakezone, shorezone, and lagoon, and that all comments received from such agencies were considered prior to taking action on the project.

TRPA presented the Project to the Shoreline Review Committee (SRC) on May 16, 2024. The SRC includes representatives from the United States Army Corp of Engineers, Nevada Department of Environmental Protection, and Nevada Division of Wildlife. All comments received have been incorporated into the plans and permit. TRPA will not acknowledge the TRPA permit until all required permits from other agencies have been obtained and complied with.

4. Chapter 80.3.3. Additional Special Use Findings

A. The project, and the related use, is of such a nature, scale, density, intensity, and type to be appropriate for the project area, and the surrounding area.

The construction of a non-motorized personal watercraft launch and pier formalizes and upgrades the existing uses that are taking place at Spooner Lake. Constructing a non-motorized personal watercraft launch will help protect the shoreline of Spooner Lake during boat launching. Also, the construction of the pier will allow visitors to view the shoreline and lake area of Spooner Lake without impacting the shoreline.

B. The project, and the related use, will not injure or disturb the health, safety, environmental quality, enjoyment of property, or general welfare of the persons or property in the neighborhood, or in the Region.

The proposed project will improve the existing recreational use of Spooner Lake and will not injure or disturb the health, safety, environmental quality, enjoyment of property, or general welfare of the persons or property in the neighborhood or in the Region.

C. The applicant and taken reasonable steps to protect the land, water, and air resources of both the applicant's property and that of surrounding property owners.

The project will improve access to Spooner Lake. It provides a safe and environmentally sustainable way to launch non-motorized personal watercraft and view Spooner Lake and wildlife. Applicable best management practices will be installed and maintained throughout the duration of the project to protect air and water resources during construction.

D. The project, and the related use, will not change the character of the neighborhood. Detrimently affect or alter the purpose of the applicable plan area statement, community, redevelopment, specific, or master plan.

The project and the existing related use will not change the character of the neighborhood, detrimentally affect, or alter the purpose of any applicable plan area statement, community, redevelopment, specific, or master plan. The project is consistent with Plan Area Statement, 057 Spooner Lake, which has a Land Use Classification of Recreation.

5. 80.3.4 Additional Findings for Public Outdoor Recreation Facilities

A The project is a necessary part of the agency's long-range plans for public outdoor recreation.

The project is a necessary part of the Agency's long-range plans for public outdoor recreation to provide enhanced stabilized access to Spooner State Park and Lake for both non-motorized watercraft users and hikers wanting access to the lake. The project, as conditioned in the draft permit, is consistent with the Regional Plan and the Lake Tahoe Environmental Improvement Program (EIP). The project is a TRPA priority and is on the 5-year EIP list (EIP # 03.01.02.0134). The project is also identified in NDSP Master Plan.

CONSENT CALENDAR ITEM NO. 4

B. The project is consistent with the recreational element of the goals and policies.

The project is consistent with the recreation element of the TRPA Regional Plan goals and policies. The proposed project both preserves and enhances the high-quality recreational experience and access provided at Spooner Lake for both the local community and tourists. The project will protect the shoreline of Spooner Lake by providing a stable and sustainable way to access the lake.

C. The project, by its very nature, must be cited in the backshore.

Spooner Lake does not have a backshore.

D. There is no feasible alternative that avoids or reduces the amount of land coverage or disturbance proposed in the backshore.

There is no backshore for Spooner Lake. The amount of coverage and disturbance in the shoreline of Spooner Lake is the minimum necessary to implement the improvements.

Attachment B

Draft Permit

CONSENT CALENDAR ITEM NO. 4

PROJECT DESCRIPTION: Spooner Front County Improvement Project Phase Three

APNs: 1418-00-001-007

FILE #: EIPC2024-0003

PERMITTEES: Nevada Division of State Parks COUNTY/LOCATION: Douglas /Spooner State Park

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on **June 26, 2024**, subject to the standard conditions of approval attached hereto (Attachment S) and the special conditions found in this permit.

This permit shall expire on **June 26, 2027**, without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO DEMOLITION, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

- (1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
- (2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA'S ACKNOWLEDGEMENT OF THIS PERMIT;
- (3) THE PERMITTEE OBTAINS THE APPROPRIATE COUNTY PERMIT. TRPA'S ACKNOWLEDGEMENT MAY BE NECESSARY TO OBTAIN A COUNTY PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
- (4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

TRPA Executive Director/Designee

Date

PERMITTEES' ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date _____

CONSENT CALENDAR ITEM NO. 4

APN: 1418-00-001-007
FILE NO. EIPC2024-0003

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The Permittee has complied with all pre-construction conditions of approval as of this date and is eligible for a county building permit:

TRPA Executive Director/Designee

Date

SPECIAL CONDITIONS

1. This permit specifically authorizes the installation of a non-motorized personal watercraft launch and a wildlife viewing pier. The watercraft launch shall be constructed by placing a steel grid foundation onto piles and cross members, and by placing pre-cast concrete sections onto the grid or other environmentally protective method. Modification to temporary BMPs (Best Management Practices) may be required depending on the lake level at the time of construction. No modification or expansion of any additional shorezone structure or additional disturbance outside of the scope of this permit is approved. It should be noted that any periodic maintenance may require further review and approval by TRPA. Motorized watercraft are not permitted on Spooner Lake.
2. The Standard Conditions of Approval listed in Attachment S shall apply to this permit.
3. Prior to permit acknowledgement, the following conditions of approval must be satisfied:
 - A. The Permittee shall submit the 100% construction plans with the following revisions:
 - (1) Notes indicating that there will be no storage of containers of fuel, paint, or other hazardous materials, or construction materials or equipment on any of the beach areas.
 - (2) Notes indicating that there will be no permanent storage of any excavated material on site.
 - (3) A note stating that any and all exposed metal structures (piling, etc.) shall be painted a dark non-reflective color consistent with the TRPA Code of Ordinances Subsection 83.11.
 - B. Submit a restoration plan for the staging area. The staging area shall be restored prior to close out of the permit.

CONSENT CALENDAR ITEM NO. 4

- C. In order to prevent the spread of invasive aquatic species, the Permittee shall develop an AIS plan program to manage non-motorized watercraft entering into the lake. The program shall emphasize and enforce the Tahoe Keepers program.
 - D. The permittee shall submit a cross section of the existing boat ramp including the square footage of each constituent part.
 - E. The permittee shall submit a projected construction completion schedule to TRPA prior to acknowledgment. Said schedule shall include completion dates for each item of demolition, construction, and dredging.
 - F. The permittee shall provide a detailed plan describing how public access will be managed within and adjacent to the construction site during all phases of the proposed work. The plan shall include detailed measures on how public safety will be maintained during all the periods of construction activity.
 - G. The permittee shall provide a Spill Prevention Plan for the use of any hazardous materials or equipment (i.e. fuel, epoxy glue, paint, other volatile substances, welding and torch equipment, etc.) for construction activities. A contact list of all emergency response agencies shall be available at the project site during the period of construction.
 - H. The Permittee shall obtain any and all permits from the appropriate local jurisdiction including but not limited to the Nevada Division of State Lands, the U.S. Army Corps of Engineers, and the Nevada Department of Environmental Protection.
4. Prior to the commencement of construction all wildlife surveys shall be conducted, and the appropriate buffer shall be installed around any perching or nesting sites.
 5. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or the Permittee.

Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are

CONSENT CALENDAR ITEM NO. 4

incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. The permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

6. Final construction drawings shall conform to all the applicable design standards set forth in Section 84.5.2. of the TRPA Code of Ordinances, as well as all other applicable TRPA design standards.
7. Any and all waste resulting from the saw-cutting of pavement shall be removed using a vacuum (or other TRPA-approved method) during the cutting process or immediately thereafter. Discharge of waste material to surface drainage features is prohibited and constitutes a violation of this permit.
8. The use of wood preservatives on wood in contact with the water is prohibited and extreme care shall be taken to ensure that wood preservatives are not introduced into Lake Tahoe. Spray painting and the use of tributyltin is prohibited.
9. All temporary erosion control structures must be maintained until any disturbed areas are stabilized. Temporary erosion control structures shall be removed once the site has been stabilized.
10. Best practical control technology shall be employed to prevent earthen or other materials from being re-suspended as a result of construction activities.
11. Disturbance of lakebed materials shall be the minimum necessary. The removal of rock materials from Spooner is prohibited outside of the proposed boat ramp construction areas. Gravel, cobble, or small boulders shall not be disturbed or removed to leave exposed sandy areas before, during, or after construction.
12. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.
13. Any normal construction activity creating noise in excess of the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

END OF PERMIT

CONSENT CALENDAR ITEM NO. 4

STAFF REPORT

Date: June 18, 2024
To: TRPA Governing Board
From: TRPA Staff
Subject: Discussion and possible action on Tahoe Living Working Group Structure

Summary and Staff Recommendation:

Staff requests discussion and possible action on modifications to the Tahoe Living Working Group structure.

Required Motions:

To modify the Tahoe Living Working Group structure, the Governing Board should make the following motions, based on the staff report:

- 1) A motion to modify the Tahoe Living Working Group, with the membership and responsibilities as described in the Discussion section of this staff report.

In order for the motion(s) to pass, an affirmative vote of any eight Board members is required.

Background:

In June of 2020, the TRPA Governing Board formed the “Tahoe Living: Housing and Community Revitalization Working Group” (Tahoe Living Working Group) as part of the Tahoe Living: Housing and Community Revitalization Strategic Initiative (now called the Tahoe Living Strategic Priority). The purpose of that initiative was and is to shift the course of development back towards the original intent of the 2012 Regional Plan, designing a path for more residential development rights to be used to achieve regional housing needs while supporting walkable communities and improving air and water quality, and aligning with housing needs identified in regional housing assessments.

The purpose of the Working Group itself is to give TRPA staff an opportunity to hear multiple perspectives from different representative groups around the region, and to gain new, creative ideas that could be considered in policy development.

Having convened since August 2020, the Working Group has met seven times and has provided valuable input, moving TRPA forward on two key phases of work, including amendments to encourage accessory dwelling units (ADUs), increased residential densities as part of hotel/motel redevelopment, and providing development incentives to deed restricted housing projects. TRPA is currently initiating the next phase of work, called “Cultivating Communities, Conserving the Basin,” (Cultivating Communities) to plan for equitable and sustainable housing and improving climate resilience.

The Working Group was established by the Governing Board as a formal committee of the Advisory Planning Commission (APC) as allowed by the APC charter and comprised the following members and seats:

- Local government members of the APC or an alternative staff person from their respective local governments, as well as the Washoe County Lay Member or Incline Village General Improvement District (IVGID) Member;
- Two members of the Regional Plan Implementation Committee (now called the Regional Planning Committee);
- Two members of the Local Government and Housing Committee;
- Ten stakeholders representing owners of public lands, an affordable-achievable housing provider, an affordable-achievable housing developer, an affordable-achievable service provider, building contractors, realtors, employers, the environmental community, and the community collaboratives.

At the first meeting of the Tahoe Living Working Group on August 19, 2020, additional clarification of the structure and responsibilities of the Tahoe Living Working Group was established. These responsibilities can be found here: https://www.trpa.gov/wp-content/uploads/documents/archive/Staff-summary_VI.A_Process_Final.pdf, starting on page 23 of the .pdf.

Discussion:

In TRPA's next phase of the Tahoe Living Strategic Priority, the focus will be on planning for equitable and sustainable housing and improving climate resilience, specifically equity in housing provision, engagement of disadvantaged and underserved communities and building community engagement capacity as a whole, protection of sensitive lands through improvements to the transfer of development rights system and improving climate resilience. Due to this expansion of focus areas, there may be a need to include other members on the Working Group to draw on additional expertise.

Moving into the next phase, TRPA proposes to update the Working Group membership and roles as outlined below. The Working Group may further develop these roles and responsibilities as appropriate.

Membership:

- Local government members of the APC or an alternative staff person from their respective local governments, as well as the Washoe County Lay Member or a representative of the Incline Village General Improvement District (IVGID);
- Two members of the Regional Planning Committee appointed by the Governing Board;
- Two members of the Local Government and Housing Committee appointed by the Governing Board;
- Up to thirteen members appointed by the Executive Director representing, at a minimum, owners of public lands, a deed restricted housing provider, deed restricted housing developer, social service provider, building contractors, realtors, employers, the environmental community, and community collaboratives.

All stakeholders are encouraged to attend the meetings and workshops to provide their input, and TRPA will endeavor to provide a range of opportunities for everyone to have their ideas heard, considered, and reflected in meeting and workshop notes. If a member misses three consecutive meetings, the Executive Director may appoint a different person or organization to fill that seat, either temporarily or permanently.

Contact Information:

For questions regarding this agenda item, please contact Karen Fink, Principal Planner, at (775) 589-5258 or kfink@trpa.gov.

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.



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STAFF REPORT

Date: June 18, 2024

To: TRPA Governing Board

From: TRPA Staff

Subject: Adaptive Improvements to the Code of Ordinances Supporting Climate Resilience, Affordable Housing Requirements for Condominiums, and Design Standards for Mixed-Use Development

Project Summary:

Staff will present an overview of proposed amendments to the TRPA Code of Ordinances to implement best practices for climate resilience and adaptation, address the need for mixed-use minimum standards to encourage walkable communities, and take an interim step to address the impacts of condominium subdivision on affordable housing needs in our region. These proposed amendments build on the work of the Phase 2 Housing Amendments, Sustainability Action Plan, and lessons learned from local area planning and Code implementation. The Advisory Planning Commission and the Regional Planning Committee have reviewed these amendments and recommend approval.

Required Motions:

To adopt the proposed amendments to the Code of Ordinances, the Board must make the following motions, based on the staff summary: An affirmative vote of at least four members of each State is required for these motions to pass.

- 1) A motion to approve the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Code of Ordinances amendments as described in the staff summary; and
- 2) A motion to adopt Ordinance 2024-___, amending Ordinance 87-9, to amend the Code of Ordinances as shown in Attachment A.

Project Description/Background:

Climate Resilience:

In December 2013, the TRPA Sustainability Action Plan was prepared to guide TRPA and local jurisdictions in developing and implementing climate sustainability strategies and actions under a consistent regional framework. Since the plan’s preparation, TRPA and partners have fully or partially implemented more than 80 percent of recommended actions in the plan. These planning efforts resulted in approximately 198 climate resilience-related projects across the Region.

During the summer of 2022, a TRPA graduate student intern completed research exploring best practices for land use regulation in climate-smart communities. It addressed traffic congestion; energy conservation; energy generation; zero-emissions vehicles; waste diversion; sustainable construction and development; water conservation; carbon sequestration, forestry practices, and vegetation; adaptation and resilience; and workforce housing. In October 2022 the Governing Board directed staff to develop

regulatory code amendments supporting items from the Sustainability Action Plan that had not yet been implemented and amendments addressing traffic mitigation, solar energy generation, electric vehicle charging, and dark sky preservation that could be completed based on an initial environmental checklist.

Subsequently a team of University of California, Davis graduate students conducted detailed code research, facilitated stakeholder engagement, and prepared draft code amendments. On May 24, 2023, TRPA staff and the graduate student team provided an informational presentation to Regional Planning Committee (RPC). TRPA staff have since addressed RPC's recommendations and worked closely with stakeholders from local government, the development and private consulting industry, and Liberty Energy, along with Permitting staff to develop the current proposal (Exhibits B and C to Attachment A). The proposal includes new requirements for traffic mitigation planning at temporary events, strategies to streamline rooftop solar installation while maintaining scenic threshold protections, provisions supporting the continued development of appropriate EV charging infrastructure, and a reorganization of the Code's exterior lighting requirements including new provisions for dark sky preservation. Staff drew from a range of best practices to develop this proposal including successful local codes, the California Building Standards Code, Dark Sky Alliance recommendations, and Leadership in Energy and Environmental Design (LEED) standards.

Affordable Housing Requirements for Subdivisions and Design Standards for Mixed-Use Development:

The mixed-use and affordable housing elements of this proposal were prepared based on the Governing Board's direction during adoption of an amendment to the Washoe Tahoe Area Plan (TAP).

On March 8 and March 22, 2023, respectively, APC and RPC considered a proposed Washoe County TAP amendment to allow subdivision of buildings in Special Area 1 of Incline Village's commercial town center. Both bodies found that the Area Plan and Code of Ordinances did not fully address standards for mixed-use development and the impact of condominium subdivisions on the need for affordable housing. They recommended that the County consider policies to encourage affordable and workforce housing and a more specific definition and minimum standards for mixed-use development before the amendment was applied to the remainder of Special Area 1. Following APC and RPC recommendations, staff developed mitigation measures to define and set minimum standards for mixed-use development and to ensure that a portion of new condominiums in Special Area-1 would be deed-restricted with a mix of affordable and moderate housing. On June 28, 2023, the Governing Board approved the amendments to the TAP, including mitigation measures, directing staff to explore regional standards for mixed-use and deed-restricted condominium housing.

TRPA staff has since researched best practices to define and set minimum standards for mixed-use development that could also apply at the regional level and support walkable communities. At the May 24, 2023, RPC meeting staff presented mixed-use standards for the basin as a whole, including a mixed-use definition and regional standards that include the proportion and location of residential and non-residential uses in a structure, permitted uses, mix of affordable and market-rate units, density, parking, and minimum design standards. These proposed amendments follow Governing Board direction to develop regional standards for mixed-use and to ensure that new condominium developments include a 10 percent mix of affordable and moderate-income housing on or off site (Exhibit A to Attachment A). Additionally, the proposed amendments adapt Section 39.2 (Subdivision Standards) to ensure consistency with existing definitions for affordable- and moderate-income housing.

The requirement for 10 percent deed-restricted housing in condominium developments reflects the mitigation measures the Board adopted into the Washoe Tahoe Area Plan in June 2023. This requirement responds to the need for local workforce housing created by new market-rate

development along with the existing gap in housing units affordable to local workers. Needs assessments by the Mountain Housing Council and Tahoe Prosperity Center found a gap of just over five thousand workforce housing units for lower and moderate-income residents. This gap represents roughly 10 percent of the total units in the basin. A 10 percent deed-restriction requirement is also consistent with Placer County's affordable housing ordinance and the City of South Lake Tahoe's inclusionary zoning ordinance. This proposal would not replace these existing local ordinances, but rather would apply to jurisdictions that do not have an equivalent program. Developers can use bonus units to obtain development rights and incentives for the deed-restricted housing.

Environmental Review:

TRPA staff completed an Initial Environmental Checklist (IEC) pursuant to Chapter 3: Environmental Documentation of the TRPA Code of Ordinances and Article VI of the Rules of Procedure (Attachment C). The IEC finds that the proposed amendments would not result in significant effects on the environment.

Regional Plan Compliance:

TRPA staff completed a Regional Plan Compliance Measures Checklist (Attachment D) and determined that the proposed amendments comply with the Regional Plan. The proposed amendments were reviewed by the APC and RPC. Both bodies unanimously recommended that the Governing Board adopt the proposed amendments and find them in compliance with the Regional Plan.

Additionally, staff advise that the proposed amendments will advance the following goals and policies of the Regional Plan and the Sustainability Action Plan:

- The Regional Plan Housing Element.
- Goal 1 of the Transportation Element which seeks to protect and enhance the environment by promoting energy conservation and reducing greenhouse gas emissions including through support for mixed-use and transit-oriented development.
- The Sustainability Action Plan goals and policies including establishing efficient light standards (4-10), standards for renewable energy (4-13), supporting EV charging networks (4-18), and addressing event impacts (4-32).

Opportunities for Public Input:

The following is a summary of the public input to date.

Climate Resilience:

- October 2022—Workshop with the TRPA Governing Board to prioritize amendments
- Winter/Spring 2023—Stakeholder workshops with representatives from local government, the development and private consulting industry, and Liberty Energy
- May 2023—Presentation and feedback from the Regional Planning Committee
- November 2023—Stakeholder review of proposal draft
- February 14, 2024—APC informational presentation
- March 27, 2024—RPC Informational Presentation
- April 24, 2024—RPC Hearing
- May 8, 2024—APC Hearing

Mixed-Use:

- May 2023—Presentation and Feedback from Regional Planning Committee
- June 2023—Governing Board adoption of amendments to the Washoe Tahoe Area Plan including elements of this proposal
- November 2023—Stakeholder review of proposal draft

- February 14, 2024—APC informational presentation
- March 27—RPC Informational Presentation
- April 24, 2024—RPC Hearing
- May 8, 2024—APC Hearing

Contact Information:

For questions regarding this agenda item, please contact Jacob Stock, AICP, Senior Planner, at (775) 589-5221 or jstock@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. TRPA Ordinance 2024-__
 - Exhibit A: Proposed Mixed Use Code Amendments Table
 - Exhibit B: Proposed Climate Code Amendments Table
 - Exhibit C: Proposed Exterior Lighting Standards
- B. Required Findings/Rationale
- C. Initial Environmental Checklist
- D. Compliance Measures Checklist

Attachment A
TRPA Ordinance 2024-__

TAHOE REGIONAL PLANNING
AGENCY ORDINANCE 2024-__

AN AMENDMENT TO ORDINANCE NO. 87-9, AS AMENDED, TO AMEND THE TRPA CODE OF ORDINANCES, CHAPTERS 2, 13, 21, 22, 30, 34, 36, 37, 39, AND 90 REGARDING STANDARDS FOR CLIMATE RESILIENCE, DARK SKY PRESERVATION, AFFORDABLE HOUSING REQUIREMENTS FOR CONDOMINIUMS, AND DESIGN STANDARDS FOR MIXED-USE DEVELOPMENT.

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.00 Findings

- 1.10 It is desirable to amend TRPA Ordinance 87-9, as previously amended, by amending the TRPA Code of Ordinances to further implement the Regional Plan pursuant to Article VI (a) and other provisions of the Tahoe Planning Compact.

- 1.20 The TRPA Code of Ordinances amendments were the subject of an Initial Environmental Checklist (IEC), which was processed in accordance with Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The TRPA Code of Ordinances amendments have been determined not to have a significant effect on the environment and are therefore exempt from the requirement of an Environmental Impact Statement (EIS) pursuant to Article VII of the Compact.

- 1.30 The Advisory Planning Commission (APC), Regional Plan Committee (RPC), and Governing Board have each conducted a noticed public hearing on the proposed TRPA Code of Ordinances amendments. The APC and RPC have recommended Governing Board adoption of the necessary findings and adopting ordinance. At these hearings, oral testimony and documentary evidence were received and considered.

- 1.40 The Governing Board finds that the TRPA Code of Ordinances amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V (c) of the Compact.

- 1.50 Prior to the adoption of this ordinance, the Governing Board made findings required by Section 4.6 of the TRPA Code of Ordinances, and Article V (g) of the Compact.

- 1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

Ordinance 87-9, as previously amended, is hereby amended by amending Chapters 2, 13, 21, 22, 30, 34, 36, 37,39, and 90 of the TRPA Code of Ordinances, as set forth in Exhibits A, B, and C to this Ordinance.

Section 3.00 Interpretation and Severability

The provisions of this ordinance amending the TRPA Code of Ordinances adopted hereby shall be liberally construed to affect their purposes. If any section, clause, provision, or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance and the amendments to the Regional Plan Package shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendments to the Regional Plan Package are hereby declared respectively severable.

Section 4.00 Effective Date

The provisions of this ordinance amending the TRPA Code of Ordinances shall become effective sixty (60) days following adoption of this ordinance.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held on June 26, 2024, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

Cindy Gustafson, Chair
Tahoe Regional Planning Agency,
Governing Board

Attachment A
Exhibit A: Proposed Mixed Use Code Amendments Table

EXHIBIT A TO ATTACHMENT A
PROPOSED MIXED-USE (MU) CODE LANGUAGE

| Code Section | Rationale | Proposed Code Language |
|--------------|--|--|
| 36.14 | Design standards for MU, including market rate. This amendment separates design standards applying to all M-U from standards specific to 100 percent deed-restricted developments. Standards specific to 100 percent deed-restricted developments were approved in the Phase 2 Housing Amendments. | <p>36.14 Mixed-Use Design Standards.</p> <p>Mixed-use developments <u>approved after [effective date]</u> shall meet the definition of mixed-use in Chapter 90 and the following design standards:</p> <p><u>a. The ground floor shall include one or more permissible pedestrian-oriented non-residential uses that include, but are not limited to, retail, restaurant, personal services, office, and entertainment uses.</u></p> <p><u>b. Mixed-use developments shall must accommodate pedestrian-oriented non-residential uses on the ground floor street frontage at a minimum average depth of 40 feet and a minimum depth of 25 feet covering a minimum of 60 percent of the ground floor street frontage area or 60 percent of the ground floor area. Up to 10 percent of the ground floor area dedicated to non-residential uses may be substituted for uses accessory to the residential component if an equivalent area is dedicated for non-residential uses elsewhere in the development.</u></p> <p>a-c. Deed-restricted affordable and moderate housing units may be substituted for <u>non-residential uses on the ground floor if the development has an equivalent mixed-use component pursuant to the proportions defined in 36.14-b.</u></p> <p>b-d. Parking and vehicle access shall be designed to limit conflict with pedestrian circulation along the ground floor frontage <u>and shall be located off of the main frontage whenever possible;</u></p> <p><u>e. The ground floor and street frontage shall be designed to promote pedestrian accessibility, including but not limited to, transparent façade, ground floor ceiling height no less than 10 feet, pedestrian-oriented street-facing entry at exterior grade, sidewalks, and other pedestrian improvements.</u></p> |

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| | | <p>↪ <u>An Area Plan may propose alternative standards for mixed-use developments that promote pedestrian-oriented design.</u></p> |
| 39.2.3.B | Additions to existing 1:1 replacement requirement to include affordable housing. | <p>B. Existing Affordable and Moderate-Income Housing Existing residential units that are <u>affordable- or moderate-income housing, either de-facto or deed-restricted as defined by Chapter 90: Definitions</u>, shall not be subdivided unless mitigation is provided on a unit for unit basis for the loss of <u>affordable- or moderate-income housing</u>. Mitigation shall be in the form of construction of an equal number of <u>affordable- or moderate-income units</u>, conversion of other structures to <u>affordable- or moderate-income housing, deed-restriction of subdivided units to affordable- or moderate-income housing units</u>, or a combination of the above.</p> <ol style="list-style-type: none"> 1. To determine whether a unit is <u>affordable- or moderate-income housing</u>, the applicant shall submit a rental/sale history for each unit for the previous five years. TRPA shall review the history and determine whether the unit has, on the whole, been available as <u>affordable- or moderate income housing</u>. TRPA shall utilize the appropriate state and federal data on median income and rental rates and mortgages for moderate- to very low-income households in making the determination. If a rental or sale history is unavailable or incomplete, an appraisal of the structure prepared by a qualified appraiser shall be submitted by the applicant. 2. Restriction of subdivided units to <u>affordable- or moderate-income housing</u> shall include recordation of deed restrictions running with the land that requires compliance with Section 52.3.4.D. |
| 39.2.3.M | See above | <p>M. Substitution of Local Housing Plans If a local jurisdiction adopts and implements a program that addresses the need for <u>affordable- and moderate-income housing</u> within its jurisdiction, then TRPA may by</p> |

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| | | ordinance exempt projects within that jurisdiction from the provisions of subparagraph 39.2.3.B. |
| 39.2.5.F | Require 10% deed-restricted housing as a condition of subdivision for pre- and post-1987 structures. Jurisdictions with inclusionary zoning requirements are exempt. | <p>F. Affordable and Moderate-Income Housing</p> <p>1. Subdivisions of post 1987 residential projects in plan areas designated preferred affordable housing areas. Approval of subdivisions after December 31, 1995, of post-1987 residential projects <u>in designated preferred affordable housing areas</u> that do not qualify as affordable housing shall be prohibited until TRPA finds the city or county, with zoning jurisdiction, has demonstrated its commitment to assume its "fair share" responsibility to provide lower and very low income housing within existing urban areas pursuant to Policy HS-1.2 of the TRPA Housing Subelement of the Regional Plan Goals and Policies.</p> <p><u>2. Subdivision of eligible structures greater than 4 unit that are not subject to subsection 39.2.3.B shall only be permitted if there is an affordable and moderate-income housing component. No less than 10 percent of residential units in a subdivided structure or at least one unit, whichever is greater, shall be deed-restricted affordable or a mix of affordable and moderate-income housing. Where there is an even number of deed-restricted units, affordable and moderate-income housing may be deed-restricted on a 1:1 basis. Where there is an odd number of deed-restricted units, the majority shall be deed-restricted affordable. Deed-restricted units shall be substantially similar to the project's mix of units, size, and design of units. However, two or more smaller affordable deed-restricted units may be substituted for any required larger deed-restricted unit if the combined square footage is similar. Deed-restricted units may be built on site or elsewhere within a center. Deed-restricted units must be completed before market rate units can be occupied. Jurisdictions with alternative requirements that are based on a financial feasibility study and are approved by the governing body of that jurisdiction shall be exempt from this provision.</u></p> |
| 90.2 | Amend the definition of mixed-use to allow a broader mix of uses including tourist accommodation. | <p>Mixed-Use Development</p> <p>Developments fostering the integration of compatible residential and non-residential uses on a single site that are designed to promote pedestrian circulation. Permissible pedestrian-oriented nonresidential uses include, but are not limited to, <u>residential, tourist accommodation</u>, retail, restaurant, personal services,</p> |

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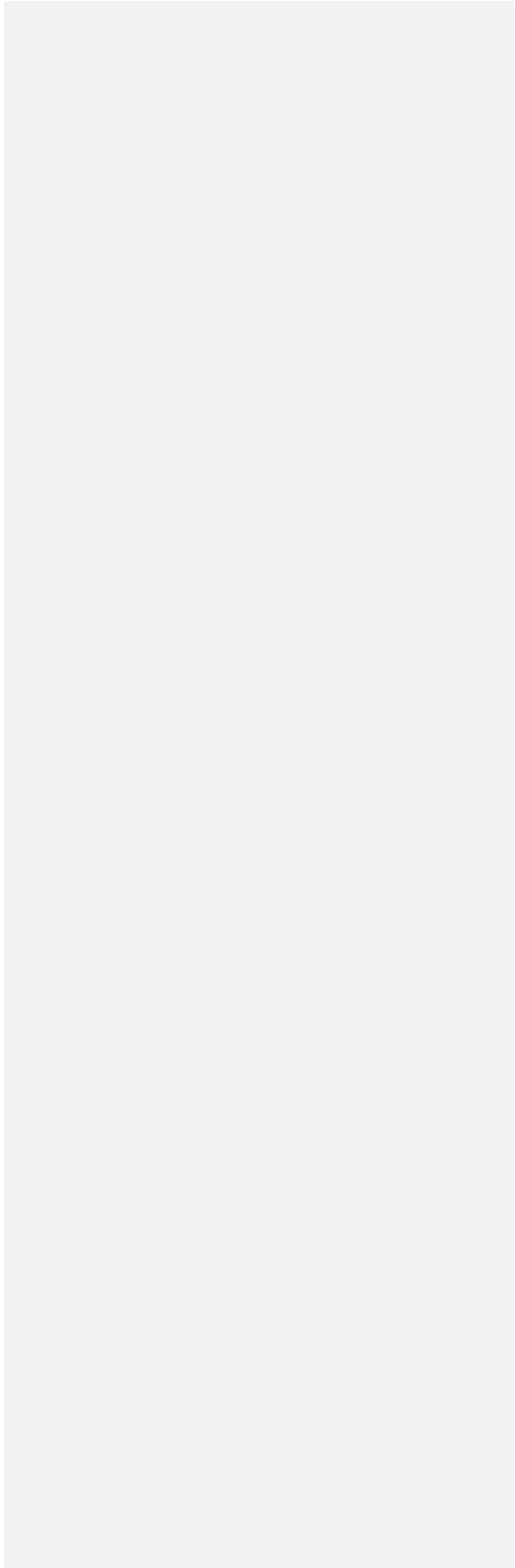
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| | | office, and entertainment uses. Lobbies, gymnasiums, and project offices may be included if they are open to the public. |
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Attachment A
Exhibit B: Proposed Climate Code Amendments Table

EXHIBIT B TO ATTACHMENT A

PROPOSED CLIMATE CODE LANGUAGE

Traffic reduction associated with temporary events

| Code Section | Rationale | Proposed Code Language |
|--------------|--|---|
| 22.7.6. | <p>Temporary activity transportation plan as a requirement of temporary use permits to require that large events consider how to reduce automobile traffic and increase the use of alternative modes.</p> <p>See City of South Lake Tahoe additional requirements for temporary events (CSLT Code, 6.55.230.A.c.i).</p> <p>TRPA permitting staff noted that requirements for Ch. 22 temporary permits could benefit from additional requirements supporting traffic reduction.</p> | <p>22.7.6. Traffic Mitigation</p> <p>A. For a temporary activity that includes the closure of a traffic lane or intersection of a state or federal highway for more than one hour, or the closure of U.S. 50 at any point between the South Y and Kingsbury Grade for any period of time, the applicant shall submit a traffic control plan.</p> <p>B. <u>A temporary event transportation plan must be prepared for any event with the potential for more than 500 attendees. A temporary event transportation plan shall include a map of fixed route public transit stops, pedestrian access, and bike access, bike parking (existing and/or temporary) and materials for communicating alternative transportation options to event participants. The plan must include strategies for encouraging the use of alternatives to personal automobiles and should include plans for bike valet, shuttle services, and rideshare drop off locations.</u></p> |

Electric vehicle (EV) charging

| Code Section | Rationale | Proposed Code Language |
|--------------|--|---|
| 90.2 | Define electric vehicle charging stations and related terms in code. Additional terms and detail added to definitions from permitting improvement amendments. | <p>Electric vehicle charger</p> <p>Off-board charging equipment used to charge an electric vehicle. <u>An "electric vehicle charger level 2" means a 208–240-volt electric vehicle charger. A "direct current (DC) fast charger" means a 400-volt or greater electric vehicle charger.</u></p> <p>Electric Vehicle (EV) charging space</p> <p><u>A parking space intended for use of EV charging equipment and charging of electric vehicles.</u></p> <p>Electric vehicle charging station (EVCS)</p> <p>One or more electric vehicle charging spaces served by electric vehicle supply equipment (EVSE) receptacles by electric vehicle charger(s) or other charging equipment allowing charging of electric vehicles.</p> <p>Electric vehicle supply equipment (EVSE)</p> <p><u>The conductors, including the undergrounded, grounded and equipment grounding conductors and the electric vehicle connectors, attachments, plugs, personnel protection system, and all other fittings, devices, power outlets or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.</u></p> <p>Electric Vehicle (EV) capable spaces</p> <p><u>A vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging.</u></p> <p>EV ready spaces</p> |

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| | | <u>A vehicle space which is provided with a branch circuit; any necessary raceways to accommodate EV charging, terminating in a receptacle or a charger.</u> |
| Table 21.4-A | <p>Include electric vehicle charging station as a primary use under service station and vehicle storage and parking.</p> <p>Tesla, Inc. expressed their intentions to develop EV charging as a primary use. This and other proposed code aims to allow charging as a primary use while encouraging more distributed accessory EV charging.</p> | <p>Service Stations</p> <p>Retail trade establishments primarily engaged in the sale of gasoline <u>and/or electric vehicle charging</u>, which may also provide lubrication, oil change and tune-up services, and the sale of automotive products incidental to gasoline sales. The use may also include as accessory uses towing, mechanical repair services, car washing and waxing, and trailer rental. The use does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work, and retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.</p> <p>Vehicle storage & parking</p> <p>Service establishments primarily engaged in the business of storing operative cars, buses, or other motor vehicles. The use includes both day use and long-term public and commercial garages, parking lots, and structures. Outside storage or display is included as part of the use. <u>The use includes electric vehicle charging.</u> The use does not include wrecking yards (see “Recycling and Scrap”)</p> |
| 34.4.1 | <p>EV capable language for commercial, multi-family and hotel/motels with more than 40 spaces.</p> <p>Encourage distributed EV charging in integrated mix of uses.</p> | <p><u>34.4.1. Electric Vehicle Capable Parking Spaces</u></p> <p><u>Twenty (20) percent of the total number of parking spaces on a building site with a minimum of 20 (twenty) spaces provided for all types of parking facilities shall be electric vehicle capable spaces (EV spaces) capable of supporting future electric vehicle supply equipment. EV spaces will count toward the total amount of parking spaces.</u></p> |

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| | <p>Borrowed from Cal Green (5.106.5.3). Cal Green requires 20% in lot's with 10 spaces or more. See Cal Green Table 5.106.5.3.1.</p> | <ol style="list-style-type: none"> 1. <u>The development of electric vehicle capable spaces applies to new development and redevelopment when the project requires a permit for parking lot grading and base replacement.</u> 2. <u>Developments with 100 percent deed restricted housing shall be exempt from the above requirement.</u> |
| <p>30.4.2.A.6</p> | <p>Allow limited coverage exemption and transfer of coverage.</p> <p>Permitting Improvement amendments include Sec. 30.4.6.A allowing 30 sqft. coverage exemption for EV, solar and other "small utility installations".</p> <p>Aims to encourage installation on existing coverage by allowing limited exemption with the option to transfer coverage is preferable to a large exemption.</p> | <p><u>6. Solar Energy Generation and Electric Vehicle Charging Facilities</u></p> <p><u>Transfers of land coverage may be permitted for electric vehicle chargers, solar energy systems, and related small utility installations.</u></p> <p><u>The maximum land coverage transferred shall be consistent with the following standards:</u></p> <ol style="list-style-type: none"> <u>(1) Transferred coverage shall be the minimum amount necessary to achieve the purpose of the facility;</u> <u>(2) Coverage shall not be transferred to sensitive land;</u> <u>(3) Receiving parcels shall have installed and maintained BMPs meeting TRPA requirements and the transferred coverage shall also have BMPs installed and maintained to meet TRPA requirements;</u> <u>(4) When feasible alternatives exist, TRPA may require the relocation of on-site coverage for some or all of the coverage needed. On-site coverage relocation is appropriate for parcels with non-essential coverage areas that can be reduced in size or replaced with pervious alternatives without significant structural modifications or significant impacts to the usability of the parcel.</u> |

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Solar energy generation

| Code Section | Rationale | Proposed Code Language |
|--------------|--|---|
| 90.2 | Define active, passive, and solar mounting devices. | <p>Active solar energy system A solar energy system with a primary purpose to harvest energy by transforming solar energy into another form of energy or transferring heat from a solar collector to another medium using mechanical, electrical, or chemical means.</p> <p>Photovoltaic (PV) System <u>An active solar energy system that converts solar energy directly into electricity.</u></p> <p>Passive Solar Energy System <u>A solar energy system that captures solar light or heat without transforming it to another form of energy or transferring the energy via a heat exchanger. Examples of passive solar may include skylights, passive solar water heating systems such as flat-plate collectors, or structure design and/or orientation maximizing solar energy capture and retention.</u></p> <p>Solar Mounting Devices <u>Racking, frames, or other devices that allow the mounting of a solar collector onto a roof, the ground, or other surface.</u></p> |
| 2.3.6.A.12. | Qualified exemption for rooftop and parking lot solar energy systems. Require predictable scenic threshold standards when in scenic threshold travel routes and shoreland. QE from scenic review if system meets reflective standard. 3% reflectivity qualifier comes from the highest score given for windows in the shorezone. | <p><u>12. Installation of Roof-mounted Photovoltaic (PV) Systems or PV Systems Mounted Over Parking Lots</u></p> <p><u>The installation of pPhotovoltaic (PV) systems on the rooftops of existing structures or over parking lots that are deemed to be qualified exempt provided:</u></p> <ul style="list-style-type: none"> <u>a) Solar roof-mounting devices do not extend beyond the rooftop perimeter and mounting devices do not intrude into setback standards established in 36.5.4.</u> <u>b) Structure does not create height greater than that allowed by Chapter 37.</u> <u>c) If the structure is located inside of a Scenic Travel Corridor, the</u> |

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| | | <p><u>Shoreland, or visible from Lake Tahoe, then solar panels shall be constructed of non-reflective material not to exceed 3 percent reflectivity.</u></p> <p>d) <u>The panel trim and mounting devices are designed to reduce reflectivity and blend with the panel and/or surrounding materials.</u></p> |
| Table 21.4-A | Expand primary use "Power Generating" to include solar facilities. | <p>Power generating</p> <p>Establishments engaged in the generation of electrical energy for sale to consumers, including biofuel facilities, hydro facilities, gas facilities, <u>solar facilities</u>, -and diesel facilities. Outside storage or display is included as part of the use. The use does not include biofuel <u>or solar</u> facilities accessory to a primary use. Transmission lines located off the site of the power plant are included under "Pipelines and Power Transmission." Electrical substations are included under "Public Utility Centers."</p> |
| 36.5.4.A.1. | | Decks (except decks for off street parking), stairs, canopies, building, <u>solar mounting structures</u> , or roof overhangs shall not intrude into the 20-foot setback established in this subparagraph. |
| 36.6.1.C. | Remove requirement for project-level assessment for roof-mounted solar. This is a barrier that complicates review of solar proposals. Scenic impacts of solar panels addressed through reflectivity standard. | <p>C. Alternative Energy Production</p> <p>Solar <u>panels-energy systems</u> or other alternative energy equipment may be exempted from the requirements of 36.6.1.A and B if <u>they are constructed of non-reflective material not to exceed 3 percent reflectivity, a project-level assessment demonstrates that scenic threshold standards will not be adversely impacted.</u></p> |
| 37.4.3.A. | Expand the height exemptions to include solar energy systems. | Chimneys, flues, vents, antennas, <u>solar energy systems</u> , and similar appurtenances may be erected to a height ten percent greater than the otherwise permissible maximum height of a building, or a height of six feet, whichever is less. <u>Height exemptions for solar energy systems shall not exceed the minimum height necessary for the solar energy system to function.</u> |

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Standards to reduce light pollution

| Code Section | Rationale | Proposed Code Language |
|--------------|--|---|
| 36.8.1. | Update TRPA’s lighting standards, include color temperature, shielding, and other standards to comply with international dark sky standards. Reorganize exterior lighting section for improved legibility. | [See Exhibit C] |
| 13.5.3.F.5 | Move lighting standards to single location in chapter 36. Reference 36.8.1. | <p>5. Lighting Lighting increases the operational efficiency of a site. In determining the lighting for a project, the <u>standards set forth in Section 36.8.1.E.1 shall following should</u> be required.:</p> <ul style="list-style-type: none"> a. Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design. b. Exterior lighting should utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light. c. Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well-placed, low-intensity lights. d. Lights should not blink, flash, or change intensity except for temporary public safety signs. |

Attachment A
Exhibit C: Proposed Exterior Lighting Standards

EXHIBIT C
TO ATTACHMENT A
PROPOSED EXTERIOR LIGHTING STANDARDS

36.8. EXTERIOR LIGHTING STANDARDS

36.8.1. General Standards

- A. Exterior lighting shall be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design.
- B. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display.
- C. Outdoor lighting must serve a functional safety purpose including the illumination of entrances and pathways. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited, except as set forth in Subsection 36.8.5 paragraph E.3, below.
- A.D. Exterior lights shall not blink, flash, or change intensity except for temporary public safety signs. String lights, building or roofline tube lighting, reflective, or luminescent wall surfaces are prohibited.
- B.E. Exterior lighting shall not be attached to trees except for the Christmas season.
- C.F. Parking lot, walkway, and building lights shall be directed downward.
- G. Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 37.
- D.H. The commercial operation of ~~spot~~ searchlights for advertising or any other purpose is prohibited.
- I. Seasonal lighting displays and lighting for special events that conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22: *Temporary Uses, Structures, and Activities*.

36.8.2. Outdoor Lighting – Lighting Design

The placement, including height, of all outdoor lighting shall be appropriate to serve a functional safety purpose. Exterior lighting shall utilize cutoff shields that extend below the lighting element to minimize stray light. Light shall be directed downward with no

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light emitted above the horizontal plane of the fixture and no splay of light offsite. Outdoor lighting shall be located to minimize impact on adjacent properties.

36.8.3 Lighting Levels

Outdoor lighting levels shall respond to the anticipated use and shall not exceed the amount of light required by users. The maximum color temperature of outdoor lighting is 3,000 degrees Kelvin. TRPA may authorize outdoor lighting with a color temperature up to 5,000 degrees Kelvin when required for public safety.

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36.8.4 Commercial Lighting

Outdoor lighting for commercial uses shall not exceed 2,500 Lumens per light and the total lighting shall not exceed 100,000 Lumens per acre. Commercial uses shall reduce outdoor lighting to 50 percent or less of operational lighting levels after business hours. Motion detection lighting or similar technology, activated on site, may increase lighting levels to 100 percent temporarily. TRPA staff may authorize exceptions for public safety.

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36.8.5 Cemetery Lighting

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~~1.36.8.3.1.1 Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display.~~

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~~2.36.8.3.1.1 Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited, except as set forth in Subparagraph F.3, below.~~

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3. Within the veterans' section of an existing cemetery, the United State flag may be illuminated subject to the following limitations:

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a.A. Where it may not be possible to reliably or consistently illuminate with downward lighting, upward lighting may be used only in the form of spotlights which confine the illumination to the flag.

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B. Lighting shall be the minimum necessary to properly illuminate the flag. In no case shall any lighting source exceed 2,500 lumens in output.

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36.8.6 Outdoor Lighting Plan

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The applicant for any project in connection with proposed work involving outdoor lighting fixtures shall submit, as part of the application, evidence that the proposed lighting will comply with subsection 36.8. The submission shall contain the following:

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b.

1. Plans indicating the location on the premises, and the type of illumination devices, fixtures, lamps, supports, reflectors, and construction details;
2. Description of illuminating devices, fixtures, lamps, supports, reflectors, and other devices. The description may include, but is not limited to, catalog cuts by manufacturers, and drawings; and
3. A table showing the total number of proposed exterior lights by fixture type, degrees Kelvin, Lumens per fixture, and lamp type.

~~G.26.8.3.1 The commercial operation of searchlights for advertising or any other purpose is prohibited.~~

~~H.26.8.3.1 Seasonal lighting displays and lighting for special events that conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22: Temporary Uses, Structures, and Activities.~~

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Attachment B
Required Findings/Rationale

REQUIRED FINDINGS / RATIONALE

TRPA Code of Ordinances Section 3.3—Determination of Need to Prepare an Environmental Impact Statement

Finding: TRPA finds the proposed Code amendments will not have a significant effect on the environment.

Rationale: An Initial Environmental Checklist (IEC) was prepared to evaluate the effects of the proposed amendments to the Code of Ordinances (see Attachment C). The IEC found that the proposed Code amendments would not have a significant effect on the environment. The IEC was prepared to evaluate the potential environmental impact of the proposed amendments to specific sections of the Code related to mixed-use zoning, workforce housing, alternative power sources, electric vehicle capabilities, and outdoor lighting standards within the following chapters of the TRPA Code of Ordinance:

- Chapter 2: General Provisions
- Chapter 13: Area Plans
- Chapters 21 and 22: Land Uses
- Chapters 30,34, 36, 37, and 39: Site Development
- Chapter 90: Definitions

The proposed amendments are consistent with and will implement the aforementioned chapters of the TRPA Code of Ordinance and the Regional Plan. The amendments are not anticipated to result in significant environmental effects. As demonstrated in the accompanying IEC finding of no significant effect, amendments to these chapters will not result in a significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded.

TRPA Code of Ordinances Section 4.4—Threshold-Related Findings

1. Finding: The amendments to the Code of Ordinances are consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs;

Rationale: The proposed code amendments will not have significant environmental impacts and will improve TRPA's ability to implement the TRPA Code of Ordinance chapters listed above in Section 3.3. The amendments will also implement key goals, policies and actions of the Regional Plan including:

- The Regional Plan Housing Element

- Goal 1 of the Transportation Element which seeks to protect and enhance the environment by promoting energy conservation and reducing greenhouse gas emissions including through support for mixed-use and transit-oriented development.
- The Sustainability Action Plan goals and policies including establishing efficient lighting standards (4-10), standards for renewable energy (4-13), supporting EV charging networks (4-18), and addressing event impacts (4-32).

The Code amendments are consistent with and advance the Regional Plan policies and goals and all implementing elements of the Regional Plan.

2. Finding: The proposed amendments will not cause the environmental threshold carrying capacities to be exceeded; and

Rationale: The proposed amendments are consistent with the threshold attainment strategies in the Regional Plan. As demonstrated in the IEC finding of no significant effect, these amendments will not cause the environmental threshold carrying capacities to be exceeded.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed amendments would not exceed any state, federal, or local standards. The amendments are intended to lessen emissions by allowing appropriate solar power systems and electric vehicle charging facilities, by requiring strategies to reduce emissions from temporary events, and by facilitating mixed-use development that minimizes reliance on personal automobiles. The amendments will not result in negative environmental impacts and will result in cumulative environmental benefits.

TRPA Code of Ordinances Section 4.6—findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs.

Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains thresholds.

Rationale: As discussed in Sections 4.4 above, the Regional Plan and all of its elements, as amended, achieves and maintains thresholds. The proposed amendments will support and improve implementation of the TRPA Code of Ordinances chapters listed in Section 3.3 and the relevant Regional Plan goals and policies listed in Section 4.4. Future redevelopment projects would be subject to project-level environmental review and permitting at which time the proposals would be required to demonstrate compliance with all federal, state, and TRPA regulations. Therefore, implementation of the proposed amendment would result in achievement and maintenance of the thresholds.

Attachment C
Initial Environmental Checklist

INITIAL ENVIRONMENTAL CHECKLIST FOR DETERMINATION OF ENVIRONMENTAL IMPACT

PROJECT INFORMATION

Project Name: Adaptive Improvements to the Code of Ordinances Supporting Climate Resilience, Affordable Housing Requirements for Condominiums, and Design Standards for Mixed-Use Development

Project Assessor's Parcel Number (APN): Not Applicable

Project Address: Not Applicable

County/City: Not Applicable

Project Description: The Tahoe Regional Planning Agency (TRPA) is proposing a package of amendments to the Code of Ordinances aimed at implementing key goals, policies, and actions of the Regional Plan and Sustainability Action Plan. The proposal includes amendments to implement climate resilience best-practices, support dark sky preservation, facilitate appropriate mixed-use development, and mitigate the impact of market-rate condominium development on affordable housing. These amendments were developed through a robust process including Governing Board and stakeholder workshops, best practice and adaptive management analysis by University of California, Davis graduate students and TRPA staff, and additional stakeholder draft review. The proposed amendments are summarized below and detailed in Attachments A and B to this packet.

The proposed climate code amendments bring new language and revise existing language to address electrical vehicle charging and related uses, Photovoltaic (PV) as an alternative power source, exterior lighting design and standards, a traffic mitigation plan for temporary events, and define new terminology. The new proposed climate code language creates additional sections in the Code of Ordinances that requires electric vehicle capable parking spaces for new development or redevelopment of facilities with 20 or more parking spaces (Section 34.4.1); allows limited transfer of coverage for solar energy generation and electric vehicle charging facilities (Section 30.4.2.A.6); sets parameters for a qualified exemption of PV systems installed on roof tops, over parking lots or within a scenic route (Section 2.3.6.A.12); and requires a transportation plan for large event temporary use permits to encourage reduced automobile traffic and increase use of alternative modes of transportation (Section 22.7.6). Additional climate code amendments propose revising existing language to include electric vehicle charging station as a primary use under "Service Stations" and "Vehicle Storage and Parking" uses (Table 21.4-A); expand the primary use "Power Generating" to include solar facilities (Table 21.4-A); include solar mounting structures in setbacks under "Site Design Standards" (Section 36.5.4.A.1); remove the requirement for project-level assessment for roof mounted solar energy systems under "Alternative Energy Production" (Section 36.6.1.C); and to codify solar energy systems as rooftop appurtenances (Section 37.4.3.A).

The Code amendments proposed for the Exterior Lighting Standards (Section 36.8) involve reorganization of this section in Chapter 36, proposed new language, and revision of existing language. Additional proposed amendments to Code Section (36.8) Exterior Lighting Standards create new subsections that

address Lighting Design (Section 36.8.2), Lighting Levels (Section 36.8.3), Commercial Lighting (Section 36.8.4), and Outdoor Lighting Plan (Section 36.8.6) based on recommendations from the Dark Sky Alliance and Leadership in Energy and Environmental Design. The proposed design standards include placement, height, and shields to minimize stray light. The proposed lighting levels work in tandem with the design standards, where color temperature is measured by degrees Kelvin with a maximum of 3,000 degrees Kelvin. The proposed standards for commercial lighting target total lumens, which cannot exceed 2,500 Lumens per light, 100,000 Lumens per acre, and must reduce total lighting to 50% or more after business hours.

Other proposed code amendments contain clarifying and new language that addresses design standards for mixed-use developments (Section 36.14), the replacement mitigation requirement for affordable housing (Section 39.2.3.B), a new condition for subdivision of pre- and post-1987 structures (Section 39.2.5.F), and define "mixed-use" to allow a broader mix of uses including tourist accommodation (Section 90.2). The proposed code amendment to the subdivision standards for pre- and post-1987 structures requires that new developments greater than four units deed-restrict 10 percent of subdivided units as affordable or moderate-income housing units.

The following questionnaire was completed by TRPA staff based on an analysis of the proposed amendments. All "Yes" and "No, With Mitigation" answers include further written comments.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. ENVIRONMENTAL IMPACTS

1. LAND

Current and historic status of soil conservation standards can be found at the links below:

- [Impervious Cover](#)
- [Stream Environment Zone](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Unstable soil conditions during or after completion of the proposal? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. The continuation of or increase in wind or water erosion of soils, either on or off the site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments will not impact impervious land cover or Stream Environment Zones. Any future project developed pursuant to the amendment must first be an approved project, compliant with TRPA’s existing land coverage, excavation, grading, and temporary and permanent BMP standards prescribed for soil conservation.

2. AIR QUALITY

Current and historic status of air quality standards can be found at the links below:

- [Carbon Monoxide \(CO\)](#)
- [Nitrate Deposition](#)
- [Ozone \(O3\)](#)
- [Regional Visibility](#)
- [Respirable and Fine Particulate Matter](#)
- [Sub-Regional Visibility](#)

| Will the proposal result in: | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|----|--------------------------|--------------------------|
| a. Substantial air pollutant emissions? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Deterioration of ambient (existing) air quality? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The creation of objectionable odors? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Increased use of diesel fuel? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The following proposed Code amendment supports the reduction of emissions:

The proposed amendment to Code Section 22.7.6 addresses the preparation of a transportation plan in conjunction with a temporary use permit for an event having the potential for more than 500 attendees. The plan must include strategies to reduce automobile traffic and encourage the use of alternative modes of travel, such as bicycles, shuttle services, or rideshare. TRPA permitting staff also noted that temporary permits could benefit from additional requirements supporting traffic reduction.

The proposed amendments will not negatively impact air quality. Any future project developed pursuant to the amendment must first be an approved project and compliant with TRPA's emission standards for the protection of air quality.

3. WATER QUALITY

Current and historic status of water quality standards can be found at the links below:

- [Aquatic Invasive Species](#)
- [Deep Water \(Pelagic\) Lake Tahoe](#)
- [Groundwater](#)
- [Nearshore \(Littoral\) Lake Tahoe](#)
- [Other Lakes](#)
- [Surface Runoff](#)
- [Tributaries](#)
- [Load Reductions](#)

| Will the proposal result in: | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|----|--------------------------|--------------------------|
| a. Changes in currents, or the course or direction of water movements? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Alterations to the course or flow of 100-yearflood waters? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Change in the amount of surface water in any water body? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Alteration of the direction or rate of flow of ground water? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| k. Is the project located within 600 feet of a drinking water source? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Proposed amendment to Code Section 30.4.2.A.6 addresses the transfer of land coverage for electrical vehicle chargers, solar energy systems, and related small utility installations. These standards aim to encourage installation on existing coverage by limiting exempted and transferred coverage for new installations. Both receiving parcels and transferred coverage must have TRPA approved installed and maintained BMPs. TRPA may also require the relocation of on-site coverage for parcels with non-essential coverage areas that can be reduced in size or replaced with pervious alternatives without structural modifications or impacts to the usability of the parcel. Ultimately, these standards are designed to accommodate appropriate energy installations on limited coverage, reducing the potential impact of these installations on future water quality.

The proposed amendments do not change building standards that could lead to changes in water resources and will not impact water quality.

4. VEGETATION

Current and historic status of vegetation preservation standards can be found at the links below:

- [Common Vegetation](#)
- [Late Seral/Old Growth Ecosystems](#)
- [Sensitive Plants](#)
- [Uncommon Plant Communities](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Reduction of the numbers of any unique, rare, or endangered species of plants? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows? X
- g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? X
- h. A change in the natural functioning of an old growth ecosystem? X

Discussion:

The proposed amendments do not include any changes that could have a significant adverse effect on vegetative resources. Any future project developed pursuant to the amendment must first be an approved project and compliant with TRPA's standards for the protection of vegetation and other biological resources.

5. WILDLIFE

Current and historic status of special interest species standards can be found at the links below:

- [Special Interest Species](#)

Current and historic status of the fisheries standards can be found at the links below:

- [Instream Flow](#)
- [Lake Habitat](#)
- [Stream Habitat](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Reduction of the number of any unique, rare or endangered species of animals? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Deterioration of existing fish or wildlife habitat quantity or quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments could not have a significant adverse effect on wildlife species or habitat. Any future project developed pursuant to the amendment must first be an approved project and compliant with TRPA's existing standards for wildlife preservation.

6. NOISE

Current and historic status of the noise standards can be found at the links below:

- [Cumulative Noise Events](#)
- [Single Noise Events](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Exposure of people to severe noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Exposure of existing structures to levels of ground vibration that could result in structural damage? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

TRPA's noise ordinances apply to single noise event from aircraft, watercraft, motor vehicles, motorcycles, off-road vehicles and snow mobiles and to community noise levels. The proposed amendments could not have a significant impact on TRPA's noise thresholds since the proposed amendments do not generate single noise events or increase community noise levels.

7. LIGHT AND GLARE

| Will the proposal: | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Include new or modified sources of exterior lighting? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Cause light from exterior sources to be cast off -site or onto public lands? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Create new sources of glare through the siting of the improvements or through the use of reflective materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments will support the reduction of light pollution and glare. The following proposed amendments encourage the reduction of illumination levels on exterior lighting while providing for public safety.

Proposed amendment to Code Section 36.8.1.A requires that exterior lighting shall be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design.

Proposed amendment to Code Section 36.8.1.C requires that the addition of Outdoor lighting must serve a functional safety purpose including the illumination of entrances and pathways.

Proposed amendment to Code Section 36.8.2 requires that the placement, including height, of all outdoor lighting shall be appropriate to serve a functional safety purpose. This section requires that exterior lighting utilize cutoff shields that extend below the lighting element to minimize stray light and directed downward with no light emitted above the horizontal plane of the fixture and no splay of light offsite. The proposal also requires that outdoor lighting shall be located to minimize impact on adjacent properties.

Proposed amendment to Code Section 36.8.3 states that outdoor lighting shall not exceed the amount of light required by users. The maximum color temperature of outdoor lighting is limited to 3,000 degrees Kelvin, limiting the impact of exterior lights on dark sky resources.

Proposed amendment to Code Section 36.8.4 requires that commercial outdoor lighting not exceed 2,500 Lumens per light and the total lighting shall not exceed 100,000 Lumens per acre. Commercial uses shall also reduce outdoor lighting to 50 percent or less of operational lighting levels after business hours. While TRPA staff may authorize exceptions for public safety, these new standards will greatly reduce the impact of commercial lighting on light pollution over time.

Proposed amendment to Code Section 2.3.6.A.12 sets a reflectivity limit for rooftop solar panels in scenic areas at 3 percent. This limit is consistent with reflectivity levels already approved in scenic areas. As a result, these new standards will ensure that no new sources of glare are created by rooftop solar panels.

8. LAND USE

| Will the proposal: | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan? | X | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Expand or intensify an existing non-conforming use? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

TRPA must regularly reevaluate use definitions in response to changing development practices and technologies. Often resulting changes effectively codify Code interpretations and existing permitting practices. The amendments propose to expand use definitions for service stations, and vehicle storage and parking to include electric vehicle charging facilities; as well as the definition of power generating facilities to include solar panels. The proposal also includes new Chapter 90 definitions related to solar and electric vehicle charging. While these facilities were not previously listed in the use table or Chapter 90 definitions of the Code of Ordinances, they update the Code to codify existing permitting practice and do not propose changing existing permitting practice.

The proposed amendments do not expand or intensify existing non-conforming uses.

9. NATURAL RESOURCES

| Will the proposal result in: | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. A substantial increase in the rate of use of any natural resources? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Substantial depletion of any non-renewable natural resource? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments would not change building standards, add uses that consume resources at a greater rate than existing permissible uses, or increase development potential that could deplete resources. The potential impacts on natural resources of any project proposed as a result of these amendments would be evaluated and mitigated if necessary. As a result, the proposed amendments could not have a significant effect on natural resources.

10. RISK OF UPSET

| Will the proposal: | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Involve possible interference with an emergency evacuation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Any future project proposed pursuant to the amendment must first be an approved project and compliant with TRPA's building standards. The proposed amendment will not impact emergency evacuation or involve a risk of explosion or releasing hazardous materials.

11. POPULATION

| Will the proposal: | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Alter the location, distribution, density, or growth rate of the human population planned for the Region? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Include or result in the temporary or permanent displacement of residents? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments do not change the amount or distribution of residential development allowed in the Tahoe Region and thus does not alter the location, distribution, or growth rate of residential units planned for the Region or displace residents. The amendments could reduce displacement of low and moderate income residents by requiring that market-rate development deed-restrict a portion of new condominium development.

12. HOUSING

| Will the proposal: | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Affect existing housing, or create a demand for additional housing? | | | | |
| <i>To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:</i> | | | | |
| 1. Will the proposal decrease the amount of housing in the Tahoe Region? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments will not decrease housing or decrease the amount of housing historically or currently being rented at rates affordable by lower and very-low income households in the Region. Rather, the proposed amendments actively support the preservation of existing affordable housing and development of future affordable units. The proposed amendments require a condition that new subdivided structures provide no less than 10 percent of units or at least one unit, whichever is greater, as deed-

restricted affordable and moderate-income housing units, ensuring that at least a portion of housing is provided for the local workforce (Code Section 39.2.5.F). Additionally, the proposed amendment to Section 39.2.3.B incorporates “affordable housing” throughout this section, expanding housing protections for those impacted by the conversion of de facto affordable housing.

13. TRANSPORTATION / CIRCULATION

| Will the proposal result in: | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Generation of 650 or more new average daily Vehicle Miles Travelled? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Changes to existing parking facilities, or demand for new parking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Alterations to present patterns of circulation or movement of people and/or goods? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Alterations to waterborne, rail or air traffic? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments will not increase the daily Vehicle Miles Travelled, the demand for additional parking, impact existing transportation systems, alter waterborne, rail, or air traffic, nor increase traffic hazards. Any alteration to present patterns of circulation or movement of people and/or goods could occur on a temporary basis. The proposed amendment to Code Section 22.7.6 addresses the preparation of a transportation plan in conjunction with a temporary use permit for an event having the potential for more than 500 attendees. The plan must include strategies to reduce automobile traffic and encourage the use of alternative modes of travel, such as bicycles, shuttle services, or rideshare. TRPA staff noted that temporary permit requirements could support reduction of auto trips. Additionally, the proposed amendments add electric vehicle charging to the definition for parking and vehicle storage and adds Section 34.4.1, requiring EV capable spaces in parking lots with 20 spaces or greater, supporting greenhouse gas reduction goals.

14. PUBLIC SERVICES

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?:

| | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|----|--------------------------|--------------------------|
| a. Fire protection? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Parks or other recreational facilities? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Maintenance of public facilities, including roads? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Other governmental services? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments will not impact public facilities.

15. ENERGY

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|----|--------------------------|--------------------------|
| a. Use of substantial amounts of fuel or energy? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments do not add uses, such as industrial uses, that might substantially increase the demand for energy. While electric vehicle charging stations will consume energy, these facilities are already being developed in response to existing demand and will continue to do so with or without the proposed amendments. Rather, the proposed amendments seek to ensure that these facilities are developed appropriately and consistent with the Regional Plan. Proposed standards for solar energy generation could increase the supply of locally generated electricity.

16. UTILITIES

| Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities: | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|----|--------------------------|--------------------------|
| a. Power or natural gas? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Communication systems? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Storm water drainage? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Solid waste and disposal? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed code amendment 34.4.1 encourages new development or redevelopment involving parking lot grading with 20 or more parking spaces to make 20% of parking spaces capable of supporting electric vehicle charging. An electrical load calculation shall demonstrate that the electrical panel service capacity and electrical system including any on-site distribution transformer(s) have sufficient capacity and would not result in the need for additional public utilities. Thus, the proposed amendments will not result in the need for any new or altered utility systems.

17. HUMAN HEALTH

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Creation of any health hazard or potential health hazard (excluding mental health)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Exposure of people to potential health hazards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments will not create any health hazard or expose people to potential hazard.

18. SCENIC RESOURCES / COMMUNITY DESIGN

Current and historic status of the scenic resources standards can be found at the links below:

- [Built Environment](#)
- [Other Areas](#)
- [Roadway and Shoreline Units](#)

| Will the proposal: | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Be visible from any public recreation area or TRPA designated bicycle trail? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments would not change scenic standards that could lead to changes or a significant adverse impact on scenic resources or community design. Any future project proposed pursuant to the amendment must first be an approved project and compliant with TRPA's scenic standards and thresholds. Instead, the proposed amendments include specific requirements aimed at protecting scenic resources and community design.

Proposed amendment to Code Section 2.3.6.A.12 applies a qualified exemption of the installation of rooftop or parking lot photovoltaic (PV) systems. The rooftop PV systems cannot intrude into setback standards, exceed heights greater than allowed in Code Chapter 37, must meet reflective standards, and must abide by the scenic threshold standards when within a Scenic Travel Corridor, the shoreland, or visible from Lake Tahoe. This section specifically requires that solar panels meet a 3% reflectivity rating in scenic areas, providing a clear threshold for enforcing scenic requirements, consistent with current interpretations of the thresholds and Regional Plan.

19. RECREATION

Current and historic status of the recreation standards can be found at the links below:

- [Fair Share Distribution of Recreation Capacity](#)
- [Quality of Recreation Experience and Access to Recreational Opportunities](#)

| Will the proposal: | Yes | No | No, with mitigation | Data insufficient |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Create additional demand for recreation facilities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Create additional recreation capacity? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Have the potential to create conflicts between recreation uses, either existing or proposed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Result in a decrease or loss of public access to any lake, waterway, or public lands? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments require preparation of a transportation plan in conjunction with a temporary use permit for an event having the potential for more than 500 attendees. The plan must include strategies to reduce automobile traffic and encourage the use of alternative modes of travel, such as bicycles, shuttle services, or rideshare. No impact to recreation facilities, except to encourage usage of alternative modes of transportation. The proposed amendments would not have an adverse negative impact on recreation and may benefit recreation events by reducing associated traffic.

20. ARCHAEOLOGICAL / HISTORICAL

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Is the property associated with any historically significant events and/or sites or persons? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendments would not change protections for historic resources or lead to greater burdens on known archaeological or historic resources. Additions, modifications, or demolition of structures greater than 50 years old requires review for historic significance under the TRPA Code. The proposed amendments do not alter that requirement. The proposed amendments could not have a significant impact on archaeological or historic resources.

II. FINDINGS OF SIGNIFICANCE

| | Yes | No | No, with mitigation | Data insufficient |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed amendment will have no significant impact.

III. DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature:



| | | |
|-------------------------------------|---------------|-------------|
| Michelle Brown | at | 3/14/2024 |
| Person preparing application | County | Date |

Applicant Written Comments:

The proposed amendments to the Code of Ordinances build on a robust stakeholder process and adapt TRPA’s implementing regulations to better achieve the goals, policies, and actions of the Sustainability Action Plan and Regional Plan. The amendments do not have the potential to degrade the environment and instead apply national best practices for the climate resilience planning to facilitate “climate smart” development choices, including the transition from fossil fuels to alternative fuels and local energy production. These amendments take a long-range view of the region’s climate resilience and affordable housing needs and cumulatively increase regional resilience. Finally, the amendments will cause no direct or indirect human harm and may result in reduced displacement, fewer vehicle trips and greater resilience, reducing harm overall and in the long-term.

TRPA staff recommend approval of the proposed amendments.

IV. DETERMINATION:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure YES NO
- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures. YES NO
- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. YES NO

Signature of Evaluator

Date 3/14/2024

Associate Long Range Planner
Title of Evaluator

Attachment D
Compliance Measures Checklist

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-------------------------------------|---|-------------------------------|--------------------------|--|
| WATER QUALITY/SEZ - IN PLACE | | | | |
| 1 | BMP requirements, new development: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | The proposed amendments will not impact the BMP implementation program for water quality and SEZs. |
| 2 | BMP implementation program -- existing streets and highways: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Trans, Fish | N | |
| 3 | BMP implementation program -- existing urban development: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | |
| 4 | BMP implementation program -- existing urban drainage systems: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Trans, Fish | N | |
| 5 | Capital Improvement Program for Erosion and Runoff Control | WQ, Soils/SEZ, Trans, Fish | N | The proposed amendments will not impact capital improvements for erosion control. |
| 6 | Excess coverage mitigation program: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | The proposed amendments do not impact excess coverage mitigation requirements. |
| 7 | Effluent limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): <i>Code of Ordinances</i> Chapter 5 | WQ, Soils/SEZ, Fish | N | No change to effluent discharge. |
| 8 | Limitations on new subdivisions: (See the Goals and Policies: Land Use Element) | WQ, Soils/SEZ, Rec, Scenic | N | No impact on subdivision limitation. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|--|---|--------------------------|---|
| 9 | Land use planning and controls: See the Goals and Policies: Land Use Element and Code of Ordinances Chapters 11, 12, 13, 14, and 21 | WQ, Soils/SEZ, Trans, Scenic | N | The proposed amendments will not impact land use planning and controls. The proposed amendments increase housing opportunities by adding additional mixed-use design standards and mitigation measures to include affordable housing needs through the subdivision process. This will expand options for residential development within Town Centers and could increase the likelihood of achieving walkable, bikeable communities. |
| 10 | Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and Code of Ordinances Chapter 53 | WQ, Soils/SEZ | N | No change to residential development priorities or IPES. |
| 11 | Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30 | WQ, Soils/SEZ, Scenic | N | The proposed amendments expand the list of eligible uses for transfer of land coverage to include solar energy generation and electric vehicle charging facilities. The proposed amendments encourage installation on existing coverage and transfer the minimum amount necessary for the facility. No change to limits on land coverage for new development. |
| 12 | Transfer of development: Goals and Policies: Land Use Element and Implementation Element | WQ, Soils/SEZ | N | The proposed amendments do not change the Goals and Policies from the Land Use Element or Implementation Element of the Regional Plan regarding the transfer of development. |
| 13 | Restrictions on SEZ encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapters 30 and 61 | WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic | N | The proposed amendments will not alter existing restrictions on SEZ encroachment or vegetation alteration. |
| 14 | SEZ restoration program: Environmental Improvement Program. | WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic | N | No changes to the SEZ restoration program are proposed with the amendment. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|---|------------------------------------|--------------------------|---|
| 15 | SEZ setbacks: <i>Code of Ordinances</i> Chapter 53 | WQ, Soils/SEZ, Veg, Wildlife, Fish | N | SEZ setback requirements in the TRPA Code of Ordinances, Chapter 53, IPES, Section 53.9, were not altered by the proposed amendments. No changes are proposed. |
| 16 | Fertilizer reporting requirements: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish, Rec | N | The proposed amendments will not alter or change the Resource Management and Protection regulations in the TRPA Code, including fertilizer reporting and water quality mitigation requirements. |
| 17 | Water quality mitigation: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | The proposed amendments will not alter or change the Resource Management and Protection regulations in the TRPA Code, including fertilizer reporting and water quality mitigation requirements. |
| 18 | Restrictions on rate and/or amount of additional development | WQ, Soils/SEZ, Wildlife, Scenic | N | The proposed amendments require newly subdivided structures to provide no less than 10 percent of units or at least one unit, whichever is greater, as deed-restricted affordable and moderate-income housing units. Also, the proposed amendments incorporate “affordable housing” into the 1 to 1 ratio replacement requirement, expanding housing protections for those impacted by the conversion of de facto affordable housing. No changes to the rate of development are proposed with these amendments. |
| 19 | Improved BMP implementation/enforcement program | WQ, Soils/SEZ | N | The proposed amendments will not impact the BMP implementation or enforcement program for water quality and SEZs. |
| 20 | Increased funding for EIP projects for erosion and runoff control | WQ, Soils/SEZ | N | The proposed amendments do not increase funding for EIP erosion and runoff control projects but may help to accelerate implementation. No changes are proposed with these amendments. |
| 21 | Artificial wetlands/runoff treatment program | WQ, Soils/SEZ | N | The proposed amendments do not alter the artificial wetlands/runoff treatment program. No changes are proposed with these proposed amendments. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|---|-------------------------------|--------------------------|--|
| 22 | Transfer of development from SEZs | WQ, Soils/SEZ, Scenic | N | The proposed amendments maintain the RPU's incentives to hasten the transfer of development rights from sensitive lands, including SEZs, or outlying areas. No changes are proposed with these proposed amendments. |
| 23 | Improved mass transportation | WQ, Trans, Noise | N | The proposed amendments do not impact mass transportation. |
| 24 | Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13 | WQ, Soils/SEZ, Scenic | Y | The proposed amendments encourage redevelopment within a Town Center and within close proximity to services and transit. This will expand options and could increase the likelihood of achieving walkable, bikeable communities. |
| 25 | Combustion heater rules, stationary source controls, and related rules: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | The proposed amendment will not impact water quality, soil or SEZ protection measures related to utilities. |
| 26 | Elimination of accidental sewage releases: Goals and Policies: Land Use Element | WQ, Soils/SEZ | N | |
| 27 | Reduction of sewer line exfiltration: Goals and Policies: Land Use Element | WQ, Soils/SEZ | N | |
| 28 | Effluent limitations | WQ, Soils/SEZ | N | |
| 29 | Regulation of wastewater disposal at sites not connected to sewers: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 30 | Prohibition on solid waste disposal: Goals and Policies: Land Use Element | WQ, Soils/SEZ | N | |
| 31 | Mandatory garbage pick-up: Goals and Policies: Public Service Element | WQ, Soils/SEZ, Wildlife | N | |
| 32 | Hazardous material/wastes programs: Goals and Policies: Land Use Element and Code of Ordinances Chapter 60 | WQ, Soils/SEZ | N | |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|---|---|--------------------------|--|
| 33 | BMP implementation program, Snow and ice control practices: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, AQ | N | The proposed amendment will not impact water quality, soil or SEZ protection measures related to transportation, recreation, livestock, or pesticides. |
| 34 | Reporting requirements, highway abrasives and deicers: Goals and Policies; Land Use Element and Code of Ordinances Chapter 60 | WQ, Soils/SEZ, Fish | N | |
| 35 | BMP implementation program--roads, trails, skidding, logging practices: <i>Code of Ordinances</i> Chapter 60, Chapter 61 | WQ, Soils/SEZ, Fish | N | |
| 36 | BMP implementation program--outdoor recreation: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish, Rec | N | |
| 37 | BMP implementation program--livestock confinement and grazing: <i>Code of Ordinances</i> Chapter 21, Chapter 60, Chapter 64 | WQ, Soils/SEZ, Veg, Wildlife, Fish | N | |
| 38 | BMP implementation program--pesticides | WQ, Soils/SEZ | N | |
| 39 | Land use planning and controls --timber harvesting: <i>Code of Ordinances</i> Chapter 21 | WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic | N | |
| 40 | Land use planning and controls -outdoor recreation: <i>Code of Ordinances</i> Chapter 21 | WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic | N | |
| 41 | Land use planning and controls--ORV use: Goals and Policies: Recreation Element | WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic | N | No impact to land use planning controls. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments | |
|---|---|---------------------------------------|--------------------------|---|---|
| 42 | Control of encroachment and coverage in sensitive areas | WQ, Soils/SEZ, Wildlife, Rec, Scenic | N | No change to control of encroachment and coverage in sensitive areas. | |
| 43 | Control on shorezone encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 83 | WQ, Soils/SEZ, Scenic | N | The proposed amendments will not make any new changes to existing programs. | |
| 44 | BMP implementation program--shorezone areas: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | | |
| 45 | BMP implementation program--dredging and construction in Lake Tahoe: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | | |
| 46 | Restrictions and conditions on filling and dredging: <i>Code of Ordinances</i> Chapter 84 | WQ, Soils/SEZ, Fish | N | | |
| 47 | Protection of stream deltas | WQ, Soils/SEZ, Wildlife, Fish, Scenic | N | | |
| 48 | Marina master plans: <i>Code of Ordinances</i> Chapter 14 | WQ, AQ/Trans, Fish, Scenic | N | | |
| 49 | Additional pump-out facilities: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | | |
| 50 | Controls on anti-fouling coatings: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | | |
| 51 | Modifications to list of exempt activities | WQ, Soils/SEZ | N | | The proposed amendments create a qualified exemption for rooftop solar. This QE will not impact water quality, soils, or SEZ protections. |
| WATER QUALITY/SEZ - SUPPLEMENTAL | | | | | |
| 52 | More stringent SEZ encroachment rules | WQ, Soils/SEZ, Wildlife, Fish | N | The proposed amendments will not add or alter any restrictions, controls or programs in Compliance Measures 52 though 61. | |
| 53 | More stringent coverage transfer requirements | WQ, Soils/SEZ | N | | |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|---|-------------------------------|--------------------------|----------|
| 54 | Modifications to IPES | WQ, Soils/SEZ | N | |
| 55 | Increased idling restrictions | WQ, Soils/SEZ, AQ | N | |
| 56 | Control of upwind pollutants | WQ, Soils/SEZ, AQ | N | |
| 57 | Additional controls on combustion heaters | WQ, Soils/SEZ, AQ | N | |
| 58 | Improved exfiltration control program | WQ, Soils/SEZ | N | |
| 59 | Improved infiltration control program | WQ, Soils/SEZ | N | |
| 60 | Water conservation/flow reduction program | WQ, Soils/SEZ, Fish | N | |
| 61 | Additional land use controls | WQ, Soils/SEZ, Wildlife | N | |

AIR QUALITY/TRANSPORTATION - IN PLACE

| | | | | |
|----|--|---------------------------|---|--|
| 62 | Fixed Route Transit - South Shore: STAGE | Trans, Rec | N | The proposed amendments require preparation of a transportation plan in conjunction with a temporary use permit for an event having the potential for more than 500 attendees. The plan must include strategies to reduce automobile traffic and encourage the use of alternative modes of travel, such as bicycles, shuttle services, or rideshare. No impact to transportation services or facilities, except to encourage usage of alternative modes of transportation. |
| 64 | Demand Responsive Transit | Trans | N | |
| 65 | Seasonal Transit Services | Trans, Rec | N | |
| 66 | Social Service Transportation | Trans | N | |
| 67 | Shuttle programs | Trans, Rec | N | |
| 69 | Intercity bus services | Trans | N | |
| 70 | Passenger Transit Facilities | Trans | N | |
| 71 | Bikeways, Bike Trails | Trans, Noise, Rec, Scenic | N | |
| 72 | Pedestrian facilities | Trans, Rec, Scenic | N | |
| 73 | Wood heater controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|---|-------------------------------|--------------------------|--|
| 74 | Gas heater controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |
| 75 | Stationary source controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |
| 76 | U.S. Postal Service Mail Delivery | Trans | N | No impact to mail service delivery. |
| 77 | Indirect source review/air quality mitigation: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ, Trans | N | No change to air or water quality controls related to Compliance Measures 77 through 78. |
| 78 | Idling Restrictions: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |
| 79 | Vehicle Emission Limitations(State/Federal) | WQ, AQ | N | No change to vehicle emissions limitations. |
| 80 | Open Burning Controls: <i>Code of Ordinances</i> Chapters 61 and Chapter 65 | WQ, AQ, Scenic | N | No change to burning controls. |
| 81 | BMP and Revegetation Practices | WQ, AQ, Wildlife, Fish | N | No impact on BMP's for water quality or revegetation practices. |
| 82 | Employer-based Trip Reduction Programs: <i>Code of Ordinances</i> Chapter 65 | Trans | N | No impact on employer-based trip reduction or vehicle rental programs. |
| 83 | Vehicle rental programs: <i>Code of Ordinances</i> Chapter 65 | Trans | N | |
| 84 | Parking Standards | Trans | N | The proposed amendments require preparation of a transportation plan in conjunction with a temporary use permit for an event having the potential for more than 500 attendees. The plan must include strategies to reduce automobile traffic and encourage the use of alternative modes of travel, such as bicycles, shuttle services, or rideshare. No impact to parking and transportation management, except to encourage usage of alternative modes of transportation. |
| 85 | Parking Management Areas | Trans | N | |
| 86 | Parking Fees | Trans | N | |
| 87 | Parking Facilities | Trans | N | |
| 88 | Traffic Management Program - Tahoe City | Trans | N | |
| 89 | US 50 Traffic Signal Synchronization - South Shore | Trans | N | |
| 90 | General Aviation, The Lake Tahoe Airport | Trans, Noise | N | |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|--|-------------------------------|--------------------------|--|
| 91 | Waterborne excursions | WQ, Trans, Rec | N | The proposed amendments set standards to facilitate appropriate development of electric vehicle charging infrastructure. |
| 92 | Waterborne transit services | WQ, Trans, Scenic | N | |
| 93 | Air Quality Studies and Monitoring | WQ, AQ | N | |
| 94 | Alternate Fueled Vehicle - Public/Private Fleets and Infrastructure Improvements | Trans | Y | |
| 95 | Demand Responsive Transit - North Shore | Trans | N | |
| 96 | Tahoe Area Regional Transit Maintenance Facility | Trans | N | |
| 97 | Heavenly Ski Resort Gondola | Trans | N | |

AIR QUALITY/TRANSPORTATION - SUPPLEMENTAL

| | | | | |
|-----|--|------------|---|---|
| 98 | Demand Responsive Transit - North Shore | Trans | N | The proposed amendments require preparation of a transportation plan in conjunction with a temporary use permit for an event having the potential for more than 500 attendees. The plan must include strategies to reduce automobile traffic and encourage the use of alternative modes of travel, such as bicycles, shuttle services, or rideshare. The proposed amendments will not change or impact existing air quality or transportation policies, programs or services except to encourage alternative modes. |
| 99 | Coordinated Transit System - South Shore | Trans | N | |
| 100 | Transit Passenger Facilities | Trans | N | |
| 101 | South Shore Transit Maintenance Facility - South Shore | Trans | N | |
| 102 | Transit Service - Fallen Leaf Lake | WQ, Trans | N | |
| 103 | Transit Institutional Improvements | Trans | N | |
| 104 | Transit Capital and Operations Funding Acquisition | Trans | N | |
| 105 | Transit/Fixed Guideway Easements - South Shore | Trans | N | |
| 106 | Visitor Capture Program | Trans | N | |
| 107 | Pedestrian and Bicycle Facilities-- South Shore | Trans, Rec | N | |
| 108 | Pedestrian and Bicycle Facilities-- North Shore | Trans, Rec | N | |
| 109 | Parking Inventories and Studies Standards | Trans | N | |
| 110 | Parking Management Areas | Trans | N | |
| 111 | Parking Fees | Trans | N | |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|--|-------------------------------|--------------------------|----------|
| 112 | Establishment of Parking Task Force | Trans | N | |
| 113 | Construct parking facilities | Trans | N | |
| 114 | Intersection improvements-- South Shore | Trans, Scenic | N | |
| 115 | Intersection improvements-- North Shore | Trans, Scenic | N | |
| 116 | Roadway Improvements - South Shore | Trans, Scenic | N | |
| 117 | Roadway Improvements - North Shore | Trans, Scenic | N | |
| 118 | Loop Road - South Shore | Trans, Scenic | N | |
| 119 | Montreal Road Extension | Trans | N | |
| 120 | Kingsbury Connector | Trans | N | |
| 121 | Commercial Air Service: Part 132 commercial air service | Trans | N | |
| 122 | Commercial Air Service: commercial air service that does not require Part 132 certifications | Trans | N | |
| 123 | Expansion of waterborne excursion service | WQ, Trans | N | |
| 124 | Re-instate the oxygenated fuel program | WQ, AQ | N | |
| 125 | Management Programs | Trans | N | |
| 126 | Around the Lake Transit | Trans | N | |

VEGETATION - IN PLACE

| | | | | |
|-----|---|-------------------------------|---|-------------------------------------|
| 127 | Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33 | WQ, AQ, Veg, Scenic | N | No impact on vegetation protection. |
| 128 | Tree Removal: <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Scenic | N | No impact to vegetation management. |
| 129 | Prescribed Burning: <i>Code of Ordinances</i> Chapter 61 | WQ, AQ, Veg, Wildlife, Scenic | N | |
| 130 | Remedial Vegetation Management: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife | N | |
| 131 | Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Scenic | N | |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|---|--------------------------------------|--------------------------|--|
| 132 | Revegetation: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife, Scenic | N | |
| 133 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | WQ, Veg | N | No change to remedial action plans. |
| 134 | Handbook of Best Management Practices | WQ, Soils/SEZ, Veg, Fish | N | No change to BMP handbook. |
| 135 | Shorezone protection | WQ, Soils/SEZ, Veg | N | The proposed amendments will not make any new changes to shorezone protection. |
| 136 | Project Review | WQ, Veg | N | The proposed amendments do not change the permit review process or compliance requirements for the issuance of a permit. |
| 137 | Compliance inspections | Veg | N | |
| 138 | Development Standards in the Backshore | WQ, Soils/SEZ, Veg, Wildlife, Scenic | N | The proposed amendments will not make any changes to backshore development standards. |
| 139 | Land Coverage Standards: <i>Code of Ordinances</i> Chapter 30 | WQ, Veg, Wildlife, Fish, Scenic | N | The proposed amendments do not change land coverage standards. |
| 140 | Grass Lake, Research Natural Area | WQ, Veg, Wildlife, Fish, Scenic | N | The proposed amendment does not impact the Grass Lake Research Area. |
| 141 | Conservation Element, Vegetation Subelement: Goals and Policies | Veg, Wildlife, Fish | N | No change to the conservation element, vegetation subelement. |
| 142 | Late Successional Old Growth (LSOG): <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Fish | N | No impact on LSOG or SEZ vegetation. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|----------------------------------|--|---|--------------------------|--|
| 143 | Stream Environment Zone Vegetation: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife, Fish | N | |
| 144 | Tahoe Yellow Cress Conservation Strategy | Veg | N | No impact on Tahoe Yellow Cress Conservation Strategy. |
| 145 | Control and/or Eliminate Noxious Weeds | Veg, Wildlife | N | No impact on noxious weed control or elimination. |
| 146 | Freel Peak Cushion Plant Community Protection | Veg | N | No impact to Freel Peak Cushion Plant protection. |
| VEGETATION - SUPPLEMENTAL | | | | |
| 147 | Deepwater Plant Protection | WQ, Veg | N | No impact to deepwater plant protection. |
| WILDLIFE - IN PLACE | | | | |
| 148 | Wildlife Resources: <i>Code of Ordinances</i> Chapter 62 | Wildlife, Noise | N | No impact to wildlife resources. |
| 149 | Stream Restoration Program | WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic | N | No change to stream restoration program. |
| 150 | BMP and revegetation practices | WQ, Veg, Wildlife, Fish, Scenic | N | No impact to BMP or revegetation practices. |
| 151 | OHV limitations | WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec | N | No change to OHV limitations. |
| 152 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | Wildlife | N | No change to remedial action plans. |
| 153 | Project Review | Wildlife | N | The proposed amendments do not change the permit review process or compliance requirements for the issuance of a permit. |
| FISHERIES - IN PLACE | | | | |
| 156 | Fish Resources: <i>Code of Ordinances</i> Chapter 63 | WQ, Fish | N | No impact on fish resources. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|--|-------------------------------|--------------------------|---|
| 157 | Tree Removal: <i>Code of Ordinances</i> Chapter 61 | Wildlife, Fish | N | No impact on tree removal. |
| 158 | Shorezone BMPs | WQ, Fish | N | The proposed amendment will not make any changes to standards for new shorezone structures. |
| 159 | Filling and Dredging: <i>Code of Ordinances</i> Chapter 84 | WQ, Fish | N | |
| 160 | Location standards for structures in the shorezone: <i>Code of Ordinances</i> Chapter 84 | WQ, Fish | N | |
| 161 | Restrictions on SEZ encroachment and vegetation alteration | WQ, Soils/SEZ, Fish | N | No impact to SEZ encroachment or vegetation. |
| 162 | SEZ Restoration Program | WQ, Soils/SEZ, Fish | N | No change to SEZ restoration program. |
| 163 | Stream restoration program | WQ, Soils/SEZ, Fish | N | No impact on stream or riparian restoration programs. |
| 164 | Riparian restoration | WQ, Soils/SEZ, Fish | N | |
| 165 | Livestock: <i>Code of Ordinances</i> Chapter 64 | WQ, Soils/SEZ, Fish | N | No impact to livestock management practices. |
| 166 | BMP and revegetation practices | WQ, Fish | N | No impact on BMP or revegetation. |
| 167 | Fish habitat study | Fish | N | No change to fish habitat study. |
| 168 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | Fish | N | No impact on remedial action plans. |
| 169 | Mitigation Fee Requirements: <i>Code of Ordinances</i> Chapter 86 | Fish | N | No change to mitigation fee requirements. |
| 170 | Compliance inspection | Fish | N | No change to compliance inspections. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-------------------------|---|-------------------------------|--------------------------|---|
| 171 | Public Education Program | Wildlife, Fish | N | No impact to Public Education Program. |
| NOISE - IN PLACE | | | | |
| 172 | Airport noise enforcement program | Wildlife, Fish | N | No change to noise enforcement programs. |
| 173 | Boat noise enforcement program | Wildlife, Fish, Rec | N | |
| 174 | Motor vehicle/motorcycle noise enforcement program: <i>Code of Ordinances</i> Chapters 5 and 23 | Wildlife, Fish | N | |
| 175 | ORV restrictions | AQ, Wildlife, Noise, Rec | N | No change to vehicle restrictions. |
| 176 | Snowmobile Restrictions | WQ, Wildlife, Noise, Rec | N | |
| 177 | Land use planning and controls | Wildlife, Noise | N | No change to land use planning or controls. |
| 178 | Vehicle trip reduction programs | Trans, Noise | N | No change to vehicle trip reduction programs. The proposed amendments encourage the use of alternative modes of transportation. |
| 179 | Transportation corridor design criteria | Trans, Noise | N | No change to transportation corridor design criteria. |
| 180 | Airport Master Plan South Lake Tahoe | Trans, Noise | N | No impact on Airport Master plan. |
| 181 | Loudspeaker restrictions | Wildlife, Noise | N | No change to loudspeaker restrictions. |
| 182 | Project Review | Noise | N | The proposed amendments do not change the permit review process or compliance requirements for the issuance of a permit. |
| 183 | Complaint system: <i>Code of Ordinances</i> Chapters 5 and 68 | Noise | N | No change to complaint system. |
| 184 | Transportation corridor compliance program | Trans, Noise | N | No change to noise limitations or compliance programs. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------------|--|-------------------------------|--------------------------|----------|
| 185 | Exemptions to noise limitations | Noise | N | |
| 186 | TRPA's Environmental Improvement Program (EIP) | Noise | N | |
| 187 | Personal watercraft noise controls | Wildlife, Noise | N | |

NOISE - SUPPLEMENTAL

| | | | | |
|-----|---|-------|---|---|
| 188 | Create an interagency noise enforcement MOU for the Tahoe Region. | Noise | N | No impact to interagency noise enforcement MOU. |
|-----|---|-------|---|---|

RECREATION - IN PLACE

| | | | | |
|-----|--|-----------------|---|--|
| 189 | Allocation of Development: <i>Code of Ordinances</i> Chapter 50 | Rec | N | No impact to allocation of development. |
| 190 | Master Plan Guidelines: <i>Code of Ordinances</i> Chapter 14 | Rec, Scenic | N | No change to master plan guidelines. |
| 191 | Permissible recreation uses in the shorezone and lake zone: <i>Code of Ordinances</i> Chapter 81 | WQ, Noise, Rec | N | No change to permissible recreation uses in shorezone or lakezone. |
| 192 | Public Outdoor recreation facilities in sensitive lands | WQ, Rec, Scenic | N | No impact to outdoor recreation facilities on sensitive lands. |
| 193 | Hiking and riding facilities | Rec | N | No impact to hiking or riding facilities. |
| 194 | Scenic quality of recreation facilities | Rec, Scenic | N | The amendment will not alter the existing scenic quality of recreation facilities. |
| 195 | Density standards | Rec | N | No change to density standards. |
| 196 | Bonus incentive program | Rec | N | No change to bonus incentive program. |
| 197 | Required Findings: <i>Code of Ordinances</i> Chapter 4 | Rec | N | No change to required findings. |
| 198 | Lake Tahoe Recreation Sign Guidelines | Rec, Scenic | N | No change to recreation sign guidelines. |
| 199 | Annual user surveys | Rec | N | No impact to annual user surveys. |

RECREATION - SUPPLEMENTAL

| | | | | |
|-----|--|-----|---|--|
| 200 | Regional recreational plan | Rec | N | No impact to regional recreation plan. |
| 201 | Establish fair share resource capacity estimates | Rec | N | No change to resource capacity. |
| 202 | Reserve additional resource capacity | Rec | N | |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|--------------------------|---|-------------------------------|--------------------------|--|
| 203 | Economic Modeling | Rec | N | |
| SCENIC - IN PLACE | | | | |
| 204 | Project Review and Exempt Activities: <i>Code of Ordinances</i> Chapter 2 | Scenic | Y | The proposed amendments add rooftop solar installations as a qualified exempt activity conditional on the specific scenic requirements including color and reflectivity standards. |
| 205 | Land Coverage Limitations: <i>Code of Ordinances</i> Chapter 30 | WQ, Scenic | N | No change to coverage limitations. |
| 206 | Height Standards: <i>Code of Ordinances</i> Chapter 37 | Scenic | N | No change to height standards. |
| 207 | Driveway and Parking Standards: <i>Code of Ordinances</i> Chapter 34 | Trans, Scenic | N | No change to driveway parking standards. |
| 208 | Signs: <i>Code of Ordinances</i> Chapter 38 | Scenic | N | No impact on sign regulations. |
| 209 | Historic Resources: <i>Code of Ordinances</i> Chapter 67 | Scenic | N | No impact on historic resources. |
| 210 | Design Standards: <i>Code of Ordinances</i> Chapter 36 | Scenic | N | No change to design standards. |
| 211 | Shorezone Tolerance Districts and Development Standards: <i>Code of Ordinances</i> Chapter 83 | Scenic | N | No change to development standards. |
| 212 | Development Standards Lakeward of Highwater: <i>Code of Ordinances</i> Chapter 84 | WQ, Scenic | N | |
| 213 | Grading Standards: <i>Code of Ordinances</i> Chapter 33 | WQ, Scenic | N | No impact on grading standards or vegetation protection. |
| 214 | Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33 | AQ, Veg, Scenic | N | |
| 215 | Revegetation: <i>Code of Ordinances</i> Chapter 61 | Scenic | N | No impact on revegetation. |
| 216 | Design Review Guidelines | Scenic | N | The amendment will not alter the existing scenic quality or impact design review guidelines. |

Compliance Measures Affected by the

| Tracking Number | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|------------------------------|--|-------------------------------|--------------------------|--|
| 217 | Scenic Quality Improvement Program(SQIP) | Scenic | N | The proposed amendments do not alter the project review packet, SQIP, or scenic quality ratings. |
| 218 | Project Review Information Packet | Scenic | N | |
| 219 | Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public | Trans, Scenic | N | |
| 220 | Nevada-side Utility Line Undergrounding Program | Scenic | N | No impact to Nevada-side Utility Line Undergrounding Program. |
| SCENIC - SUPPLEMENTAL | | | | |
| 221 | Real Time Monitoring Program | Scenic | N | No change to real time monitoring program. |
| 222 | Integrate project identified in SQIP | Scenic | N | No impact to SQIP. |



STAFF REPORT

Date: June 18, 2024

To: Governing Board

From: TRPA Staff

Subject: Proposed technical clarifications to the Phase 2 Housing Amendments in the Code of Ordinances

Summary and Staff Recommendation:

TRPA staff and the Advisory Planning Commission (APC) recommend Governing Board adoption of the proposed Code amendments, which are technical clarifications to the Phase 2 Housing Amendments the Governing Board adopted last December. The technical clarifications confirm the water quality requirements for deed-restricted workforce housing incentives, and the distribution of bonus units the agency holds in reserve for affordable, moderate income, and achievable workforce housing types.

Required Motions:

To approve the requested action, the Governing Board must make the following motions, based on this staff summary and the evidence in the record. An affirmative vote of at least four members of each State is required for these motions to pass.

1. A motion to approve the Required Findings as described in Attachment C, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff summary; and
2. A motion to adopt Ordinance 2024-_____, amending Ordinance 87-9, as previously amended, to amend the Code of Ordinances as shown in Attachment B.

Advisory Planning Commission (APC) Action:

At its April 10, 2024, meeting, the APC recommended adoption of the Code of Ordinances amendments to the Governing Board.

Project Description/Background:

In December 2023, the TRPA Governing Board approved the Phase 2 Housing Amendments, a set of targeted changes to Lake Tahoe zoning regulations to incentivize deed-restricted affordable and workforce housing through more flexible development standards (i.e. height, coverage, density, and parking), while also benefiting water quality and reducing traffic and vehicle use. The Code amendments took effect on February 11, 2024. Staff now recommend the technical clarifications to ensure the Phase 2 Housing Amendments fully align with the Governing Board's intent, specifically with regard to water quality requirements for land coverage incentives, and the availability of bonus units for different types of affordable and workforce housing.

TRPA staff recommends the following amendments be made to the Code of Ordinances:

1. Technical clarifications to Code Sections 30.4.2.B.5.a and 30.4.2.B.6.a, making clear that participation in a stormwater collection and treatment system is a prerequisite for land coverage incentives, regardless of whether such a system is available for the project area. See Attachment B. The edit confirms that projects must be served by a stormwater collection and treatment system to qualify for incentives, thereby tying the Phase 2 Housing amendments to tangible water quality improvements.
2. Technical clarifications to Code Section 52.3.1 to fully align the Code's allocation of available residential bonus units with the Governing Board's intent. Prior to the Phase 2 Housing Amendments, Code Section 52.3.1 reserved 50% of the residential bonus units for affordable housing, and the other 50% for moderate income or achievable housing. In adopting the Phase 2 Housing Amendments, the Governing Board expressed a specific intent to limit achievable housing to 25% of the bonus units. The motion approved at the Board's hearing included Code language setting the bonus unit allocation for achievable housing at 25% and leaving affordable and moderate-income housing to draw from the remaining 75%. Although moderate income projects typically arise less often, the resulting Code language suggested the potential for moderate income projects to access a larger share of bonus units previously reserved exclusively for affordable projects. Staff believe the Board did not intend to eliminate the percentage of bonus units reserved exclusively for affordable housing. Accordingly, the proposed technical clarifications would confirm the availability of residential bonus units from the TRPA pool as follows:
 - 50% reserved exclusively for affordable housing;
 - 25% available for affordable or moderate income housing;
 - 25% available for affordable, moderate income, or achievable housing.

See Attachment B. The technical changes do not alter substantive provisions of the Code or result in any substantive change to the Code. The changes merely provide clarifications to align the Phase 2 Housing Amendments with the Board's intent.

Environmental Review:

The clarifying Code amendments have been reviewed in an Initial Environmental Checklist (IEC) pursuant to Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The IEC found that the proposed amendments would not result in significant effects on the environment (see Attachment D).

Related to the previous IEC for the approved Phase 2 Housing Amendments, staff is providing an update to the bonus unit estimate. In response to stakeholder concerns, staff examined the number of bonus units available for Phase 2 incentives. The IEC for the Phase 2 Housing Amendments estimated approximately 946 bonus units remaining in TRPA pools under the 2012 Regional Plan. Sections of that IEC used that number to calculate potential changes in coverage, coverage transfers out of sensitive areas, and zero-car households. Following the approval of the Phase 2 Housing Amendments by the Governing Board, staff noted two discrepancies with the number of remaining bonus units cited in the IEC and in the Phase 2 staff report. First, the IEC did not include bonus unit pools held by local

jurisdictions that were provided for under the 2012 Regional Plan. Second, the approximate number of TRPA bonus units should have been 982, not 946.

As of June 2024, there are 982 bonus units remaining in the TRPA pool, and 317 remaining in the local jurisdiction pools that have not been constructed. Thus, instead of the estimate of 946 bonus units in the original IEC, the estimate should have been 1,299 (36 additional units in the TRPA pool, plus 317 in the local jurisdiction pools). The existing distribution requirements in Chapter 52 of the TRPA Code and the proposed amendments to the distribution listed above only apply to the TRPA bonus unit pool, not to the local jurisdiction pools.

As noted in the IEC for the Phase 2 Housing Amendments, the amendments modified the 2012 Regional Plan specific to buildout of the remaining residential bonus units. The Phase 2 Amendments did not alter overall development caps, growth control programs that were analyzed as part of the Regional Plan, or site-specific project requirements. The revised bonus unit estimate does not affect the original finding that the Phase 2 Amendments do not have a significant environmental impact, and therefore, a supplemental IEC is not required. In fact, there is a slightly greater beneficial impact to Land Use and Water Quality due to additional possible transfers of coverage out of sensitive lands from the total bonus unit count.

Contact Information:

For questions regarding this agenda item, please contact Alyssa Bettinger, Senior Planner, at (775) 589-5301 or abettinger@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. Adopting Ordinance 2024-__
- B. Proposed Technical Amendments to the Code of Ordinances
- C. Required Findings/Rationale
- D. Initial Environmental Checklist (IEC)
- E. Compliance Measures Checklist

Attachment A
Adopting Ordinance 2024-__

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2024-___

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO
AMEND TRPA'S CODE OF ORDINANCES AND OTHER MATTERS RELATED
THERE TO

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.0 Findings

- 1.10 The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region.
- 1.15 The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.
- 1.20 The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.
- 1.25 Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.
- 1.30 In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances ("Code").
- 1.40 TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.
- 1.55 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.0 Amendment of the TRPA Code of Ordinances

- 2.10 Ordinance 87-9, as previously amended, is hereby amended as shown in Attachment B.

Section 3.0 Interpretation and Severability

3.10 The provisions of this ordinance adopted hereby shall be liberally construed to effectuate their purpose. If any section, clause, provision, or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby. For this purpose, the provisions of this ordinance are hereby declared respectively severable.

Section 4.0 **Effective Date**

4.10 This ordinance shall be effective 60 days after adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held _____ by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Cindy Gustafson, Chair
Tahoe Regional Planning Agency
Governing Board

Attachment B
Proposed Technical Amendments to the Code of Ordinances

Attachment B: Proposed Code Amendment Language

30.4.2.B.5 Affordable, Moderate, and Achievable Housing outside Centers

The maximum land coverage allowed on a parcel for multi-residential developments, mixed-use developments with a residential component as described in subsection 36.13, or accessory dwelling units, provided they are 100 percent deed-restricted affordable, moderate, or achievable and utilize bonus units, shall be limited to 70 percent of the project area that is located within Land Capability Districts 4 through 7, subject to the following standards:

- a. All runoff from the project area must be treated by a stormwater collection and treatment system ~~if a system is available for the project area~~. The stormwater collection and treatment system must meet applicable TRPA requirements; ~~and~~ a county or city, a utility, a community service or improvement district, or similar public entity with a sustainable funding source must assume perpetual responsibility for operation and maintenance; and the system must be permitted by the applicable state water quality agency or agencies (i.e., LRWQCB or NDEP depending on where it is located), as required to be included as a component of the TMDL pollutant load reduction measures credited to the entity or entities where the system is located. ~~or~~
- b. To transfer in coverage above the base allowable coverage, the project shall not construct any parking spaces above the parking minimums set by local or state standards, except when required to meet Americans with Disabilities Act requirements or to provide parking for bicycles.
- c. The project is exempt from the density maximums per section 31.4.1.A and subject to the parking standards specified in Section 34.4.1, unless an area plan specifies alternative standards per Section 13.5.3.I.C.1.
- d. The additional coverage for accessory dwelling units is limited to 1,200 square feet or 70 percent of the project area, whichever is less, that is located within Land Capability Districts 4 through 7 or on parcels that are buildable based on their IPES score. Additional land coverage shall be used only for the accessory dwelling unit, and includes decks and walkways associated with the accessory dwelling unit. This coverage shall not be used for parking.

30.4.2.B.6 Stormwater Collection and Treatment Systems for Affordable, Moderate, and Achievable Housing

Multi-residential developments, mixed-use developments with a residential component, as described in subsection 36.13, or accessory dwelling units, provided the units are 100 percent deed-restricted affordable, moderate, and achievable, utilize bonus units and are located in Land Capability Districts 4 through 7 and within an approved area plan, may increase maximum land coverage above 70 percent in centers, subject to the following standards:

- a. All runoff from the project area must be treated by a stormwater collection and treatment system ~~if a system is available for the project area~~. The stormwater collection and treatment system must meet applicable TRPA requirements; ~~and~~ a county or city, a utility, a community service or improvement district, or similar public entity with a sustainable funding source must assume perpetual responsibility for operation and maintenance; and

the system must be permitted by the applicable state water quality agency or agencies (i.e., LRWQCB or NDEP depending on where it is located), as required to be included as a component of the TMDL pollutant load reduction measures credited to the entity or entities where the system is located.

- b. To transfer in coverage above 70 percent, the project shall not construct any parking spaces above the parking minimums set by local or state standards, except when required to meet Americans with Disabilities Act requirements or to provide parking for bicycles.
- c. The project is exempt from the density maximums per section 31.4.1.A and the parking minimums per Section 34.4.1, unless an area plan specifies alternative standards per Section 13.5.3.I.C.1.

52.3.1. Assignment of Bonus Units

A maximum of 1,400 residential bonus units may be approved by TRPA pursuant to this section. Residential bonus units may be made available to affordable, moderate, and achievable-income single and multi-family housing projects subject to the criteria in subsection 52.3.4 below. ~~Eight hundred and forty three~~Five-hundred sixty-two (562) (843) of the 1,124, or ~~three quarters~~one half, of the remaining as of December 24, 2018, residential bonus units from the TRPA pool, whichever is less, shall be used for affordable ~~or moderate-income~~ housing units; ~~the remaining~~ 281, or one quarter of the remaining, residential bonus units from the TRPA pool, whichever is less, shall be used for affordable or moderate income housing units; and 281, or one quarter of the remaining residential bonus units from the TRPA pool, whichever is less, may be used for affordable, moderate-income, or achievable housing units.

Attachment C
Required Findings/Rationale

REQUIRED FINDINGS / RATIONALE

TRPA Code of Ordinances Section 3.3—Determination of Need to Prepare an Environmental Impact Statement

Finding: TRPA finds the proposed Code amendments will not have a significant effect on the environment.

Rationale: An Initial Environmental Checklist (IEC) was prepared to evaluate the effects of the proposed amendments to the Code of Ordinances (see Attachment B). The IEC found that the proposed Code amendments would not have a significant effect on the environment.

The proposed amendments are consistent with the Goals and Policies of the Regional Plan and will better implement the Phase 2 Housing Amendments. The amendments are not anticipated to result in significant environmental effects. As demonstrated in the accompanying findings, amendments to Chapter 30 and Chapter 52 will not result in a significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded.

TRPA Code of Ordinances Section 4.4—Threshold-Related Findings

1. Finding: The amendments to the Code of Ordinances are consistent with and will not adversely affect implementation of the Regional Plan, including all applicable goals and policies, plan area statements and maps, the Code, and other TRPA plans and programs;

Rationale: The proposed code amendments will not have significant environmental impacts and will improve TRPA’s ability to implement the Phase 2 Housing Amendments. The Code amendments are consistent with the Regional Plan Goals and Policies and all implementing elements of the Regional Plan.

2. Finding: The proposed amendments will not cause the environmental threshold carrying capacities to be exceeded; and

Rationale: The proposed amendments are consistent with the threshold attainment strategies in the Regional Plan. As demonstrated in the findings, these amendments will not cause the environmental threshold carrying capacities to be exceeded.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed amendments do not exceed any state, federal, or local standards.

TRPA Code of Ordinances Section 4.6—findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs.

Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains thresholds.

Rationale: As discussed in Sections 4.4 and 4.5 above, the Regional Plan and all of its elements, as amended, achieves and maintains thresholds. The proposed amendments will support and improve implementation of the Phase 2 Housing Amendments and better implement the Goals and Policies of the Regional Plan.

Attachment D
Initial Environmental Checklist (IEC)

**INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT**

Project Name:

APN/Project Location:

County/City:

Project Description:

In December 2023, the TRPA Governing Board approved the Phase 2 Housing Amendments, a set of targeted changes to Lake Tahoe zoning regulations to incentivize deed-restricted affordable and workforce housing through more flexible development standards (i.e. height, coverage, density, and parking), while also benefiting water quality and reducing traffic and vehicle use. The Regional Plan and Code amendments took effect on February 11, 2024. Staff now recommend the technical clarifications to ensure the Phase 2 Housing Amendments fully align with the Governing Board's intent, specifically with regard to water quality requirements for land coverage incentives, and the availability of bonus units for different types of affordable and workforce housing.

TRPA staff recommends the following amendments be made to the Code of Ordinances:

1. Technical clarifications to Code Sections 30.4.2.B.5.a and 30.4.2.B.6.a, making clear that participation in a stormwater collection and treatment system is a prerequisite for land coverage incentives, regardless of whether such a system is available for the project area. See Attachment B. The edit confirms that projects must be served by a stormwater collection and treatment system to qualify for incentives, thereby tying the Phase 2 Housing amendments to tangible water quality improvements.
2. Technical clarifications to Code Section 52.3.1 to fully align the Code's allocation of available residential bonus units with the Governing Board's intent. Prior to the Phase 2 Housing Amendments, Code Section 52.3.1 reserved 50% of the residential bonus units for affordable housing, and the other 50% for moderate income or achievable housing. In adopting the Phase 2 Housing Amendments, the Governing Board expressed a specific intent to limit achievable housing to 25% of the bonus units. The motion approved at the Board's hearing included Code language setting the bonus unit allocation for achievable housing at 25% and leaving affordable and moderate-income housing to draw from the remaining 75%. Although moderate income projects typically arise less often, the resulting Code language suggested the potential for moderate income projects to access a larger share of bonus units previously reserved exclusively for affordable projects. Staff believe the Board did not intend to eliminate the percentage of bonus units reserved exclusively for affordable housing. Accordingly, the proposed technical clarifications would confirm the availability of residential bonus units as follows:
 - 50% reserved exclusively for affordable housing;
 - 25% available for affordable or moderate income housing;
 - 25% available for affordable, moderate income, or achievable housing.

See Attachment B. The technical changes do not alter substantive provisions of the Code or result in any substantive change to the Code. The changes merely provide clarifications to align the Phase 2 Housing Amendments with the Board's intent.



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 128 Market Street
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The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- [Impervious Cover](#)
- [Stream Environment Zone](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Unstable soil conditions during or after completion of the proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. The continuation of or increase in wind or water erosion of soils, either on or off the site? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendments will not impact land or soils.



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 128 Market Street
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2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- [Carbon Monoxide \(CO\)](#)
- [Nitrate Deposition](#)
- [Ozone \(O3\)](#)
- [Regional Visibility](#)
- [Respirable and Fine Particulate Matter](#)
- [Sub-Regional Visibility](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Substantial air pollutant emissions? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Deterioration of ambient (existing) air quality? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. The creation of objectionable odors? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Increased use of diesel fuel? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendments will not impact air quality.

3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- [Aquatic Invasive Species](#)
- [Deep Water \(Pelagic\) Lake Tahoe](#)
- [Groundwater](#)
- [Nearshore \(Littoral\) Lake Tahoe](#)
- [Other Lakes](#)
- [Surface Runoff](#)
- [Tributaries](#)
- [Load Reductions](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Changes in currents, or the course or direction of water movements? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Alterations to the course or flow of 100-year flood waters? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Change in the amount of surface water in any water body? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Alteration of the direction or rate of flow of ground water? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| k. Is the project located within 600 feet of a drinking water source? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendments would utilize area-wide stormwater systems to treat runoff from deed restricted developments. To overcome some of the site-specific challenges of capturing and infiltrating stormwater onsite through BMPs, the 2012 Regional Plan EIS identified a benefit to water quality with the expansion of area-wides.



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4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- [Common Vegetation](#)
- [Late Seral/Old Growth Ecosystems](#)
- [Sensitive Plants](#)
- [Uncommon Plant Communities](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Reduction of the numbers of any unique, rare, or endangered species of plants? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| h. A change in the natural functioning of an old growth ecosystem? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendments do not include any changes which would impact vegetative resources.

5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- [Special Interest Species](#)

Current and historic status of the fisheries standards can be found at the links below:

- [Instream Flow](#)
- [Lake Habitat](#)
- [Stream Habitat](#)

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Reduction of the number of any unique, rare or endangered species of animals? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Deterioration of existing fish or wildlife habitat quantity or quality? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendments will not impact wildlife species or habitat.



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6. Noise

Current and historic status of the noise standards can be found at the links below:

- [Cumulative Noise Events](#)
- [Single Noise Events](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Exposure of people to severe noise levels? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Exposure of existing structures to levels of ground vibration that could result in structural damage? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendments will not impact noise levels.



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7. Light and Glare

Will the proposal:

| | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Include new or modified sources of exterior lighting? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Cause light from exterior sources to be cast off -site or onto public lands? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Create new sources of glare through the siting of the improvements or through the use of reflective materials? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendments will not contribute to lighting or glare.

8. Land Use

Will the proposal:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Expand or intensify an existing non-conforming use? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendments will not impact land use.



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9. Natural Resources

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. A substantial increase in the rate of use of any natural resources? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Substantial depletion of any non-renewable natural resource? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will not impact natural resources.

10. Risk of Upset

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Involve possible interference with an emergency evacuation plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will not impact emergency evacuation or involve a risk of explosion or releasing hazardous materials.



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11. Population

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Alter the location, distribution, density, or growth rate of the human population planned for the Region? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Include or result in the temporary or permanent displacement of residents? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will not impact the human population of the region or displace residents.

12. Housing

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Affect existing housing, or create a demand for additional housing? | | | | |
| <i>To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:</i> | | | | |
| 1. Will the proposal decrease the amount of housing in the Tahoe Region? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The original intent of the Phase 2 Housing Amendments provided additional flexibility with development standards to build deed restricted affordable, moderate, and achievable housing. The proposed amendments themselves will not impact housing in the region.



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13. Transportation / Circulation

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Generation of 650 or more new average daily Vehicle Miles Travelled? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Changes to existing parking facilities, or demand for new parking? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Alterations to present patterns of circulation or movement of people and/or goods? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Alterations to waterborne, rail or air traffic? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will not impact transportation systems or vehicle miles traveled.



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14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?:

| | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Fire protection? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Police protection? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Schools? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Parks or other recreational facilities? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Maintenance of public facilities, including roads? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Other governmental services? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will not impact public facilities.

15. Energy

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Use of substantial amounts of fuel or energy? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion:

The proposed amendment will not result in increased energy use or demand.

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Power or natural gas? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Communication systems? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Storm water drainage? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Solid waste and disposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will not result in the need for any new or altered utility systems.



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17. Human Health

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Creation of any health hazard or potential health hazard (excluding mental health)? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Exposure of people to potential health hazards? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will not create any health hazard or expose people to potential hazard.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- [Built Environment](#)
- [Other Areas](#)
- [Roadway and Shoreline Units](#)

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Be visible from any public recreation area or TRPA designated bicycle trail? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment not impact scenic resources or community design.



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19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- [Fair Share Distribution of Recreation Capacity](#)
- [Quality of Recreation Experience and Access to Recreational Opportunities](#)

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Create additional demand for recreation facilities? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Create additional recreation capacity? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Have the potential to create conflicts between recreation uses, either existing or proposed? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Result in a decrease or loss of public access to any lake, waterway, or public lands? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will authorize existing buoy fields and will not result in any new impacts to recreation facilities, access or capacity.



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20. Archaeological / Historical

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Is the property associated with any historically significant events and/or sites or persons? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will not impact historic or archeological resources.



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21. Findings of Significance

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The proposed amendment will have no significant impact.

III. DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature:

Alyssa Bettinger

Digitally signed by Alyssa Bettinger
DN: cn=Alyssa Bettinger, o=TRPA, ou,
email=abettinger@trpa.org, c=US
Date: 2024.04.01 12:33:46 -07'00'

Alyssa Bettinger

at Douglas County

04/01/2024

Person preparing application

County

Date

Applicant Written Comments: (Attach additional sheets if necessary)

IV. DETERMINATION:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure YES NO
- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures. YES NO
- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. YES NO

Alyssa Bettinger

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04/01/2024
Date _____

Signature of Evaluator

Senior Planner

Title of Evaluator

Attachment E
Compliance Measures Checklist

Exhibit 2 - COMPLIANCE MEASURES PHASE 2 HOUSING AMENDMENTS

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-------------------------------------|--|-------------------------------|--------------------------|--|
| WATER QUALITY/SEZ - IN PLACE | | | | |
| 1 | BMP requirements, new development: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | The proposed amendments make no changes to BMP requirements and implementation programs. The amendments clarify water quality protections that were intended with the Phase 2 Housing Amendments ensuring that stormwater is treated through area-wide stormwater treatment systems. |
| 2 | BMP implementation program -- existing streets and highways: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Trans, Fish | N | |
| 3 | BMP implementation program -- existing urban development: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | |
| 4 | BMP implementation program -- existing urban drainage systems: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Trans, Fish | N | |
| 5 | Capital Improvements Program for Erosion and Runoff Control | WQ, Soils/SEZ, Trans, Fish | N | The proposed amendments make no changes to policies that would impact the Capital Improvement Program for Erosion and Runoff Control. |
| 6 | Excess land coverage mitigation program: <i>Code of Ordinances</i> Chapter 30 | WQ, Soils/SEZ | N | The proposed amendments do not change excess mitigation requirements. |
| 7 | Effluent (Discharge) limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | The effluent limitations in Chapter 5 of the TRPA Code of Ordinances are not being modified. |
| 8 | Limitations on new subdivisions: (See the Goals and Policies: Land Use Element) | WQ, Soils/SEZ, Rec, Scenic | N | New subdivisions will continue to be limited by the provisions in Chapter 39, Subdivision, of the TRPA Code of Ordinances. There is no change to limitations on new subdivisions. |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|----|--|---|--------------------------|--|
| 9 | Land use planning and controls: See the Goals and Policies: Land Use Element and Code of Ordinances Chapters 11, 12, 13, 14, and 21 | WQ, Soils/SEZ, Trans, Scenic | N | The proposed amendments do not impact Chapters 11, 12, 13, 14, and 21. |
| 10 | Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and Code of Ordinances Chapter 53 | WQ, Soils/SEZ | N | TRPA's residential growth management provisions and Individual Parcel Evaluation System (IPES) will remain in effect and unchanged. |
| 11 | Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30 | WQ, Soils/SEZ, Scenic | N | The proposed amendments do not change land coverage policies. |
| 12 | Transfer of development: Goals and Policies: Land Use Element and Implementation Element | WQ, Soils/SEZ | N | The proposed amendments do not change transfer of development policies. |
| 13 | Restrictions on SEZ encroachment and vegetation alteration: <i>Code of Ordinances Chapters 30 and 61</i> | WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic | N | The amendments will not alter existing restrictions on SEZ encroachment and vegetation alteration in the TRPA Code of Ordinances, Chapters 30 and 61. |
| 14 | SEZ restoration program: Environmental Improvement Program. | WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic | N | The amendments do not change policies and provisions that require the protection and restoration of SEZs. |
| 15 | SEZ setbacks: <i>Code of Ordinances Chapter 53</i> | WQ, Soils/SEZ, Veg, Wildlife, Fish | N | SEZ setback requirements in the TRPA Code of Ordinances, Chapter 53, Individual Parcel Evaluation System, Section 53.9, will not be altered by the amendments. |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|----|---|---------------------------------|--------------------------|---|
| 16 | Fertilizer reporting requirements: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish, Rec | N | The amendments will not modify the Resource Management and Protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. Thus, fertilizer reporting and water quality mitigation requirements will stay in effect. |
| 17 | Water quality mitigation: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 18 | Restrictions on rate and/or amount of additional development | WQ, Soils/SEZ, Wildlife, Scenic | N | The amendments do not change the rate of allocation distribution or add any new development potential. |
| 19 | Improved BMP implementation/enforcement program | WQ, Soils/SEZ | N | The proposed amendments do not change BMP implementation/enforcement. |
| 20 | Increased funding for EIP projects for erosion and runoff control | WQ, Soils/SEZ | N | The amendments clarify Code language that allows project applicants to have higher coverage in exchange for financial contributions to construct a new area-wide stormwater treatment system or participate in an existing area-wide stormwater treatment system. |
| 21 | Artificial wetlands/runoff treatment program | WQ, Soils/SEZ | N | There are no changes to the artificial wetlands/runoff treatment program proposed. |
| 22 | Transfer of development from SEZs | WQ, Soils/SEZ, Scenic | N | The amendments do not affect existing provisions regarding the transfer of development from SEZs. |
| 23 | Improved mass transportation | WQ, Trans, Noise | N | The amendments do not impact mass transportation. |
| 24 | Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13 | WQ, Soils/SEZ, Scenic | N | The proposed amendments do not impact redevelopment and redirection of land use. |
| 25 | Combustion heater rules, stationary source controls, and related rules: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | The amendments do not alter existing TRPA Code of Ordinance provisions concerning combustion heaters, stationary source controls, sewage transport, treatment, or release, garbage or hazardous materials and waste. |
| 26 | Elimination of accidental sewage releases: Goals and Policies: Land Use Element | WQ, Soils/SEZ | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|----|---|-------------------------------|--------------------------|--|
| 27 | Reduction of sewer line exfiltration: Goals and Policies: Land Use Element | WQ, Soils/SEZ | N | |
| 28 | Effluent limitations | WQ, Soils/SEZ | N | |
| 29 | Regulation of wastewater disposal at sites not connected to sewers: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 30 | Prohibition on solid waste disposal: Goals and Policies: Land Use Element | WQ, Soils/SEZ | N | |
| 31 | Mandatory garbage pick-up: Goals and Policies: Public Service Element | WQ, Soils/SEZ, Wildlife | N | |
| 32 | Hazardous material/wastes programs: Goals and Policies: Land Use Element and <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 33 | BMP implementation program, Snow and ice control practices: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, AQ | N | The amendments will not change BMP requirements. |
| 34 | Reporting requirements, highway abrasives and deicers: Goals and Policies:, Land Use Element and <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | |
| 35 | BMP implementation program--roads, trails, skidding, logging practices: <i>Code of Ordinances</i> Chapter 60, Chapter 61 | WQ, Soils/SEZ, Fish | N | |
| 36 | BMP implementation program--outdoor recreation: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish, Rec | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|----|---|---|--------------------------|--|
| 37 | BMP implementation program--livestock confinement and grazing: <i>Code of Ordinances</i> Chapter 21, Chapter 60, Chapter 64 | WQ, Soils/SEZ, Veg, Wildlife, Fish | N | |
| 38 | BMP implementation program--pesticides | WQ, Soils/SEZ | N | |
| 39 | Land use planning and controls -- timber harvesting: <i>Code of Ordinances</i> Chapter 21 | WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic | N | There are no changes to allowable timber harvesting requirements or permissibility as part of the amendments. |
| 40 | Land use planning and controls - outdoor recreation: <i>Code of Ordinances</i> Chapter 21 | WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic | N | There are no changes to outdoor recreation requirements or permissibility as part of this proposal. |
| 41 | Land use planning and controls--ORV use: Goals and Policies: Recreation Element | WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic | N | There are no changes to off-road vehicle use as part of this proposal. |
| 42 | Control of encroachment and coverage in sensitive areas | WQ, Soils/SEZ, Wildlife, Rec, Scenic | N | No changes to coverage regulations or regulations related to encroachment into sensitive areas are included in the amendments. |
| 43 | Control on shorezone encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 83 | WQ, Soils/SEZ, Scenic | N | No changes are being proposed that would modify existing code provisions related to the shorezone or impact these compliance measures. |
| 44 | BMP implementation program--shorezone areas: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|---|---|---------------------------------------|--------------------------|---|
| 45 | BMP implementation program--dredging and construction in Lake Tahoe: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 46 | Restrictions and conditions on filling and dredging: <i>Code of Ordinances</i> Chapter 84 | WQ, Soils/SEZ, Fish | N | |
| 47 | Protection of stream deltas | WQ, Soils/SEZ, Wildlife, Fish, Scenic | N | |
| 48 | Marina master plans: <i>Code of Ordinances</i> Chapter 14 | WQ, AQ/Trans, Fish, Scenic | N | |
| 49 | Additional pump-out facilities: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ | N | |
| 50 | Controls on anti-fouling coatings: <i>Code of Ordinances</i> Chapter 60 | WQ, Soils/SEZ, Fish | N | |
| 51 | Modifications to list of exempt activities | WQ, Soils/SEZ | N | The amendments do not alter the list of exempt activities. |
| WATER QUALITY/SEZ – SUPPLEMENTAL | | | | |
| 52 | More stringent SEZ encroachment rules | WQ, Soils/SEZ, Wildlife, Fish | N | The amendments do not include any provisions that would impact Compliance Measures 52 through 61. |
| 53 | More stringent coverage transfer requirements | WQ, Soils/SEZ | N | |
| 54 | Modifications to IPES | WQ, Soils/SEZ | N | |
| 55 | Increased idling restrictions | WQ, Soils/SEZ, AQ | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|--|---|--------------------------------------|---------------------------------|--|
| 56 | Control of upwind pollutants | WQ, Soils/SEZ, AQ | N | |
| 57 | Additional controls on combustion heaters | WQ, Soils/SEZ, AQ | N | |
| 58 | Improved exfiltration control program | WQ, Soils/SEZ | N | |
| 59 | Improved infiltration control program | WQ, Soils/SEZ | N | |
| 60 | Water conservation/flow reduction program | WQ, Soils/SEZ, Fish | N | |
| 61 | Additional land use controls | WQ, Soils/SEZ, Wildlife | N | |
| AIR QUALITY/TRANSPORTATION - IN PLACE | | | | |
| 62 | Fixed Route Transit - South Shore | Trans, Rec | N | The amendments do not make any changes to air quality or transportation policies or regulations. |
| 63 | Fixed Route Transit - North Shore: TART | Trans, Rec | N | |
| 64 | Demand Responsive Transit - South Shore | Trans | N | |
| 65 | Seasonal Trolley Services - North and South Shores: South Shore TMA and Truckee-North Tahoe TMA | Trans, Rec | N | |
| 66 | Social Service Transportation | Trans | N | |
| 67 | Shuttle programs | Trans | N | |
| 68 | Ski shuttle services | Trans, Rec | N | |
| 69 | Intercity bus services | Trans | N | |
| 70 | Passenger Transit Facilities: South Y Transit Center | Trans | N | |
| 71 | Bikeways, Bike Trails | Trans, Noise, Rec, Scenic | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------|---|--------------------------------------|---------------------------------|--|
| 72 | Pedestrian facilities | Trans, Rec, Scenic | N | |
| 73 | Wood heater controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | The amendments do not make any changes to wood or gas heater controls, or stationary source controls. |
| 74 | Gas heater controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |
| 75 | Stationary source controls: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |
| 76 | U.S. Postal Service Mail Delivery | Trans | N | The amendments do not include any provisions that would impact U.S. Postal Service Delivery. |
| 77 | Indirect source review/air quality mitigation: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | The amendments do not make any changes to indirect source review/air quality mitigation requirements, or idling restrictions. |
| 78 | Idling Restrictions: <i>Code of Ordinances</i> Chapter 65 | WQ, AQ | N | |
| 79 | Vehicle Emission Limitations (State/Federal) | WQ, AQ | N | The amendments do not include any provisions related to vehicle emission limitations established by the State/Federal Government. |
| 80 | Open Burning Controls: <i>Code of Ordinances</i> Chapters 61 and Chapter 65 | WQ, AQ, Scenic | N | The amendments do not make any changes to open burning controls. |
| 81 | BMP and Revegetation Practices | WQ, AQ, Wildlife, Fish | N | See response to Compliance Measures 1 through 4. |
| 82 | Employer-based Trip Reduction Programs: <i>Code of Ordinances</i> Chapter 65 | Trans | N | The amendments do not make any changes to the employer-based trip reduction programs or vehicle rental programs described in Chapter 65. |
| 83 | Vehicle rental programs: <i>Code of Ordinances</i> Chapter 65 | Trans | N | |
| 84 | Parking Standards | Trans | N | The amendments do not make any changes to parking measures. |
| 85 | Parking Management Areas | Trans | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|--|--|-------------------------------|--------------------------|---|
| 86 | Parking Fees | Trans | N | The amendments do not make any changes that would impact traffic management, signal synchronization, aviation, waterborne transit or excursions, air quality monitoring, alternative fueled vehicle fleets or infrastructure improvements, north shore transit, or the Heavenly Ski Resort Gondola. |
| 87 | Parking Facilities | Trans | N | |
| 88 | Traffic Management Program - Tahoe City | Trans | N | |
| 89 | US 50 Traffic Signal Synchronization - South Shore | Trans | N | |
| 90 | General Aviation, The Lake Tahoe Airport | Trans, Noise | N | |
| 91 | Waterborne excursions | WQ, Trans, Rec | N | |
| 92 | Waterborne transit services | WQ, Trans, Scenic | N | |
| 93 | Air Quality Studies and Monitoring | WQ, AQ | N | |
| 94 | Alternate Fueled Vehicle - Public/Private Fleets and Infrastructure Improvements | Trans | N | |
| 95 | Demand Responsive Transit - North Shore | Trans | N | |
| 96 | Tahoe Area Regional Transit Maintenance Facility | Trans | N | |
| 97 | Heavenly Ski Resort Gondola | Trans | N | |
| AIR QUALITY/TRANSPORTATION – SUPPLEMENTAL | | | | |
| 98 | Demand Responsive Transit - North Shore | Trans | N | See response to Compliance Measures 23, 62 through 97, and 1-4 (Road improvements, BMPs). |
| 99 | Transit System - South Shore | Trans | N | |
| 100 | Transit Passenger Facilities | Trans | N | |
| 101 | South Shore Transit Maintenance Facility - South Shore | Trans | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------|--|--------------------------------------|---------------------------------|-----------------|
| 102 | Transit Service - Fallen Leaf Lake | WQ, Trans | N | |
| 103 | Transit Institutional Improvements | Trans | N | |
| 104 | Transit Capital and Operations Funding Acquisition | Trans | N | |
| 105 | Transit/Fixed Guideway Easements - South Shore | Trans | N | |
| 106 | Visitor Capture Program | Trans | N | |
| 107 | Pedestrian and Bicycle Facilities--South Shore | Trans, Rec | N | |
| 108 | Pedestrian and Bicycle Facilities--North Shore | Trans, Rec | N | |
| 109 | Parking Inventories and Studies Standards | Trans | N | |
| 110 | Parking Management Areas | Trans | N | |
| 111 | Parking Fees | Trans | N | |
| 112 | Establishment of Parking Task Force | Trans | N | |
| 113 | Construct parking facilities | Trans | N | |
| 114 | Intersection improvements--South Shore | Trans, Scenic | N | |
| 115 | Intersection improvements--North Shore | Trans, Scenic | N | |
| 116 | Roadway Improvements - South Shore | Trans, Scenic | N | |
| 117 | Roadway Improvements - North Shore | Trans, Scenic | N | |
| 118 | Loop Road - South Shore | Trans, Scenic | N | |
| 119 | Montreal Road Extension | Trans | N | |
| 120 | Kingsbury Connector | Trans | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|------------------------------|---|-------------------------------|--------------------------|---|
| 121 | Commercial Air Service: Part 132 commercial air service | Trans | N | |
| 122 | Commercial Air Service: commercial air service that does not require Part 132 certifications | Trans | N | |
| 123 | Expansion of waterborne excursion service | WQ, Trans | N | |
| 124 | Re-instate the oxygenated fuel program | WQ, AQ | N | |
| 125 | Management Programs | Trans | N | |
| 126 | Around the Lake Transit | Trans | N | |
| VEGETATION - IN PLACE | | | | |
| 127 | Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33 | WQ, AQ, Veg, Scenic | N | The amendments will not alter the provisions of Chapter 33 in the TRPA Code of Ordinances. |
| 128 | Tree Removal: <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Scenic | N | The amendments do not alter tree removal, prescribed burning, vegetation management or plant protection and fire hazard reduction provisions of Chapter 61 of the Code. |
| 129 | Prescribed Burning: <i>Code of Ordinances</i> Chapter 61 | WQ, AQ, Veg, Wildlife, Scenic | N | |
| 130 | Remedial Vegetation Management: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife | N | |
| 131 | Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Scenic | N | |
| 132 | Revegetation: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife, Scenic | N | |
| 133 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | WQ, Veg | N | The amendments do not alter remedial action plan requirements. |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------|---|--------------------------------------|---------------------------------|---|
| 134 | Handbook of Best Management Practices | WQ, Soils/SEZ, Veg, Fish | N | The Handbook of Best Management Practices will continue to be used to design and construct BMPs. |
| 135 | Shorezone protection | WQ, Soils/SEZ, Veg | N | See response to Compliance Measures 43 through 50. |
| 136 | Project Review | WQ, Veg | N | The amendments do not make any changes to the project review process or compliance inspections. |
| 137 | Compliance inspections | Veg | N | |
| 138 | Development Standards in the Backshore | WQ, Soils/SEZ, Veg, Wildlife, Scenic | N | See response to Compliance Measures 43 through 50. |
| 139 | Land Coverage Standards: <i>Code of Ordinances</i> Chapter 30 | WQ, Veg, Wildlife, Fish, Scenic | N | The proposed amendments do not change land coverage policies. |
| 140 | Grass Lake, Research Natural Area | WQ, Veg, Wildlife, Fish, Scenic | N | N/A |
| 141 | Conservation Element, Vegetation Subelement: Goals and Policies | Veg, Wildlife, Fish | N | The amendments are consistent with the 2012 Regional Plan, including the Conservation Element and Vegetation Subelement Goals and Policies. |
| 142 | Late Successional Old Growth (LSOG): <i>Code of Ordinances</i> Chapter 61 | Veg, Wildlife, Fish | N | The amendments do not make any changes to provisions of Lake Successional Old Growth and Stream Environment Zone Vegetation. |
| 143 | Stream Environment Zone Vegetation: <i>Code of Ordinances</i> Chapter 61 | WQ, Veg, Wildlife, Fish | N | |
| 144 | Tahoe Yellow Cress Conservation Strategy | Veg | N | The amendments do not impact efforts to conserve the Tahoe Yellow Cress. |
| 145 | Control and/or Eliminate Noxious Weeds | Veg, Wildlife | N | The amendments will not impact efforts to control or eliminate noxious weeks. |
| 146 | Freel Peak Cushion Plant Community Protection | Veg | N | N/A |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|----------------------------------|--|---|--------------------------|--|
| VEGETATION – SUPPLEMENTAL | | | | |
| 147 | Deepwater Plant Protection | WQ, Veg | N | See response to Compliance Measures 16 and 17 and 43 through 50. |
| WILDLIFE - IN PLACE | | | | |
| 148 | Wildlife Resources: <i>Code of Ordinances</i> Chapter 62 | Wildlife, Noise | N | See response to Compliance Measures 16 and 17. |
| 149 | Stream Restoration Program | WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic | N | The amendments do not include any changes to the Stream Restoration Program. |
| 150 | BMP and revegetation practices | WQ, Veg, Wildlife, Fish, Scenic | N | The amendments do not include any changes to existing BMP and revegetation requirements. |
| 151 | OHV limitations | WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec | N | The amendments do not include any changes to OHV limitations. |
| 152 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | Wildlife | N | See response to Compliance Measure 133. |
| 153 | Project Review | Wildlife | N | See response to Compliance Measure 136 and 137. |
| FISHERIES - IN PLACE | | | | |
| 156 | Fish Resources: <i>Code of Ordinances</i> Chapter 63 | WQ, Fish | N | See response to Compliance Measures 16 and 17. |
| 157 | Tree Removal: <i>Code of Ordinances</i> Chapter 61 | Wildlife, Fish | N | The amendments do not change tree removal provisions of Chapter 61. |
| 158 | Shorezone BMPs | WQ, Fish | N | See response to Compliance Measures 43 through 50. |
| 159 | Filling and Dredging: <i>Code of Ordinances</i> Chapter 84 | WQ, Fish | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-------------------------|--|-------------------------------|--------------------------|---|
| 160 | Location standards for structures in the shorezone: <i>Code of Ordinances</i> Chapter 84 | WQ, Fish | N | |
| 161 | Restrictions on SEZ encroachment and vegetation alteration | WQ, Soils/SEZ, Fish | N | See response to Compliance Measures 16 and 17. |
| 162 | SEZ Restoration Program | WQ, Soils/SEZ, Fish | N | See response to Compliance Measure 14. |
| 163 | Stream restoration program | WQ, Soils/SEZ, Fish | N | See response to Compliance Measures 16 and 17. |
| 164 | Riparian restoration | WQ, Soils/SEZ, Fish | N | |
| 165 | Livestock: <i>Code of Ordinances</i> Chapter 64 | WQ, Soils/SEZ, Fish | N | |
| 166 | BMP and revegetation practices | WQ, Fish | N | See response to Compliance Measures 1 through 4. |
| 167 | Fish habitat study | Fish | N | See response to Compliance Measures 16 and 17. |
| 168 | Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5 | Fish | N | See response to Compliance Measure 133. |
| 169 | Mitigation Fee Requirements: <i>Code of Ordinances</i> Chapter 86 | Fish | N | The mitigation fee requirements formerly in Chapter 86 of the TRPA Code of Ordinances (now in the Rules of Procedure) are not being modified. |
| 170 | Compliance inspection | Fish | N | The amendments are not modifying existing compliance or inspection programs or provisions. |
| 171 | Public Education Program | Wildlife, Fish | N | The amendments do not make any changes to education and outreach efforts for wildlife and fish. |
| NOISE - IN PLACE | | | | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------|---|--------------------------------------|---------------------------------|---|
| 172 | Airport noise enforcement program | Wildlife, Fish | N | The amendments are not modifying existing enforcement programs. |
| 173 | Boat noise enforcement program | Wildlife, Fish, Rec | N | |
| 174 | Motor vehicle/motorcycle noise enforcement program: <i>Code of Ordinances</i> Chapters 5 and 23 | Wildlife, Fish | N | |
| 175 | ORV restrictions | AQ, Wildlife, Noise, Rec | N | The amendments are not modifying existing ORV or snowmobile conditions. |
| 176 | Snowmobile Restrictions | WQ, Wildlife, Noise, Rec | N | |
| 177 | Land use planning and controls | Wildlife, Noise | N | See response to Compliance Measure 9. There are no changes to allowed uses. |
| 178 | Vehicle trip reduction programs | Trans, Noise | N | The amendments do not make any changes to vehicle trip reduction programs. Developments may provide trip reduction strategies as part of the project in order to reduce the demand for parking. |
| 179 | Transportation corridor design criteria | Trans, Noise | N | The amendments do not make any changes to transportation corridor design criteria. |
| 180 | Airport Master Plan South Lake Tahoe | Trans, Noise | N | N/A |
| 181 | Loudspeaker restrictions | Wildlife, Noise | N | The amendments are not modifying loudspeaker restrictions. |
| 182 | Project Review | Noise | N | See response to Compliance Measures 136 and 137. |
| 183 | Complaint system: <i>Code of Ordinances</i> Chapters 5 and 68 | Noise | N | Existing complaint systems are not being modified by the amendments. |
| 184 | Transportation corridor compliance program | Trans, Noise | N | None of these compliance measures will be modified with the proposal. |
| 185 | Exemptions to noise limitations | Noise | N | |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|------------------------------|--|--------------------------------------|---------------------------------|---|
| 186 | TRPA's Environmental Improvement Program (EIP) | Noise | N | |
| 187 | Personal watercraft noise controls | Wildlife, Noise | N | |
| NOISE – SUPPLEMENTAL | | | | |
| 188 | Create an interagency noise enforcement MOU for the Tahoe Region. | Noise | N | An interagency noise enforcement MOU for the Tahoe Region is not being proposed as part of this set of amendments. |
| RECREATION - IN PLACE | | | | |
| 189 | Allocation of Development: <i>Code of Ordinances</i> Chapter 50 | Rec | N | See response to Compliance Measures 10 and 18. There are no changes to the allocation of development. |
| 190 | Master Plan Guidelines: <i>Code of Ordinances</i> Chapter 14 | Rec, Scenic | N | No changes to master plans requirements are included as part of this amendment. |
| 191 | Permissible recreation uses in the shorezone and lake zone: <i>Code of Ordinances</i> Chapter 81 | WQ, Noise, Rec | N | See response to Compliance Measures 43 through 50. |
| 192 | Public Outdoor recreation facilities in sensitive lands | WQ, Rec, Scenic | N | The amendments are not altering provisions regarding public outdoor recreation in sensitive lands. |
| 193 | Hiking and riding facilities | Rec | N | The amendments are not altering where hiking and riding facilities are permissible. See also Compliance Measure 40. |
| 194 | Scenic quality of recreation facilities | Rec, Scenic | N | The amendments do not include any changes to provisions related to scenic quality of recreation facilities. |
| 195 | Density standards | Rec | Y | The amendments do not change density standards. |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|----------------------------------|---|--------------------------------------|---------------------------------|---|
| 196 | Bonus incentive program | Rec | N | The amendments do not change the amount of bonus units available or where they can be distributed. The amendments respond to direction from the Governing Board during the December 2023 hearing on the Phase 2 Housing Amendments and do not result in any substantive change to the code. |
| 197 | Required Findings: <i>Code of Ordinances</i> Chapter 4 | Rec | N | The amendments do not affect required findings. |
| 198 | Lake Tahoe Recreation Sign Guidelines | Rec, Scenic | N | The amendments will not impact the Lake Tahoe Recreation Sign Guidelines. |
| 199 | Annual user surveys | Rec | N | The amendments will not affect user surveys. |
| RECREATION – SUPPLEMENTAL | | | | |
| 200 | Regional recreational plan | Rec | N | The amendments do not modify any portion of the Goals and Policies in the Regional Recreation Plan, which is the Recreation Element in the Regional Plan. |
| 201 | Establish fairshare resource capacity estimates | Rec | N | The amendments do not establish or alter fair share resource capacity estimates, alter reservations of additional resource capacity, or include economic modeling. |
| 202 | Reserve additional resource capacity | Rec | N | |
| 203 | Economic Modeling | Rec | N | |
| SCENIC - IN PLACE | | | | |
| 204 | Project Review and Exempt Activities: <i>Code of Ordinances</i> Chapter 2 | Scenic | N | See response to Compliance Measures 136 and 137. |
| 205 | Land Coverage Limitations: <i>Code of Ordinances</i> Chapter 30 | WQ, Scenic | N | The proposed amendments do not change land coverage policies. |
| 206 | Height Standards: <i>Code of Ordinances</i> Chapter 37 | Scenic | N | The amendments do not change height standards. |
| 207 | Driveway and Parking Standards: <i>Code of Ordinances</i> Chapter 34 | Trans, Scenic | N | See response to compliance measure 84-87. |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|-----------|--|--------------------------------------|---------------------------------|---|
| 208 | Signs: <i>Code of Ordinances</i> Chapter 38 | Scenic | N | The amendments do not make changes to design standards and guidelines relating to signage. |
| 209 | Historic Resources: <i>Code of Ordinances</i> Chapter 67 | Scenic | N | See response to Compliance Measures 16 and 17. |
| 210 | Design Standards: <i>Code of Ordinances</i> Chapter 36 | Scenic | N | The amendments do not change design standards. |
| 211 | Shorezone Tolerance Districts and Development Standards: <i>Code of Ordinances</i> Chapter 83 | Scenic | N | See response to Compliance Measures 43 through 50. |
| 212 | Development Standards Lakeward of Highwater: <i>Code of Ordinances</i> Chapter 84 | WQ, Scenic | N | |
| 213 | Grading Standards: <i>Code of Ordinances</i> Chapter 33 | WQ, Scenic | N | Grading and vegetation protection during construction shall continue to meet the provisions of the TRPA Code of Ordinances, Chapter 33, Grading and Construction. |
| 214 | Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33 | AQ, Veg, Scenic | N | |
| 215 | Revegetation: <i>Code of Ordinances</i> Chapter 61 | Scenic | N | See response to Compliance Measures 16 and 17. |
| 216 | Design Review Guidelines | Scenic | N | The amendments do not make any changes to the Design Review Guidelines. Projects will continue to be subject to the Design Review Guidelines during application review. |
| 217 | Scenic Quality Improvement Program(SQIP) | Scenic | N | The amendments do not conflict with the SQIP and are not anticipated to impact scenic ratings. The recommendations could improve scenic quality ratings as new projects undergoing redevelopment along scenic resource areas will provide an opportunity to improve scenic quality ratings. |
| 218 | Project Review Information Packet | Scenic | N | |
| 219 | Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public | Trans, Scenic | N | |
| 220 | Nevada-side Utility Line Undergrounding Program | Scenic | N | N/A |

| ID | Compliance Measure Description | Affected Threshold Categories | Affected by Action (Y/N) | Comments |
|------------------------------|--------------------------------------|-------------------------------|--------------------------|--|
| SCENIC – SUPPLEMENTAL | | | | |
| 221 | Real Time Monitoring Program | Scenic | N | No changes to the real time monitoring program are being proposed. |
| 222 | Integrate project identified in SQIP | Scenic | N | The amendment does not include projects identified in the SQIP. |



STAFF REPORT

Date: June 18, 2024
To: TRPA Governing Board
From: TRPA Staff
Subject: Consideration and Possible Approval of Proposed Amendments to the Tourist Core Area Plan

Staff Recommendation:

TRPA staff requests that the Governing Board review the materials provided in this packet for conformance with the Regional Plan and recommend approval of the proposed Tourist Core Area Plan (TCAP) amendments.

Required Motions:

To recommend approval of the proposed amendments, the Governing Board must make the following motions, based on this staff report and materials provided within this packet:

- 1) A motion to approve of the required findings, including a finding of no significant effect, for adoption of the proposed Tourist Core Area Plan amendments and as provided in Attachment D.
- 2) A motion to adopt Ordinance 2024-__, amending Ordinance 2022-02, as previously amended, to amend the Tourist Core Area Plan to include the additions and revisions as provided in Attachment B.

In order for the motions to pass, an affirmative vote of a majority of the quorum is required.

Amendment Summary:

The TRPA Governing Board adopted the Tourist Core Area Plan (TCAP) in 2013. This amendment proposes to change the zoning of a 1.29-acre portion of Assessor’s Parcel Number (APN) 029-441-024 (formerly APNs 029-240-011 and 029-441-004) that is located behind the Raley’s grocery store adjacent to Heavenly Village. APN 029-441-004 was the site of the Colony Inn hotel that has since been removed and the development rights banked for future use or transfer. In June 2021, the two subject parcels (APNs formerly 029-240-011 and 029-441-004) were legally consolidated into a single parcel and are now designated as APN 029-441-024. The amendment area includes the area that was formerly APN 029-240-011. As a result of the consolidation, the combined parcel is located in two different TCAP zoning districts with different permissible uses. The former Colony Inn parcel (formerly APN 029-441-004) is located within the Tourist Core Area Plan’s Tourist Center Mixed Use district which allows multi-family residential use, while the adjacent parcel and amendment area (formerly APN 029-240-011) is located within the area plan’s Recreation district, which allows employee housing as the only residential use, as well as other recreation uses including cross-country ski courses, day-use areas, group facilities, etc.

The proposed amendments, as provided in this packet, would rezone the amendment area (formerly 029-240-011) from Recreation to Tourist Center Mixed Use within the local area plan (TCAP).

The proposed amendments were initiated by HVR Acquisitions with an application to the City. The City previously approved a four-unit multi-family project on the former Colony Inn property (APN 029-441-004). If the area plan amendment is approved, the applicant (HVR Acquisitions) wishes to expand the multi-family housing development project to the adjacent parcel (formerly 029-240-011). The current Recreation district allows single family development as a special use and employee housing as an allowed use at 15 units per acre but does not allow multi-family development. The amendment would expand the boundary of the Tourist Center Mixed Use District, allowing multi-family residential on this parcel at a density of 25 units per acre.

The proposed amendments apply to the City's TCAP. **There are no proposed amendments to the Regional Plan's land use designations or boundaries or to existing Town Center boundaries. The entire amendment area is currently included within the regional land use "tourist" designation and within the existing Stateline/Ski Run Town Center.** The specific changes (i.e. language) proposed by these amendments are included in Attachment B.

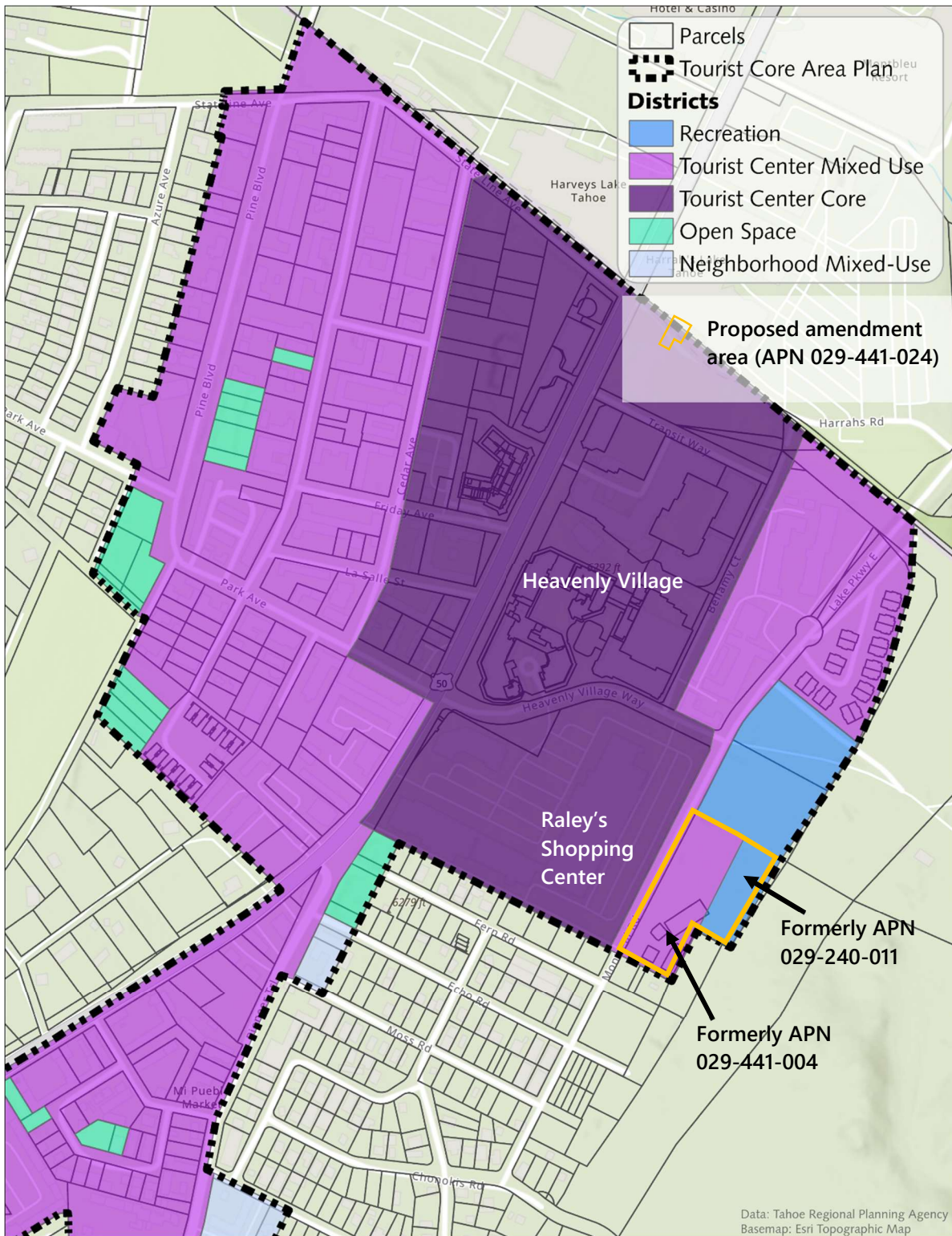
Deed Restriction

Former APN 029-441-004 is the site of the former Colony Inn hotel that was demolished in 2008, and the tourist accommodation units (TAUs) were banked on the parcel at that time. In 2016, forty TAUs were transferred off of the parcel to the Boulder Bay site in Washoe County. As applied, the deed restriction allows future development of the Class 5 land but not the SEZ portion of the parcel.

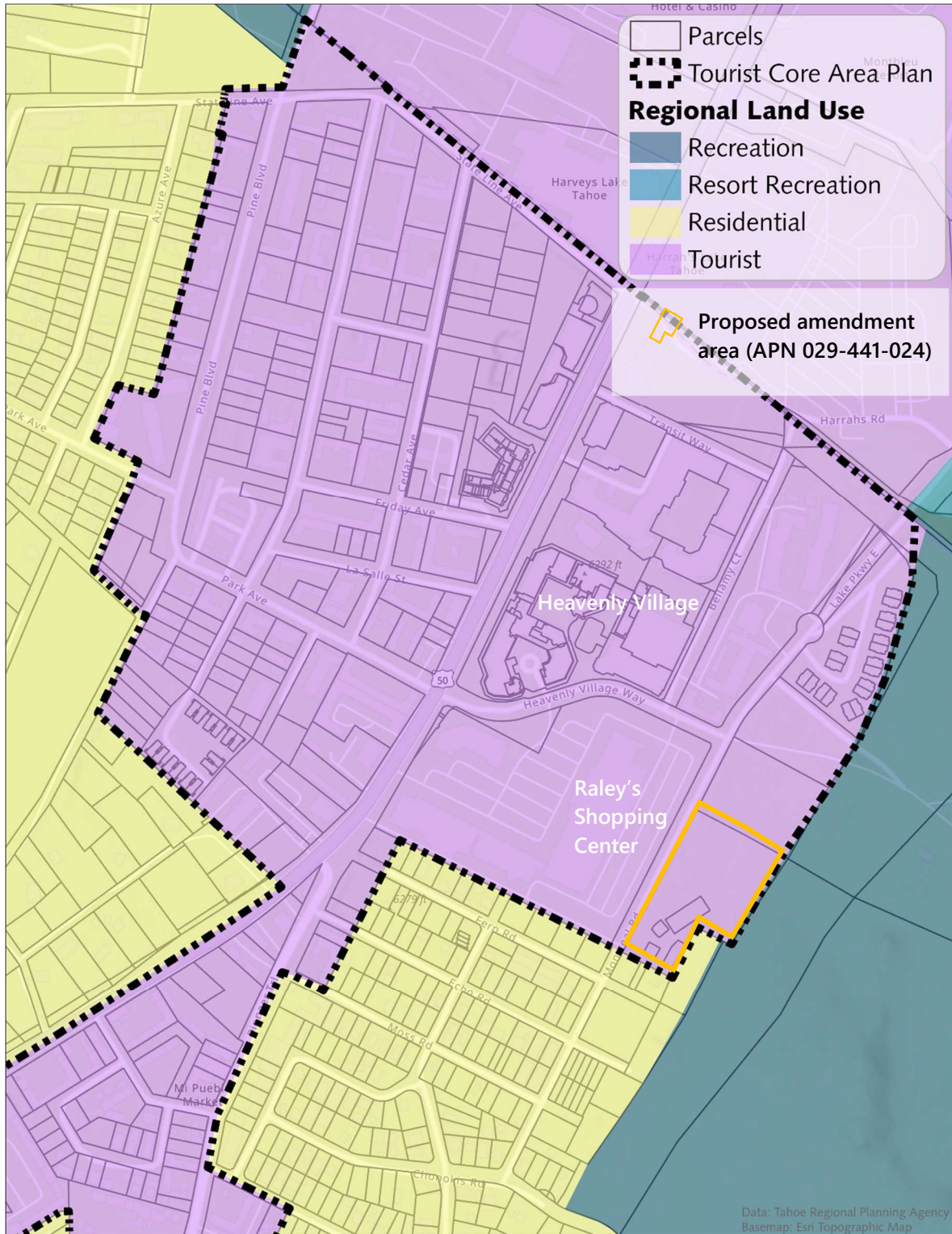
Previous Regional Plan Committee Input:

The proposed amendment was heard by the RPC in July 2022, where the Committee decided not to take action on the item due to several concerns about impacts to the adjacent stream environment zone (SEZ), the lack of deed restricted housing, and low density in a town center. Since the 2022 meeting and as a result of RPC input, the provision that limited allowable density to four units per acre was removed from the proposed amendment. The parcel adjacent to the entrance of Van Sickle Bi-State Park (APN 029-240-011) was also removed from the proposed amendment area. The project itself has been revised to include additional units, two of which will be deed restricted achievable, and the project applicant has an active application (ERS2023-1029) with TRPA to restore the SEZ. All development on this parcel will take place on the high-capability portion of the property, and not in the SEZ per TRPA Code of Ordinances Section 30.4.1.C.3.

Existing Tourist Core Area Plan Districts (amendment area shown in yellow)



Existing TRPA Regional Plan Land Use Designations and Town Center Boundaries (amendment area shown in yellow)



Environmental Review and Regional Plan Conformance:

The City of South Lake Tahoe staff and the applicant prepared the attached Initial Environmental Checklist (IEC), required findings, and Finding of No Significant Effect (FONSE) pursuant to TRPA Code of Ordinances Section 3.3 and Chapter 4 for the proposed amendments. The draft environmental document provides an analysis of potential environmental impacts of the amendment package. The IEC has been reviewed by TRPA staff. The analysis demonstrates that the proposed amendments either have no impact or less than significant impacts in all areas. The IEC, findings, and FONSE are provided as Attachments C and D.

The City of South Lake Tahoe staff and the applicant prepared the attached Compliance Measures evaluation (Attachment E) pursuant to TRPA Code Section 4.4 and found the amendments will not negatively impact a TRPA adopted threshold indicator or compliance measure. The checklist has been reviewed by TRPA staff.

The City of South Lake Tahoe staff and the applicant completed an Area Plan Finding of Conformity Checklist (Attachment F) pursuant to Chapter 13 of the TRPA Code of Ordinance. The checklist has been reviewed by TRPA staff.

The proposed amendment is consistent with the Regional Plan. The Plan, under Chapter 2, Land Use, states the following goals and policies, listed below:

- **Land Use Policy 1.2** – Redeveloping Existing Town Centers is a high priority
- **Land Use Policy 3.3** - Development is Preferred in and directed towards centers
- **Housing Goal 1** – Promote housing opportunities for full-time and seasonal residents as well as workers employed within the region.

Committee Recommendation/Discussion:

The City Council approved the amendment to the TCAP at their April 23, 2024, meeting. The Advisory Planning Commission (APC) recommended approval of the amendment on May 8, 2024, and the Regional Plan Committee (RPC) subsequently recommended approval of the amendment on May 29, 2024.

Contact Information:

For questions regarding this item, please contact Alyssa Bettinger, Senior Planner, at (775) 589-5301 or abettinger@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. City Staff Summary
- B. TRPA Adopting Ordinance 2024-__
 - Exhibit 1: Proposed Amendments to the Tourist Core Area Plan, Table 1: Permitted Uses by Land Use District
- C. [Initial Environmental Checklist \(IEC\)](#) (Link)
 - [Exhibit 1: Mitigated Negative Declaration/Response to Comments](#) (Link)

- D. Required Findings/Rationale and Finding of No Significant Effect (FONSE)
- E. [Compliance Measures Evaluation](#) (Link)
- F. [Area Plan Finding of Conformity Checklist](#) (Link)

Attachment A
City Staff Summary



City of South Lake Tahoe Report to Governing Board

Meeting Date: June 26, 2024

Title: Tourist Core Area Plan/Specific Plan Amendments

Location: Tourist Core Area Plan Mixed-Use District, APN 029-441-024

Responsible Staff Members: John Hitchcock, Planning Manager (530) 542-7472

Background:

The TCAP was originally adopted by the City of South Lake Tahoe on October 14, 2013, and by the TRPA Governing Board on November 11, 2013, and has since been amended to modify land use and plan boundaries. The plan provides land use guidance for future development and redevelopment and addresses land use regulations, development and design standards, transportation, recreation, public service, and environmental improvements for the area. It encourages general improvement and enhancement for the built environment and provides a framework to change the existing conditions into opportunities for redevelopment with a focus on achieving environmental improvements, encouraging a mixed-use land use pattern that includes high-density tourist accommodation and residential uses, commercial, public facilities, public spaces and opportunities for housing in close proximity to job centers. The TCAP is the center of tourist services and recreation access in the city and has traditionally been the area with the highest concentration of services and density.

HVR Acquisitions LLC (HVR) submitted a development application in 2019 to the City of South Lake Tahoe, proposing an amendment to the Tourist Core Area Plan/Specific Plan. HVR proposed to amend the existing zoning for two parcels, APNs 029-240-011 & 029-441-003, from Recreation (Rec) to Tourist Center Mixed-Use (TSC-MU). The amendment would expand the boundary of the TSC-MU district, allowing additional land uses (multi-family, tourist accommodation, commercial and public services uses) that are not allowed in the Recreation district and would allow additional heights up to 56 feet from 36 feet and increase density to 25 units an acre.). HVR's intent in pursuing the amendment is to develop multi-residential units on APN 029-441-004, which is already zoned TSC-MUC, and on the two subject parcels that are affected by this amendment.

After conducting a public workshop on the proposed amendment and receiving comments from the public, the League to Save Lake Tahoe, the California Tahoe Conservancy, and the Nevada Division of State Parks, the applicant amended the proposal in response to concerns. Discussion and analysis of the original proposal and revised amendment and its potential impacts are provided below in the Issue and Discussion section.

Issue and Discussion: The subject parcels total 5.05 acres currently in the Recreation District (APNs 029-240-011 and 029-441-003). The Recreation district allows for a variety of recreation uses, such as dispersed recreation and parks. Permissible uses in this district are primarily

related to recreation uses and include cross-country ski courses, day-use areas, group facilities, riding and hiking trails, rural sports, snowmobile courses, employee housing at 15 units per acre, and single-family dwellings (a caretaker residence). Height within the Recreation district is capped at 36 feet, but like all other districts in the Tourist Core Area Plan, a maximum of 70 percent coverage is allowed on high capability lands.

The subject parcels were previously zoned tourist accommodation (see Attachment 02, PAS 089B – California South Stateline Resort Area, but were rezoned to recreation when the Stateline/Ski Run Community Plan was adopted in 1994. Under PAS 089B, prior to 1994, multi-family and single-family dwellings were permitted with a special use permit. When the Tourist Core Area Plan was adopted to replace the Stateline/Ski Run Community Plan, the Recreation district designation and permissible uses were carried over into the Tourist Core Area Plan.

Since the adoption of the community plan, the properties have been held in private ownership, and there have not been any proposals or discussions to develop the properties with recreation-type uses. It is likely that the properties were not developed because of existing site constraints and parcel size. TRPA completed a land capability verification for the subject parcels and has verified a stream environment zone (SEZ) on both parcels. In total, approximately 46% of the parcels are designated SEZ and are not developable (see Figure 3 and Figure 4). Any development would be limited to the high capability portion located to the southwestern portion of APN 029-240-011 and the northeastern portion of 029-441-003, which is adjacent to Van Sickle State Park.

Figure 3 – APN 029-240-011 Land Capability Verification

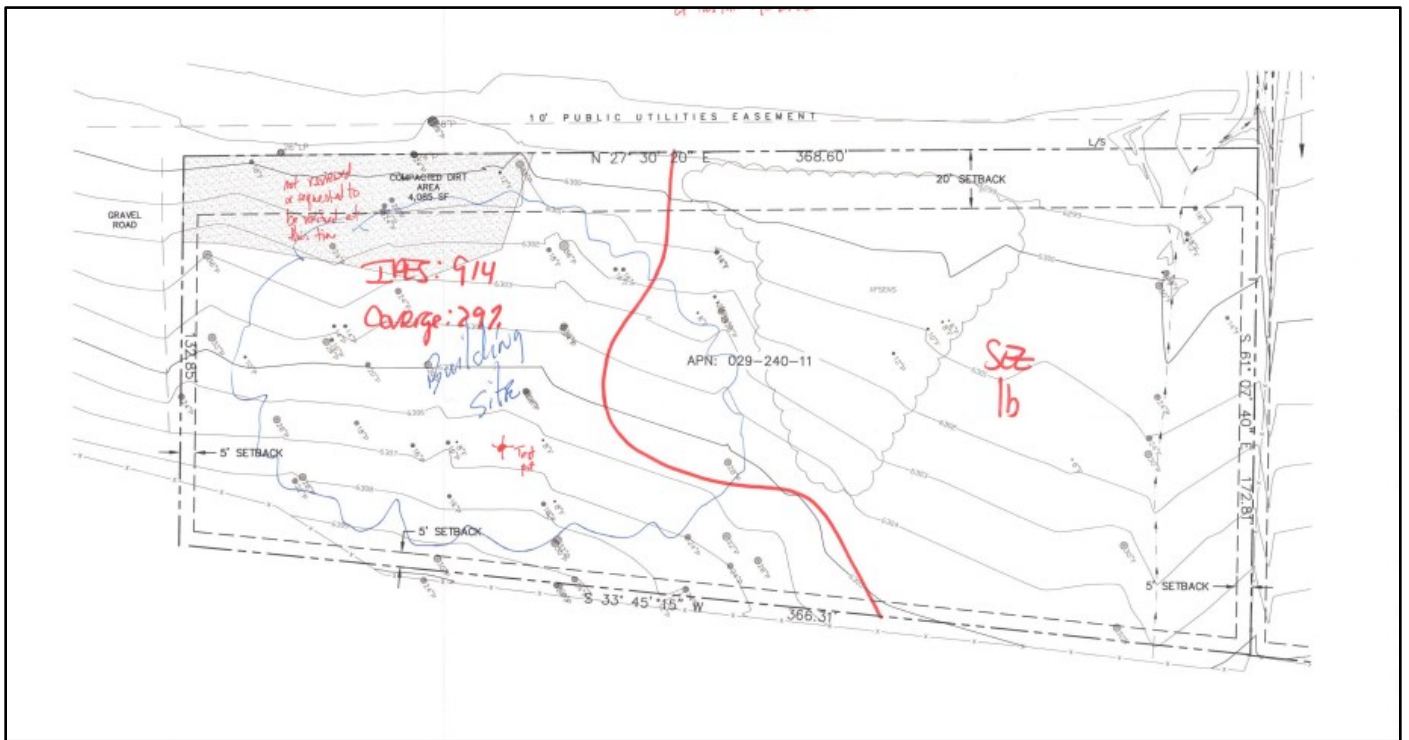
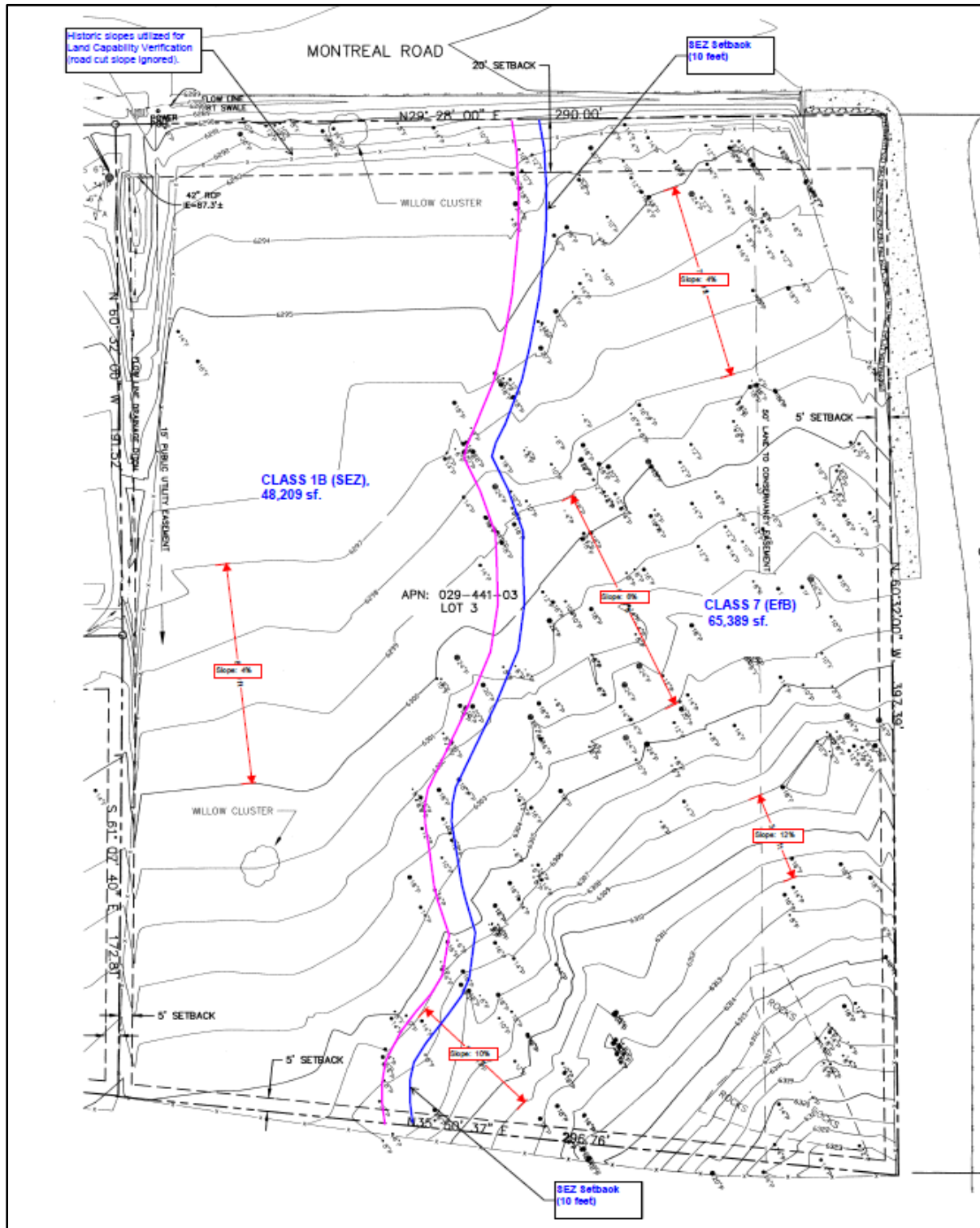


Figure 4 – APN 029-441-003 Land Capability Verification



Prior to

preparing an Initial Study to evaluate the impacts of the proposed amendment, the City, in

coordination with the applicant, conducted an online public scoping meeting on November 12, 2020, to take public comment on the proposed amendment and the scope of the environmental analysis. The meeting was attended by members of the public and staff members from the League to Save Lake Tahoe, the California Tahoe Conservancy, and the Nevada Division of State Parks. Commenters expressed concerns that the proposed amendment would impact the adjacent SEZ and its potential for quality habitat, result in management issues extending beyond the private development, encroachment, storage of equipment on public lands, change to the recreation character of the area resulting in scenic impacts, wildfire impacts, and creating parking issues at Van Sickle State Park.

Scenic

The developable portion of the subject parcel is approximately 540 feet from Van Sickle State Park and is well screened with mature vegetation located along the southern boundary of the Van Sickle Park property line and the adjacent parcel (see Figure 5). Any future potential project would also be required to implement the design standards of the Tourist Core Area Plan, which requires a mountain architectural aesthetic that incorporates building articulation, fenestration, pitched roofs, use of earthtone colors, natural and natural appearing materials, and onsite landscape to ensure development complements its natural setting. Incorporating the adopted design standards would reduce any potential scenic impacts or impacts to existing scenic views located onsite or offsite.

Encroachment

To reduce any potential encroachment on public lands, the SEZ, or degrade habitat, and restrict the storage of personal property on adjacent public lands, any future potential project will include a visually permeable perimeter fencing along the SEZ setback line. The fence will reduce any potential encroachment on the SEZ or on adjacent public lands.

Parking

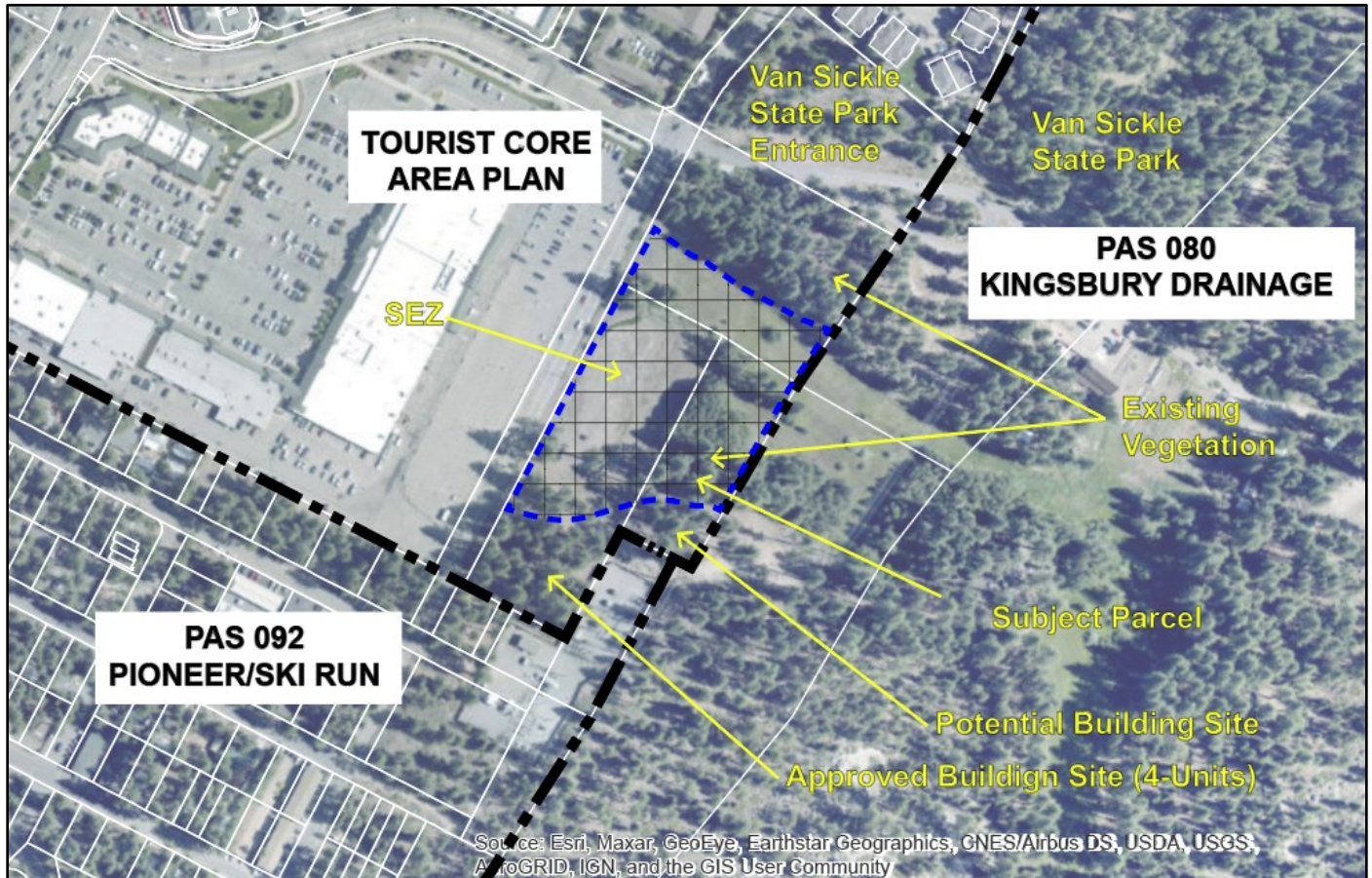
Concerns were expressed by the California Tahoe Conservancy that limited parking at Van Sickle State Park would be used by private individuals in any future residential project, thereby excluding the public from parking at the park. The City parking standards require all project types, including residential, to provide adequate onsite parking to serve the residents and guests. Any potential future projects would be required to meet the City parking standards. Moreover, due to the proximity of the entrance of Van Sickle State Park to the subject parcel, it is unlikely any future residents or guests would utilize parking at the park. As noted by CTC staff, Van Sickle Park was purposely designed to encourage pedestrian access by limiting parking and providing recreation access to a highly urbanized south shore area via existing sidewalks and paths.

Fire Risk

Concerns were also raised about the proposed amendment increasing fire risk by pushing development into the Wildland-Urban Interface Zone. It should be noted that the Recreation District already allows development, and all development, regardless of its zoning district, is

required to use materials, systems and/or assemblies in the exterior design and construction that meet California Building Code 7A requirements for construction in the Wildland-Urban Interface Zone. All potential projects are also required to meet appropriate setback requirements for defensible space and must be approved by the City Fire Inspector.

Figure 5 – Subject Parcel in Relation to Van Sickle State Park



Revised Project Description and Proposed Amendment

As a result of comments received during the scoping meeting and subsequent discussions with California Tahoe Conservancy staff, the proposed amendment was amended to address these concerns. The project description was revised to remove the parcel adjacent to Van Sickle State Park from the proposal (APN029-441-003). This parcel would remain zoned as recreation.

Subsequently, the remaining subject recreation parcel (APN 029-240-011) was merged with APN 029-441-004, which is located in the TSC-MU district, to create APN 029-441-024. However, the merge did not affect the area plan boundary, and a portion of the new merged parcel is still zoned Recreation and is the subject area of this proposed amendment (see Figure 6).

In response to concerns related to a change in recreation character and potential scenic impacts, the proposed amendment was also revised to add policies to the TSC-MU district that are

specifically applicable to the subject parcel. These policies would limit the use of this parcel to residential, linear public facilities, recreation, resource management, and open space uses (tourist, commercial, and most general public service land uses would be prohibited). In addition, the density was proposed to be capped at four dwelling units an acre.

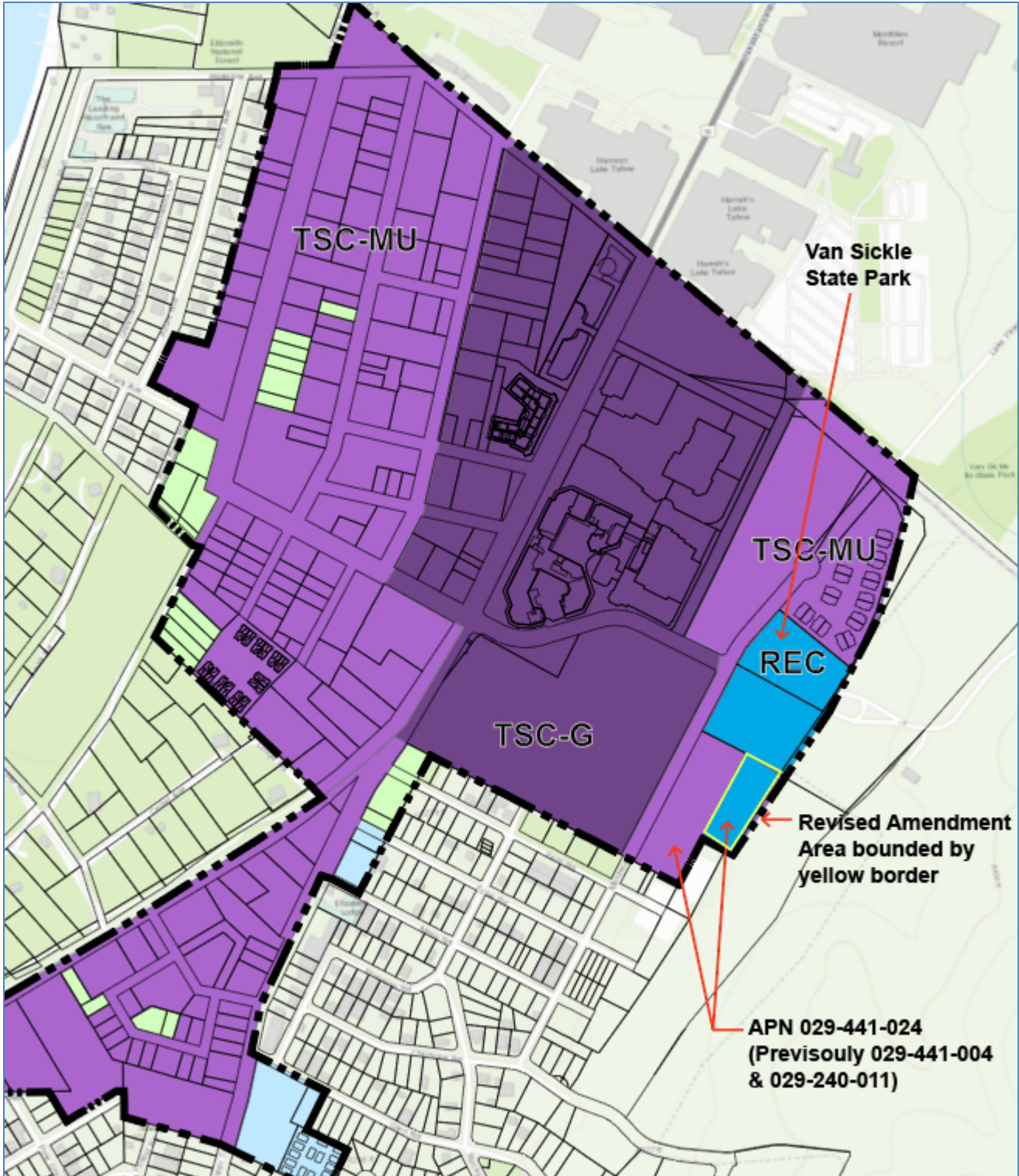
In addition to the change in the project description, the privately initiated area plan amendment was incorporated into the staff-initiated Tourist Core Area Plan Amendment to streamline the amendment process.

2024 Project Description and Proposed Amendment

On June 6, 2023, staff presented the Tourist Core Area Plan Amendment to the City Council. During deliberation, the City Council questioned the proposed reduction in density and commented that the density should be higher considering the parcel is located in a designated Town Center. In addition to supporting higher density on the parcel, the Council directed staff to remove the privately initiated area plan amendment from the staff-initiated Tourist Core Area Plan Amendment and process the amendment separately on its own merit.

As a result of the City Council comments related to density, the applicant has revised the project description to remove the density limitation of four dwelling units an acre. All other aspects of the proposal would remain the same, including limiting residential and linear public facilities, recreation, resource management, and open space uses on the parcel. If the amendment is successful, the Tourist Core Area Plan density standard would potentially allow up to 32 additional residential units. In addition, the applicant has also revised the project description to commit to deed restricting two residential units in any potential future project to TRPA-designated "achievable units."

Figure 6 – Revised Amendment Area



Initial Study

To evaluate the potential environmental impacts of the proposed amendment, Hauge Brueck Associates prepared an Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to the California Environmental Quality Act (CEQA). The IS/MND analyzes the project's potential to result in significant environmental impacts. Areas of analysis include aesthetics, agriculture and forestry, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, utility and services systems, and additional mandatory findings of significance related to potential cumulative impacts. The analysis concluded that the proposed project could potentially have impacts in the following resource areas: public services and recreation.

The IS/MND concluded that the proposed amendment could potentially impact parking demand at full build-out if the amendment were successfully adopted. The IS/MND includes Mitigation Measure TRAN-1, which requires the property owner to enter into an agreement for offsite parking or submit a parking analysis that supports a reduction in the parking demand ratio.

Tribal Consultation

Pursuant to state law, the City has completed the requirements for consultation with Native American tribes under Assembly Bill 52 and the California Environmental Quality Act (CEQA) Guidelines. Consultation letters were sent on December 14, 2020 to the Lone Band of Miwok Indians, the Shingle Springs Band of Miwok Indians, the United Auburn Indian Community, and the Washoe Tribe of California and Nevada. The City did not receive a request for consultation on the proposed area plan amendment.

Public Comment Period and Public Noticing

The IS/MND has been sent, along with a Notice of Completion, to the California State Clearinghouse for distribution to state and regional agencies for review. The IS/MND has also been available at City offices (1052 Tata Lane) and online at <https://www.cityofslt.us/DocumentCenter/View/14967/Tourist-Core-Area-Plan-Amendment-PDF>. The 30-day comment period begins on January 19, 2024, and ends on February 26, 2024.

A Notice of Availability and Notice of Intent, advertising the review period was published in the Tahoe Daily Tribune on January 26, 2024, and mailed to affected property owners on January 30, 2024. The Planning Commission conducted a duly noted public hearing on February 22, 2024, to take public comment on the proposed amendments and the Initial Study/Mitigated Negative Declaration.

On March 21, 2024, the proposed amendments and the Initial Study/Mitigated Negative Declaration was considered by the Planning Commission. The Planning Commission received a presentation from staff and the applicant's representative, took public comment, voted 3-0 to pass a resolution adopting the Initial Study/Mitigated Negative Declaration, and recommended the City Council adopt the Tourist Core Area Plan Amendments. The City Council voted to approve the amendments on April 23, 2024.

Environmental Considerations:

California Environmental Quality Act

See "Issue and Discussion" section above.

Financial Implications:

None

Policy Implications:

City of South Lake Tahoe General Plan

The following goals and policies are applicable to the proposed amendment.

The subject parcel is currently designated as Tourist Center in the City General Plan. The Tourist Center, land use designation, is defined as follows:

This designation provides for a mixture of uses, including tourist accommodation, commercial, intensive recreation, high-density residential, and mixed-use residential. This designation is applied to areas that are currently developed as commercial/visitor centers, have excess land coverage, where vertical mixed-use projects are appropriate and are near commercial, employment, transit, and public services.

The Land Use and Community Design Element of the General Plan includes the following goals and policies to encourage development, redevelopment, and upgrades to existing development.

Goal LU-2 : To focus future commercial, multi-family residential, tourist, civic, and social gathering space development in community plan area in order to maximize incentives and create transit-, bicycle-, and pedestrian-oriented places that serve the needs of both residents and visitors.

Policy LU-2.2: Community Plan Preparation, Adoption, and Implementation

The City shall periodically update and implement the four Community Plans as a way to focus development commodities and revitalization efforts.

Policy 1-7: The City shall direct high-density residential development to sites located within walking distance of public transit and services. The City shall consider minimum density requirements in these areas.

The proposed amendment is generally consistent with the goals and policies listed above in that the amendment would potentially direct high-density residential uses within a designated Town Center and is within proximity of commercial, recreation, employment, transit and public service uses.

Tourist Core Area Plan

The Tourist Core Area Plan was adopted by the City "to establish a framework that will achieve redevelopment and reinvestment in properties, on the ground environmental improvement, enhancement of the built environment...and increased access to recreation opportunities." The proposed amendments would rezone the subject parcel to TSC-MUC and would potentially allow for residential development beyond the one caretaker unit or employee housing that is currently allowed. The proposed amendment is consistent with the Tourist Core Area Plan Town Center and TSC-MU designation, which encourages the diversification of land uses within close proximity to employment centers, services, recreation and transit.

While the TCAP currently shows the amendment area in the Recreation District it is also included in the TCAP Town Center Overlay and included in the Transfer of Development Rights Receiving Area. The amendment is, therefore, also internally consistent with the TCAP.

TRPA Regional Plan

The TRPA Conceptual Regional Land Use Map (https://www.trpa.gov/wp-content/uploads/documents/archive/2/FinalAdoptedRegionalPlanMaps_amended1-2-2018.pdf) identifies the amendment area as "Tourist" land use and within a "Town Center" district. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the Region. The amendment is, therefore, consistent with the TRPA Regional Plan. Specifically, the amendment is compatible with TRPA Land Use Policies LU-1.1 and LU-1.2 as well as Community Design Policy LU-2.1

A precedent exists for rezoning recreation properties to allow for residential and tourist accommodation uses. These include an amendment in the 1990s to Plan Area Statement 070 to permit tourist accommodation uses within the existing Edgewood Tahoe Golf Course and the 2012 TRPA Regional Plan creation of a Resort Recreation District for Edgewood Company's "mountain parcel" and the Heavenly Ski Resort California base lodge area. These amendments allow for multi-family development and tourist accommodation uses on formerly zoned recreation properties close to employment centers, services, recreation, and transit.

Attachment B
TRPA Adopting Ordinance 2024-__

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2024-__

AN AMENDMENT TO ORDINANCE NO. 2022-02 TO ADOPT
TOURIST CORE AREA PLAN AMENDMENTS

The Governing Board of the Tahoe Regional Planning Agency (TRPA) does ordain as follows:

Section 1.00 Findings

- 1.10 It is desirable to amend TRPA Ordinance 2022-02 by amending the Tourist Core Area Plan to further implement the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact.
- 1.20 The Tourist Core Area Plan amendments were the subject of an Initial Environmental Checklist (IEC), which was processed in accordance with Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The Tourist Core Area Plan amendments have been determined not to have a significant effect on the environment and are therefore exempt from the requirement of an Environmental Impact Statement (EIS) pursuant to Article VII of the Compact.
- 1.30 The Advisory Planning Commission (APC) and the Governing Board have each conducted a noticed public hearing on the proposed Tourist Core Area Plan amendments. The APC has recommended Governing Board adoption of the necessary findings and adopting ordinance. At these hearings, oral testimony and documentary evidence were received and considered.
- 1.40 The Governing Board finds that the Tourist Core Area Plan amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.
- 1.50 Prior to the adoption of these amendments, the Governing Board made the findings required by TRPA Code of Ordinances Section 4.5, and Article V(g) of the Compact.
- 1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

Ordinance 2022-02, as previously amended, is hereby amended by amending the Tourist Core Area Plan as set forth in Exhibit 1.

Section 3.00 Interpretation and Severability

The provisions of this ordinance amending the TRPA Code of Ordinances adopted hereby shall be liberally construed to affect their purposes. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance and the amendments to the Regional Plan Package shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendments to the Regional Plan Package are hereby declared respectively severable.

Section 4.00 Effective Date

The provisions of this ordinance amending the Tourist Core Area Plan shall become effective on adoption.

PASSED AND ADOPTED by the Tahoe Regional Planning Agency Governing Board at a regular meeting held on _____, 2024, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

Cindy Gustafson, Chair
Tahoe Regional Planning Agency
Governing Board

Attachment B
Exhibit 1

Proposed Amendments to the Tourist Core Area Plan, Table 1: Permitted Uses by Land Use District

Resolution 2024-048

**Adopted by the City of South Lake Tahoe
City Council**

April 23, 2024

Adopting the Tourist Core Area Plan/Specific Plan Amendments and Initial Study/Mitigated Negative Declaration

BACKGROUND

- A. The Tourist Core Area Plan/Specific Plan was adopted by the City of South Lake Tahoe City Council on October 15, 2013 (Ordinance 2013-1060).
- B. The City received an application from HVR Acquisitions to amend the Tourist Core Area Plan to rezone a portion of APN 029-441-024 to Tourist Center Mixed-Use District and limit uses to residential, liner public facilities, recreation, resource management, and open space uses.
- C. In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15070, the City of South Lake has prepared an Initial Study/Negative Declaration for the Tourist Core Area Plan/Specific Plan Amendments in compliance with CEQA.
- D. In accordance with Government Code Section 65352, the City prepared a Notice of Availability and Notice of Intent to adopt an Initial Study/Mitigated Negative Declaration for the proposed Tourist Core Area Plan/Specific Plan Amendments and circulated the Initial Study/Mitigated Negative Declaration for public comment between January 19, 2024, and February 26, 2024.
- E. Pursuant to California Government Code Section 65453, a specific plan may be prepared and adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.
- F. The City of South Lake Tahoe Planning Commission, at a duly noticed public hearing held on March 21, 2024, considered the proposed amendments and found that 1) the Initial Study/Mitigated Negative Declaration reflects the City's independent judgment and analysis, 2) that there is no substantial evidence that the proposed Tourist Core Area Plan/Specific Plan Amendments will have a

significant effect on the environment, and adopted the Tourist Core Area Plan/Specific Plan Amendments Initial Study/Mitigated Negative Declaration.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED,
that the City of South Lake Tahoe City Council:

1. Finds that the Initial Study/Mitigated Negative Declaration reflects the City's independent judgment and analysis.
2. Finds that there is no substantial evidence that the proposed Tourist Core Area Plan/Specific Plan Amendments will have a significant effect on the environment.
3. Finds the foregoing recitals are true and correct and made part of this resolution.
4. Adopts the Tourist Core Area Plan/Specific Plan Amendments as outlined in Exhibit 1 to this resolution.

Adopted by the City of South Lake Tahoe City Council on April 23, 2024, by the following vote:

Yes: Bass, Creegan, Wallace

No: Robbins

Absent: Friedrich


Cody Bass (Apr 25, 2024 14:13 PDT)
Cody Bass, Mayor

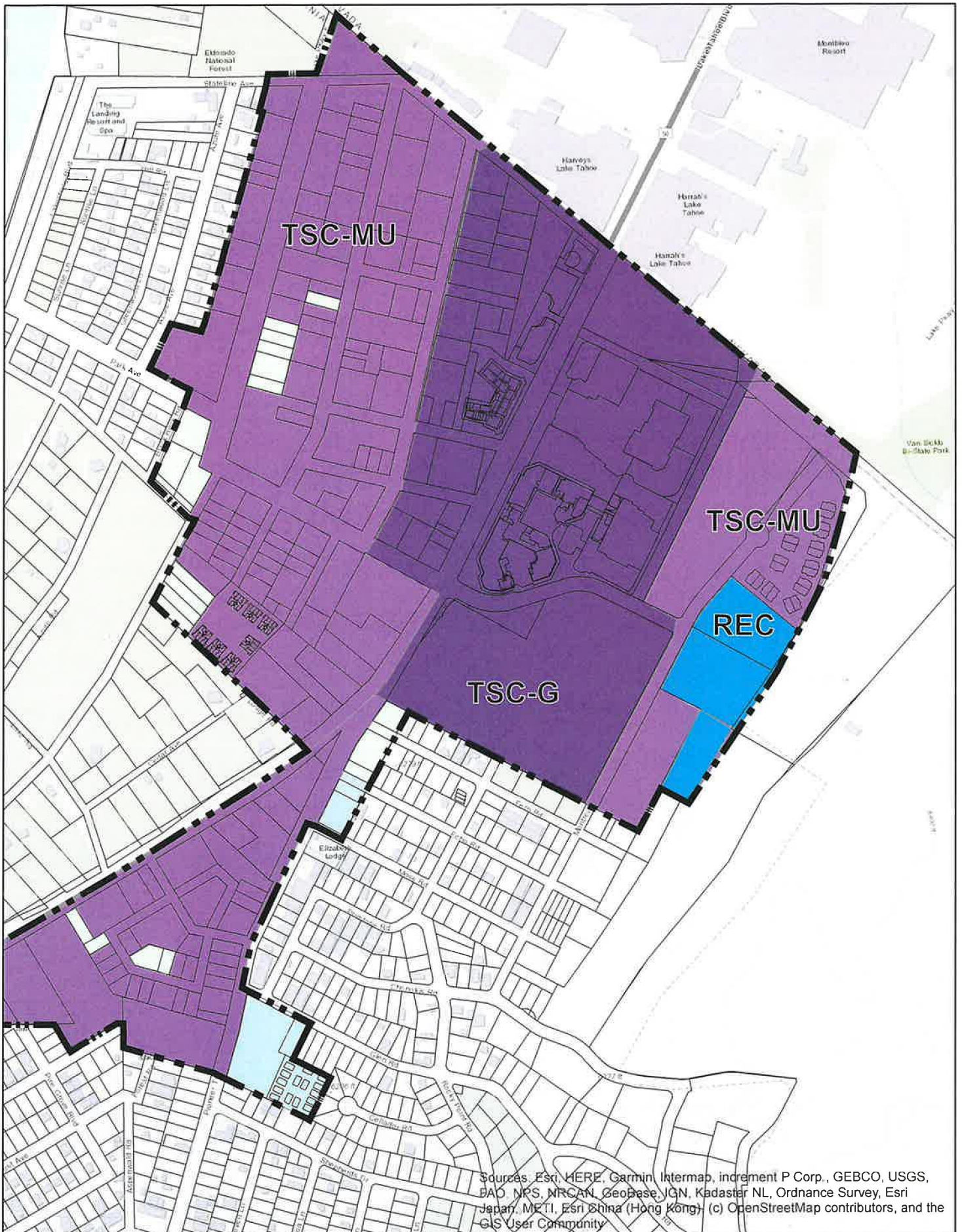
Date: 04/25/2024

Attest:


Susan Blankenship (Apr 24, 2024 11:03 PDT)
Susan Blankenship, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the South Lake Tahoe City Council.

EXHIBIT 1 - EXISTING CONDITIONS



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Appendix C

Development and Design Standards

This section sets out the development standards, design standards and permissible uses for the land use districts in the Tourist Core Area Plan to achieve its desired urban form.

Applicability: All projects within the Tourist Core Area Plan shall meet the standards provided below. In addition, all projects are required to meet the Citywide Design Standards as well when applicable. Should a conflict occur between the Citywide standards and the Tourist Core Area Plan standards, the standards of this Area Plan shall apply. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.

PERMISSIBLE USES

Table 1 lists the permitted primary land uses by district for the Tourist Core Area Plan and land use definitions are provided in Table 2. The regulations for the district are established by letter designations listed below. The designations apply strictly to the permissibility of land uses; applications for buildings or structures may require discretionary review. Uses not listed in the Table are prohibited.

(A) designates allowed uses subject to zoning compliance. An allowed use is one that can be established as the primary use of a building.

(S) designates uses that are permitted subject to approval of a Special Use Permit. A Special Use Permit requires discretionary approval by the City Planning Commission or Zoning Administrator following review and a determination that the nature of the proposed use, at the location proposed, is not detrimental to the public welfare or injurious to property or improvements in the neighborhood. To obtain a special use permit, the applicant must generally show that the contemplated use is compatible with the zoning ordinance and land use standards. Findings that such use would be essential or desirable to the public convenience or welfare, and will not impair the integrity and character of the zoned district or be detrimental to the public health, safety, morals or welfare are required.

(TRPA) designates uses that require TRPA review and permitting

(-) designates uses that are not permitted.

Proposed language is bolded and underlined

Tourist Core Area Plan

| Table 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|--|-------|------------|---------|---------|-------|-----------------------|-----|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "-" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area #1 | REC | OS |
| RESIDENTIAL | | | | | | | | |
| Domestic Animal Raising | - | - | - | - | - | - | S | - |
| Employee Housing | S | S | A | S | S | S | A | - |
| Multiple Family Dwelling | A | A | A | A | A | A | - | - |
| Multi-Person Dwelling | S | S | S | S | S | S | - | - |
| Single Family Dwelling (includes condominiums) | A8 | A | A | A | A | A | S1 | - |
| TOURIST ACCOMMODATION | | | | | | | | |
| Bed & Breakfast Facilities | - | <u>A13</u> | A9 | S | A | A | - | - |
| Hotel, Motel, Other Transient Dwelling Units | A | <u>A13</u> | A9 | S | A | A | - | - |
| Time Sharing | A | <u>A13</u> | A9 | S | S | A | - | - |
| RETAIL COMMERCIAL | | | | | | | | |
| General Retail and Personal Services | A | <u>A13</u> | A9 | S | A | A | - | - |
| Building Material & Hardware | S6 | - | - | - | - | S | - | - |
| Nursery | - | - | A9 | - | - | S | - | - |
| Outdoor Retail Sales | A | - | S9 | - | - | S | - | - |
| Eating & Drinking Places | A | <u>S13</u> | A9 | S | A | A | - | - |
| Service Stations ¹¹ | S | <u>S13</u> | - | - | S | S | - | - |
| ENTERTAINMENT COMMERCIAL | | | | | | | | |
| Amusement & Recreation | S | <u>S13</u> | - | - | - | A | - | - |
| Privately Owned Assembly and Entertainment | S | S | - | - | - | S | S | - |
| Outdoor Amusements | - | S | S | - | S | S | S | - |
| SERVICE COMMERCIAL | | | | | | | | |
| Animal Husbandry Services | - | - | - | - | - | A | - | - |
| Business Support Services | A7 | <u>S13</u> | S9 | - | S | A | - | - |
| Health Care Services | A2,5 | - | A9 | - | A | A | - | - |
| Professional Offices | A3,4 | <u>A13</u> | A9 | A | A | A | - | - |
| Schools – Business & Vocational | S | - | S9 | - | A | A | - | - |
| LIGHT INDUSTRIAL COMMERCIAL | | | | | | | | |
| Small Scale Manufacturing | S | <u>S13</u> | S9 | S | - | S12 | - | - |
| Industrial Services ¹¹ | - | - | - | - | - | S12 | - | - |
| WHOLESALE/STORAGE COMMERCIAL | | | | | | | | |
| Vehicle Storage & Parking ¹¹ | S | <u>S13</u> | S9 | S | S | S | - | - |
| Wholesale and Distribution | - | - | - | - | - | S12 | - | - |
| GENERAL PUBLIC SERVICE | | | | | | | | |
| Religious Assembly | - | S | S9 | - | S | A | - | - |
| Cultural Facilities | S | <u>S13</u> | S9 | - | S | A | - | - |
| Daycare Centers/Preschool | A | <u>A13</u> | A10 | A | A | A | - | - |
| Government Offices | - | - | A9 | - | - | S | - | - |
| Local Assembly & Entertainment | S | S | - | - | - | S | - | - |
| Local Public Health and Safety Facilities ¹¹ | A | A | A | A | A | A | A | A |

| Table 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|--|-------|--------|---------|---------|--------|-----------------------|-----|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "–" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area #1 | REC | OS |
| Public Owned Assembly & Entertainment | S | S | - | - | - | - | S | - |
| Public Utility Centers ¹¹ | - | S13 | - | - | - | - | - | - |
| Social Service Organizations | - | - | A9 | - | A | A | - | - |
| LINEAR PUBLIC FACILITIES | | | | | | | | |
| Pipelines & Power Transmission | S | S | S | S | S | S | S | S |
| Transit Stations & Terminals | S | S | S | S | S | S | S | S |
| Transportation Routes | S | S | S | S | S | S | S | S |
| Transmission & Receiving Facilities | S | S | S | S | S | S | S | S |
| RECREATION | | | | | | | | |
| Cross Country Ski Courses | - | - | - | - | - | - | S | - |
| Day Use Areas | A | A | A | A | A | A | A | A |
| Group Facilities | - | - | - | - | - | - | S | - |
| Outdoor Recreation Concessions | - | - | - | - | S | S | - | - |
| Participant Sport Facilities | S | - | - | - | - | - | - | - |
| Riding and Hiking Trails | - | - | - | - | - | S | S | - |
| Rural Sports | - | - | - | - | - | S | S | - |
| Snowmobile Courses | - | - | - | - | - | S | S | - |
| Visitor Information Centers | S | S | - | - | S | - | - | - |
| RESOURCE MANAGEMENT | | | | | | | | |
| Forest and Timber Resource Management | A | A | A | A | A | A | A | A |
| Vegetation Resource Management | A | A | A | A | A | A | A | A |
| Water Quality Improvements and Watershed Management | A | A | A | A | A | A | A | A |
| Wildlife and Fisheries Resource Management | A | A | A | A | A | A | A | A |
| Range Management | - | - | - | - | - | - | A | - |
| OPEN SPACE | | | | | | | | |
| Allowed in all areas of the Region | A | A | A | A | A | A | A | A |
| SHOREZONE | | | | | | | | |
| (Tolerance Districts 1 and 4) | | | | | | | | |
| Water Oriented Outdoor Recreation Concession | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Beach Recreation | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Water Borne Transit | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Boat Launching Facilities | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Tour Boat Operations | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Safety and Navigation Devices | - | - | - | - | TRPA-A | TRPA-A | - | - |
| (Shorezone Tolerance District 4) | | | | | | | | |

| Table 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|--|-------|--------|---------|---------|--------|-----------------------|-----|----|
| Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "-" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC | TSC-NMX | TSC-G | TSC-G Special Area #1 | REC | OS |
| Marinas | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Buoys | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Piers | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Fences | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Boat Ramps | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Floating Docks and Platforms | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Shoreline Protective Devices | - | - | - | - | TRPA-S | TRPA-S | - | - |
| Water Intake Lines | - | - | - | - | TRPA-A | TRPA-A | - | - |

Note: In the Regional Center all residential projects equal to or exceeding 100,000 square feet of new floor area or non-residential projects equal to or exceeding 80,000 square feet of new floor area require TRPA review and approval. In the Town Center all residential projects equal to or exceeding 50,000 square feet of new floor area or non-residential projects equal to or exceeding 40,000 square feet of new floor area require TRPA review and approval.

1. Caretaker Residence Only
2. All Health Care Services are allowed except emergency outpatient or urgent care facilities which shall only be considered along Heavenly Village Way, formerly Park Avenue.
3. Allow Realty Offices within the district and limit financial services to ATMs.
4. Allow consideration for placement of Realty Offices within the district, and only when operated in conjunction with approved Park Avenue Redevelopment fractional ownership tourist accommodation projects. Such use shall occupy no more than five percent (5%) of the commercial floor area with any project area within the district.
5. All Health Care Services uses permissible throughout special district; provided that any Health Care Services uses proposed to front on either side of US Highway 50 and/or the intersections of Heavenly Village Way (formerly Park Avenue) and Stateline Avenue are limited to second floor or higher. See TRPA Ordinance 2009-05 Exhibit 2 for specific limitation locations.
6. Outdoor storage and display is prohibited.
7. Shall not front on US Highway 50.
8. Condominiums only.
9. Use not permitted in Special Area #1, which comprises of APNs 028-081-02, 028-081-04 & 028-081-15.
10. Daycare center allowed as an accessory use.
11. Land use category is identified in TRPA Code Section 60.3 as a "possible contaminating activity." Triggering special requirements pursuant to TRPA Code Section 60.4 if located within a Source Water Protection Zone.
12. Use only allowed in connection with a retail commercial use where it will enhance the visitor experience and is limited in size to 30% of the associated retail space.
13. **Uses not permitted in APN 029-441-024**










Resolution 2024-048 Tourist Core Area Plan

Final Audit Report

2024-04-25

| | |
|-----------------|---|
| Created: | 2024-04-24 |
| By: | Michelle Davis (medavis@cityofslt.us) |
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Attachment C
[Initial Environmental Checklist \(IEC\)](#) (Link)

Attachment C

Exhibit 1

[Mitigated Negative Declaration/Response to Comments](#) (Link)

Attachment D
Required Findings/Rationale and Finding of No Significant Effect (FONSE)

ATTACHMENT D

REQUIRED FINDINGS FOR AMENDMENTS OF THE CITY OF SOUTH LAKE TAHOE'S TOURIST CORE AREA PLAN RECREATION PARCEL

This document contains required findings per Chapter 3, 4, and 13 of the TRPA Code of Ordinances for amendments to the City of South Lake Tahoe's Tourist Core Area Plan (TCAP):

Chapter 3 Findings: The following finding must be made prior to amending the TCAP:

1. Finding: The proposed amendments could not have a significant effect on the environment with the incorporation of mitigation and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

Rationale: Based on the completed Initial Environmental Checklist/Mitigated Finding of No Significant Effect (IEC/FONSE), no significant environmental impacts have been identified as a result of the proposed amendments. The IEC was prepared to evaluate the potential environmental impacts of the amendments and tiers from and incorporates by reference specific analyses contained in the following environmental review documents:

- TRPA, *Regional Plan Update EIS*, certified by the TRPA Governing Board on December 12, 2012 (RPU EIS).
- TRPA, *Tourist Core Area Plan IEC/FONSE*, certified by the TRPA Governing Board on November 11, 2013 (TCAP IEC).
- City of South Lake Tahoe, *General Plan Update EIR*, certified by the City Council on May 17, 2011.
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy IS/MND/IEC/FONSE*, certified by the TMPO Board and the TRPA Governing Board on April 2021 (RTP IS/IEC).

These program-level environmental documents include a regional and city-wide cumulative scale analysis and a framework of mitigation measures that provide a foundation for subsequent environmental review at an Area Plan level. Because the amendments are consistent with the Regional Plan, Regional Transportation Plan (RTP), and General Plan, which have approved program-level EISs/EIRs, the TCAP amendment is within the scope of these program-level EISs/EIRs.

The proposed project evaluated by the IEC are the amendments of the TCAP as summarized in this packet.

This IEC is tiered from the TRPA 2012 Regional Plan Update EIS in accordance with Section 6.12 of the TRPA Rules of Procedures. The 2012

RPU EIS is a Program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedures (Environmental Impact Statements) and Chapter 3 (Environmental Documentation) of the TRPA Code of Ordinances. The 2012 Regional Plan Update (RPU) is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The 2012 RPU EIS analyzes full implementation of uses and physical development proposed under the 2012 RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The TCAP is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS. By tiering from the 2012 RPU EIS, this IEC relies on the 2012 RPU EIS for the following:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2012 RPU EIS for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This IEC evaluates the potential environmental impacts of the proposed amendments with respect to the 2012 RPU EIS to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.3 of the IEC and based on the analysis contained in the IEC, it has been determined that the proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project (Measure PS-1: Fencing), could have no significant effect on the environment. Therefore, a Mitigated Finding of No Significant Effect will be prepared.

This IEC concludes that many potentially significant project impacts are addressed by the measures that have been adopted as part of the approval of the 2012 RPU. Therefore, those 2012 RPU EIS mitigation measures that are related to, and may reduce the impacts of, this project are identified in the IEC.

Nothing in this IEC in any way alters the obligations of the City or TRPA to implement the mitigation measures adopted as part of the RPU.

The proposed amendments include rezoning a parcel from Recreation to Tourist Center Mixed-Use and the addition of policies related to the restriction of land uses and density allowed on the rezoned parcel. These amendments, as described in this packet, will become part of the

Regional Plan and will replace existing plans for this geographical area within the City of South Lake Tahoe.

The IEC assessed potential impacts to the affected physical environment from the amendments to design standards in Appendix C of the TCAP. It also evaluated project specific environmental impacts of a proposed multi-family residential development should the amendments be adopted. Based on the review of the evidence, the analysis and conclusions in the IEC determined that the amendments will not have a significant impact on the environment not otherwise evaluated in the RPU EIS and TCAP IEC and potential significant impacts will be mitigated or addressed through implementation of Project specific mitigation (Measure PS-1: fencing around the proposed multi-family residential development), the RPU, RTP, and the City's General Plan.

Chapter 4 Findings: The following findings must be made prior to adopting the TCAP Amendments:

1. Finding: The proposed Area Plan Amendment is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Community Plan/Plan Area Statements, the TRPA Code of Ordinances, and other TRPA plans and programs.

Rationale: Land Use Policy 4.6 of TRPA's Goals and Policies encourages the development of Area Plans that improve upon existing Plan Area Statements and Community Plans or other TRPA regulations in order to be responsive to the unique needs and opportunities of the various communities in the Tahoe Region. The amendments include all required elements identified in Land Use Policies 4.8, 4.9 and 4.10 as demonstrated in the Conformance Review Checklist.

The amendments were prepared in conformance with the substantive and procedural requirements of the Goals and Policies, as implemented through TRPA Code of Ordinances, Chapter 13, *Area Plans*. The TCAP is consistent with the Tahoe Regional Plan and TRPA Code of Ordinances, as shown in the Conformance Review Checklist and as demonstrated by the IEC. The proposed amendments include rezoning a parcel from Recreation to Tourist Center Mixed-Use.

Pursuant to Code Section 4.4.2, TRPA considers, as background for making the Section 4.4.1.A through C findings, the proposed project's effects on compliance measures (those implementation actions necessary to achieve and maintain thresholds), supplemental compliance measures (actions TRPA could implement if the compliance measures prove inadequate to achieve and maintain thresholds), the threshold indicators (adopted measurable physical phenomena that relate to the status of threshold attainment or maintenance), additional factors (indirect measures of threshold status, such as funding levels for Environmental Improvement Program (EIP) projects), and interim and target dates for threshold achievement. TRPA identifies and reports on threshold compliance measures, indicators, factors and targets in the Threshold Evaluation Reports prepared pursuant to TRPA Code of Ordinances, Chapter 16, *Regional Plan and Environmental Threshold Review*.

TRPA relies upon the project's accompanying environmental documentation, staff's professional analysis, and prior plan level documentation, including findings and EISs, to reach the fundamental conclusions regarding the project's consistency with the Regional Plan and thresholds. A project that is consistent with all aspects of the Regional Plan and that does not adversely affect any threshold is, by definition, consistent with compliance measures, indicators and targets. In order to increase its analytical transparency, TRPA has prepared worksheets related specifically to the 4.4.2 considerations, which set forth compliance measures and threshold indicators. Effects of the proposed project (here the amendments and subsequent multi-family residential development) on these items, if any, are identified and to the extent possible described. TRPA cannot identify some target dates, status and trend for some threshold indicators because of a lack of available information. TRPA may still determine whether the project will affect the 4.4.2 considerations (and ultimately consistency with the Regional Plan and impact on thresholds) based on the project's specific environmental impacts related to those threshold indicators.

Based on the IEC, the RPU EIS, the TCAP IEC, the RPU and RTP findings made by the TRPA Governing Board, and the Section 4.4.2 staff analysis, and using applicable measurement standards consistent with the available information, the amendments will not adversely affect applicable compliance and supplemental compliance measures, indicators, additional factors, and attainment of targets by the dates identified in the 2019 Threshold Evaluation. The TCAP incorporates and/or implements relevant compliance measures, and with the implementation of the measures with respect to development within the TCAP, the effects are not adverse, and with respect to some measures, are positive. (See Threshold Indicators and Compliance Measures Worksheets)

TRPA anticipates that implementation of the amendments will accelerate threshold gains by encouraging the redevelopment of an aging town center and as demonstrated below.

Section 4.4.2.B also requires TRPA to disclose the impact of the proposed project on

its cumulative accounting of units of use (e.g., residential allocations, commercial floor area). The TCAP Amendment does not affect the cumulative accounting of units of use as no additional residential, commercial, tourist, or recreation allocations are proposed or allocated as part of these amendments. For the subsequent multi-family residential development project proposed within the TCAP, existing banked units of use located within the project area would be utilized if approved.

Similarly, Section 4.4.2.C requires TRPA to confirm whether the proposed project is within the remaining capacity for development (e.g., water supply, sewage, etc.) identified in the environmental documentation for the Regional Plan. The amendments do not affect the amount of the remaining capacities available, identified and discussed in the RPU EIS. The TCAP does not allocate capacity or authorize any particular development. To the extent the amendments enable the use of redevelopment incentives, those incentives are within the scope of the incentives analyzed by the RPU EIS.

TRPA therefore finds that the amendments are consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Community Plans, Plan Area Statements, the TRPA Code or Ordinances, and other TRPA plans and programs.

2. Finding: The proposed ordinance and rule amendments will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: As demonstrated in the completed IEC, no significant environmental effects were identified as a result of the proposed amendments, and the IEC did not find any thresholds that would be adversely affected or exceeded. As found above, the Area Plan, as amended, is consistent with and will help to implement the Regional Plan.

TRPA reviewed the proposed amendment in conformance with the compliance measures and threshold indicators and found no adverse effects. TRPA anticipates that implementation of the TCAP will accelerate threshold gains as demonstrated below. Because the principal beneficial impacts of implementation of the TCAP depend upon the number and size of redevelopment projects, the specific extent and timing or rate of effects of the TCAP cannot be determined at this time. However, pursuant to Chapter 13 of the TRPA Code of Ordinances, TRPA will monitor all development projects within the TCAP through quarterly and annual reports. These reports will then be used to evaluate the status and trend of the threshold every four years.

The amendments do not affect the cumulative accounting of units of use as no additional residential, commercial, tourist or recreation allocations are proposed or allocated as part of this Regional Plan amendment. Any allocations used as a result of these amendments and the subsequent multi-family residential development would be taken from banked units of use currently available on the subject parcel (APN 029-441-024).

The amendments do not affect the amount of the remaining capacity available, as the remaining capacity for water supply, sewage collection and treatment, recreation and vehicle miles travelled have been identified and evaluated in the RPU EIS. No changes to the overall capacity are proposed in these amendments. TRPA therefore finds that the amendments will not cause the thresholds to be exceeded.

3. Finding: Wherever federal, state or local air and water quality standards applicable for the Region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: Based on the following: (1) TCAP Amendment IEC; (2) RPU EIS; (3) RTP EIR/EIS; and (4) 2019 Threshold Evaluation Report, adopted by the Governing Board, no applicable federal, state or local air and water quality standard will be exceeded by adoption of the amendments. The proposed amendments do not affect or change the Federal, State or local air and water quality standards applicable for the Region. Projects developed under the TCAP will meet the strictest applicable air quality standards and implement water quality improvements consistent with TRPA Best Management Practices (BMPs) requirements and the Lake Tahoe Total Maximum Daily Load (TMDL) and County's Pollutant Load Reduction Plan (PLRP). Federal, State, and local air and water quality standards remain applicable for all parcels in the TCAP, thus ensuring environmental standards will be achieved or maintained pursuant to the Bi-State Compact.

4. Finding: The Regional Plan and all of its elements, as amended, achieves and maintains the thresholds.

Rationale: **I. Introduction**

In 1980, Congress amended the Compact to accelerate the pace of environmental progress in the Tahoe Region by tasking TRPA with adopting a regional plan and implementing regulations that protect the unique national treasure that is Lake Tahoe. First, Article V(b) required that TRPA, in collaboration with Tahoe's other regulatory agencies, adopt "environmental threshold carrying capacities" ("thresholds" or "standards") establishing goals for a wide array of environmental criteria, including water quality, air quality, and wildlife. Second, Article V(c) directed TRPA to adopt a "regional plan" that "achieves and maintains" the thresholds, and to "continuously review and maintain" implementation of the plan.

The 1980 Compact inaugurated an era of establishing and enforcing rigorous

controls on new development. In 1982, TRPA adopted the necessary thresholds for the Tahoe Region. These thresholds are a mix of both long- and short-term goals for the Tahoe Region. The Region was “in attainment” of a number of these thresholds shortly after the adoption of the Regional Plan and remains in attainment today. Other thresholds address more intractable problems; for example, TRPA established numeric water quality standards that, even under best-case conditions, could not be attained for decades. *See, e.g., League to Save Lake Tahoe v. Tahoe Reg’l Planning Agency*, 739 F. Supp. 2d 1260, 1265 (E.D. Cal. 2010).

The second phase in this process was establishing a regional plan that, when implemented through rules and regulations, would ultimately “achieve and maintain” the thresholds over time. In 1987, following years of negotiation and litigation, TRPA adopted its Regional Plan. The 1987 Regional Plan employed a three-pronged approach to achieve and maintain the adopted environmental thresholds. First, the plan established a ceiling on development in Tahoe and restricted the placement, timing, and extent of new development. Second, the plan sought to prevent new harm to the environment as well as repair the environmental damage caused by existing development, particularly for projects that pre-dated TRPA’s existence (i.e., correcting the “sins of the past”); to this end, the plan created incentives to redevelop urbanized sites under more protective regulations and to transfer development out of sensitive areas that would then be restored. Third, TRPA adopted a capital investment program that was largely but not exclusively publicly funded to achieve and maintain thresholds by improving infrastructure and repairing environmental damage. In 1997, TRPA replaced this program with its “Environmental Improvement Program” (“EIP”). In subsequent years, TRPA generated investments of well over \$1 billion in public and private money to restore ecosystems and improve infrastructure under the EIP. Recent litigation confirmed that the Regional Plan as established in 1987 and subsequently amended over time will achieve and maintain the adopted environmental thresholds. *Sierra Club v. Tahoe Reg’l Planning Agency*, 916 F.Supp.2d 1098 (E.D. Cal. 2013) [Homewood litigation].

Regional Plan Update Process

Even though implementation of the 1987 Regional Plan would achieve and maintain the thresholds, in 2004 TRPA began public outreach and analysis of the latest science and monitoring results to identify priority areas in which the Regional Plan could be comprehensively strengthened to accelerate the rate of threshold attainment. TRPA’s policymakers realized that the challenges facing the Region differed from those confronting the agency when it adopted its original Regional Plan in 1987. Uncontrolled new growth that had been the primary threat decades earlier had been brought into check by the strict growth limitations in the 1987 Regional Plan. Today’s problems differed, resulting from the continuing deterioration and lack of upgrades to existing “legacy” development. In essence, to make the greatest environmental difference, the Tahoe Region needed to fix what was already in place. In addition, TRPA realized some existing land-use controls could be improved to remove barriers to redevelopment that would address

ongoing environmental degradation caused by sub-standard development constructed before TRPA had an adopted Regional Plan or even came into existence. Land use regulations and public and private investment remain essential to attaining the thresholds for Lake Tahoe.

Furthermore, TRPA recognized that the social and economic fabric of the Tahoe Region could not support the level of environmental investment needed. The economic foundation of gaming had fallen away, and the level of environmental investment needed could not be supported solely by an enclave of second homes for the wealthy. Businesses and the tourism sector were faltering. Affordable housing and year-round jobs were scarce. Local schools were closing, and unemployment was unusually high. In light of these realities, TRPA sponsored an ongoing outreach program to obtain input on how to advance TRPA's environmental goals. Between 2004 and 2010, TRPA conducted over 100 public meetings, workshops, and additional outreach. More than 5,000 people provided input regarding their "vision" for TRPA's updated Regional Plan. Based on this input, TRPA identified a number of priorities to be addressed by the updated Regional Plan, including:

1. Accelerating water quality restoration and other ecological benefits by supporting environmental redevelopment opportunities and EIP investments.
2. Changing land-use patterns by focusing development in compact, walkable communities with increased alternative transportation options.
3. Transitioning to more permitting by local governments to create "one-stop" and "one permit" for small to medium sized projects, where local government wanted to assume these duties.

On December 12, 2012, TRPA's nine-year effort culminated with the approval of the Regional Plan Update.

Regional Plan Update Amendments

The Regional Plan Update ("RPU") uses multiple strategies targeting environmental improvements to accelerate achieving and maintaining threshold standards in the Region. First, the RPU maintains both regulatory and implementation programs that have proven effective in protecting Lake Tahoe's environment. TRPA's regional growth control regulatory system, strict environmental development standards, and inter-agency partnerships for capital investment and implementation (e.g., EIP) remain in place.

Second, the RPU promotes sensitive land restoration, redevelopment, and increases the availability of multi-modal transportation facilities. The implementation of the RPU will facilitate transferring existing development from outlying, environmentally-sensitive areas into existing urbanized community centers. The RPU provides incentives so that private capital can be deployed to

speed this transformation.

Third, the RPU authorizes the Area Plan process for communities and land management agencies in the Tahoe Region in order to eliminate duplicative and unpredictable land use regulations that deterred improvement projects. Area Plans, created pursuant to Chapter 13 of the TRPA Code of Ordinances, also allows TRPA and local, state, federal, and tribal governments to expand the types of projects for which local, state, federal, and tribal governments apply TRPA rules to proposed projects within the Tahoe Region. After approval of an Area Plan by TRPA, this process allows a single government entity to review, permit, and inspect projects in their jurisdiction. All project approvals delegated to other government entities may be appealed to the TRPA for final decision. In addition, the performance of any government receiving delegated authority will be monitored quarterly and audited annually to ensure proper application of TRPA rules and regulations.

As noted above, a variety of strategies in the Regional Plan will work together to accelerate needed environmental gains in the categories where threshold benefits are most needed – water quality, restoration of sensitive lands, scenic quality advances in developed roadway units, and efforts to continue maintenance and attainment of air quality standards. Area Plans that include “Centers” play a key role in the Regional Plan’s overall strategy by activating environmental redevelopment incentives (e.g., increases in density and height) that also provide the receiving capacity for transfers of units from sensitive lands. The next section of this finding establishes how the City of South Lake Tahoe’s TCAP fulfills the role anticipated by the RPU and RTP and the expected threshold gain resulting from its implementation.

II. TCAP Amendments and Threshold Gain

The TCAP Amendments accelerate threshold gain including water quality restoration, scenic quality improvement, and other ecological benefits, by supporting environmental redevelopment opportunities and Environmental Improvement Program (EIP) investments. The amendments will help to accelerate environmental redevelopment within an existing town center by facilitating development of multi-family residential housing within close proximity to the commercial core. Locating multi-family residential and short term vacation rentals in walkable Town Center areas reduces VMT and traffic congestion. These redevelopment incentives are intended to increase the rate of redevelopment and will likewise increase the rate of threshold gain by accelerating the application of controls designed to enhance water quality, air quality, soil conservation, scenic quality and recreational improvements to projects that wouldn’t otherwise be redeveloped absent TCAP provisions.

The TCAP’s Development and Design Standards represent a significant step forward in enhancing the aesthetics of the built environment and will result in improvements to the scenic threshold as projects are approved and built. Redevelopment of existing Town Centers and the Regional Center is identified in

the Regional Plan as a high priority.

As described in more specific detail below, the amendments beneficially affects multiple threshold areas.

A. Water Quality

The 2019 Threshold Evaluation found that the trend in reduced lake clarity has been slowed. The continued improvement is a strong indication that the actions of partners in the Region are contributing to improved clarity and helping TRPA attain one of its signature goals.

An accelerated rate of redevelopment within the TCAP will result in accelerated water quality benefits. Each redevelopment project is required to comply with strict development standards including water quality Best Management Practices (“BMP”) and coverage mitigation requirements and will provide additional opportunities for implementing area wide water quality systems.

B. Air Quality

The 2019 Threshold Evaluation found that the majority of air quality standards are in attainment and observed change suggests that conditions are improving or stable. Actions implemented to improve air quality in the Lake Tahoe Region occur at the national, state, and regional scale. The U.S. Environmental Protection Agency and state agencies, such as the California Air Resources Board, have established vehicle tail-pipe emission standards and industrial air pollution standards. These actions have resulted in substantial reductions in the emissions of harmful pollutants at state-wide and national scales and likely have contributed to improvement in air quality at Lake Tahoe. At a regional scale, TRPA has established ordinances and policies to encourage alternative modes of transportation and to reduce vehicle idling by prohibiting the creation of new drive-through window establishments.

Facilitating projects within the approved Area Plans is an integral component in implementing regional air quality strategies and improvements at a community level. (TRPA Goals and Policies: Chapter 2, Land Use). Because the land use and transportation strategies identified in the TCAP lead to implementation of the Regional Plan, they directly contribute to achieving and maintaining the Air Quality threshold.

One of the main objectives of the TCAP is to encourage the redevelopment of the existing built environment and to provide access to recreational opportunities from walking and bike paths, as well as provide greater access to transit. Replacing older buildings with newer, more energy efficient buildings that take advantage of the City of South Lake Tahoe’s Green Building Program will also help to improve air quality and ensure the attainment of air quality standards.

TRPA’s 2020 *Regional Transportation Plan: Linking Tahoe (RTP)* includes an analysis of its conformity with the California State Implementation Plan to ensure that the

RTP remains consistent with State and local air quality planning work to achieve and/or maintain the national ambient air quality standards (NAAQS). The proposed amendment does not propose substantial changes to land use assumptions for mixed-use assigned to the amendment area and the TCAP would continue to promote higher density residential uses within one-quarter mile of transit, commercial, and public service uses, and therefore would not change the conformity determination by state regulators. The amendments would facilitate a subsequent multi-family residential development project that would place residential uses within one-quarter mile of services.

The TCAP boundaries include an existing Town Center and with existing transit routes and a multi-use shared path. This indicates that redevelopment is in the appropriate location to potentially generate the shorter trip lengths and reduce vehicle-miles traveled needed to meet the air quality goals of the Regional Plan and the City's General Plan.

C. Soil Conservation

The 2019 Threshold Evaluation found negligible change in the total impervious cover in the Region over the last five years and the majority of soil conservation standards in attainment. While the permitting process of partners has been effective in focusing development on less sensitive lands and encouraging removal of impervious cover from sensitive areas, there is still much work to be done. Plans for large scale SEZ restoration, recent improvements in the Development Rights program, and implementation of the Area Plans will continue to help achieve SEZ restoration goals.

Today, most if not all developed commercial and tourist properties exceed the 50 percent maximum land coverage allowed in the Area Plan. Several commercial properties within the subject area average 90% coverage. This indicates that future redevelopment would be required to implement excess land coverage mitigation. Furthermore, redevelopment permitting would require these properties to come into modern site design standards including landscaping, BMPs, setbacks, etc. These standards would likely result in the removal of existing land coverage for properties that are severely overcovered. The subsequent multi-family residential project would include excess land coverage mitigation if approved. Therefore, the amendments will help to accelerate threshold gain through soil conservation.

D. Scenic Quality

The 2019 Threshold Evaluation found that scenic gains were achieved in developed areas along roadways and scenic resources along the lake's shoreline, the areas most in need of additional scenic improvement. Overall, 93% of the evaluated scenic resource units met the threshold standard and no decline in scenic quality was documented in any indicator category.

The subject area is located near US Highway 50 Urban Roadway Scenic Corridor Unit #32 (Casino Area), which is not in attainment. However, the amendment area

is not visible from the US Highway 50 roadway unit, or scenic resource 32-1 which looks towards and over the amendment area to Heavenly Mountain Resort.

Future redevelopment within the subject area will not be allowed to degrade the shoreline scenic attainment. Redevelopment will be required to comply with the following TCAP Goals and Policies:

Goal NCR-1 Scenic Resources

To protect and enhance the visual connection between South Lake Tahoe and the Lake Tahoe Region’s scenic resources.

Policy NCR-1.1

Improve the visual quality of the built environment consistent with the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP) to attain threshold attainment for Scenic Roadway Units # 32, 33 and 45.

Policy NCR-1.2

Maintain Stream Environment Zone (SEZ) restoration sites and stormwater drainage basins as view corridors and scenic resources to relieve the strip commercial character along US 50 within the Tourist Core.

Policy NCR-1.3

Adopt siting and building design standards and guidelines to protect, improve, and enhance the scenic quality of the natural and built environment and take full advantage of scenic resources through site orientation, building setbacks, preservation of viewsheds, and height limits.

Furthermore, Section 7.2 and Appendix C of the Area Plan includes specific scenic resources implementation strategies to achieve the goals and policies above.

E. Vegetation

The 2019 Threshold Evaluation found that vegetation in the Region continues to recover from the impacts of legacy land use. The majority of vegetation standards that are currently not in attainment relate to common vegetation in the Region. This finding is consistent with those of past threshold evaluations. As the landscape naturally recovers from the impacts of historic logging, grazing, and ground disturbance activities over the course of this century, many of the standards are expected to be attained.

The proposed amendment area is undeveloped and covered with limited native vegetation. The proposed amendments would not alter or revise the regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of the subsequent multi-family residential development project is required to comply with Section 33.6,

Vegetation Protection During Construction, of the TRPA Code of Ordinances. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

Amending the land uses would not result in tree or vegetation removal. The proposed multi-family residential development project is subject to project-level environmental review and removal of native, live, dead or dying trees is consistent with Chapter 61, Vegetation and Forest Health, of the TRPA Code of Ordinances. Though currently within the TCAP Recreation District, the amendment area is not within TRPA's Conservation or Recreation land use classifications.

F. Recreation

The 2019 Threshold Evaluation found that land acquisition programs and the Lake Tahoe Environmental Improvement Program have contributed to improved access and visitor and resident satisfaction with the quality and spectrum of recreation opportunities. Partner agencies have improved existing recreation facilities and created new ones, including providing additional access to Lake Tahoe, hiking trailheads, and bicycle trails. Today's emerging concerns are transportation access to recreation sites and maintaining quality recreation experiences as demand grows, concerns that may require the Region to revisit policies and goals for the recreation threshold standards.

The City of South Lake Tahoe contains numerous recreational opportunities within its boundaries and in the immediate vicinity (i.e. Bonanza Park, Camp Richardson, Pope Beach, Baldwin Beach, Kiva Beach, Taylor Creek Day Use Area, Regan Beach, Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California base, Van Sickle Bi-State Park, Bijou Golf course, and other hiking and mountain bicycle trails).

The TCAP includes goals and policies regarding maintaining, improving and expanding recreation facilities and providing enhanced access through the construction of sidewalks and bike paths and improving public transit.

The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 (Regulation of Additional Recreation Facilities) of the TRPA Code of Ordinances. No additional PAOTs are proposed by the amendment. Though the amendment would rezone a privately-held parcel location within the TCAP recreation zoning district to the tourist mixed-use zoning district, the amendment does not include any changes to recreational land uses or policies, nor does it eliminate a planned recreational use for the TCAP.

G. Fisheries

While the 2019 Threshold Evaluation found standards for fisheries to generally be

in attainment, the standards focus on physical habitat requirements that may not reflect the status of native fish populations. Recent population surveys in Lake Tahoe suggest significant declines in native fish species in parts of the nearshore. Declines are likely the result of impacts from the presence of aquatic invasive species in the lake. While efforts to prevent new invasive species from entering the lake have been successful, mitigating the impact of previously introduced existing invasive species remains a high priority challenge. Invasive species control projects are guided by a science-based implementation plan. Ensuring native fish can persist in the Region and the restoration of the historic trophic structure to the lake will likely require partners to explore novel methods to control invasive species and abate the pressure they are placing on native species. Climate change driven shifts in the timing and form of precipitation in the Region pose a longer-term threat to native fish that may need to be monitored.

BMPs required for project development would improve water quality and thus could contribute to improved riparian and lake conditions in receiving water bodies. The TCAP Amendment will not alter the Resource Management and Protection Regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. Chapter 63: Fish Resources includes the provisions to ensure the protection of fish habitat and provide for the enhancement of degraded habitat. Development within the TCAP could benefit the Fisheries Threshold through Goals and Policies aimed at the restoration of SEZs and implementation of BMPs.

H. Wildlife

The 2019 Threshold Evaluation found that twelve of the 16 wildlife standards are in attainment. Over 50 percent of the land area in the Tahoe Region is designated for protection of listed special status species. Populations of special interest species are either stable or increasing.

Future redevelopment projects in the amendment area would be subject to project-level environmental review and permitting at which time the proposals would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. (Section 62.4 of the TRPA Code). For the subsequent multi-family residential development, potential effects to animal species was evaluated based on applicable species' distribution and known occurrences relative to the project area and the presence of suitable habitat for the species in or near the project area. The analysis included in the IEC concludes that residential development within the proposed amendment area would not impact sensitive wildlife habitat or species.

Implementation of the proposed amendments and subsequent multi-family residential development would not result in the reduction in the number of any unique, rare, or endangered species of animals, including waterfowl. While the rezone amendments would allow for some different land uses, density and heights in the amendment area, they do not propose specific new development that threaten protection of listed species or their habitat, and do not affect policies that

protect biological resources.

I. Noise

The 2019 Threshold Evaluation found that Ambient noise levels in seven of nine land-use categories are in attainment with standards, but because of the proximity of existing development to roadways just two of seven transportation corridors are in attainment with ambient targets. Due to insufficient data, status determinations were not possible for nearly half of the single event noise standards. Limited noise monitoring resources were prioritized towards collecting more robust information to analyze ambient noise standards, which are more conducive to influential management actions than are single event sources. TRPA continues to update and evaluate its noise monitoring program to ensure standards are protective and realistically achievable.

As discussed in the IEC, the TCAP amendments would not alter noise policies and the adopted TRPA CNEL threshold standards, and Regional Plan and General Plan noise policies would continue to be applied.

Noise increases associated with traffic under redevelopment buildout conditions would be similar to existing noise levels as traffic levels are relatively the same between existing and new allowed uses. For these reasons, TCAP amendments would not contribute to an adverse cumulative increase in noise levels.

III. Conclusion

Based on the foregoing: the completion of the IEC; the previously certified RPU EIS, RTP IS/ND/IEC; and the findings made on December 12, 2012 for the RPU, TRPA finds the Regional Plan and all of its elements, as amended by the project achieves and maintains the thresholds. As described above in more detail, the amendments actively promotes threshold achievement and maintenance by, *inter alia*, (1) incentivizing environmentally beneficial redevelopment, (2) requiring the installation of Best Management Practices improvements for all projects in the Area Plan, (3) requiring conformance with the Development and Design Standards that will result in improvements to scenic quality and water quality, (4) facilitating multi-use development in proximity to alternative modes of transportation in order to reduce vehicle miles traveled (VMT); and (5) incorporating projects identified in the City's Pollutant Load Reduction Plan (PLRP) to guarantee the assigned reductions necessary to meet water quality objectives. In addition, as found in Chapter 4 Findings 1 through 3 and the Chapter 13 Findings, no element of the amendments interferes with the efficacy of any of the other elements of the Regional Plan. Thus, the Regional Plan, as amended by the project, will continue to achieve and maintain the thresholds.

Chapter 13 Findings: The following findings must be made prior to adopting amendments to the TCAP:

1. Finding: The proposed Area Plan Amendment is consistent with and furthers the goals and policies of the Regional Plan.

Rationale: Regional Plan Land Use Policy 4.6 encourages the development of area plans that supersede existing plan area statements and community plans or other TRPA regulations in order to be responsive to the unique needs and opportunities of communities. The proposed TCAP amendments were found to be consistent with the goals and policies of the Regional Plan, as described in the Area Plan Conformance Checklist (Attachment F to the staff summary), and as described in Chapter 4, Finding #1, above. The amendments provide the residential land use, density and height necessary to facilitate redevelopment in the town center and further the attainment of environmental thresholds.

The amended area will be subject to the TCAP General Review Standards, the Load Reduction Plans, and Additional Review Standards for Area Plans with Town Centers or Regional Centers.

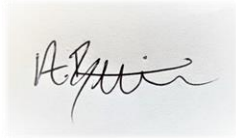
The finding of no significant effect based on the initial environmental checklist can be found on the subsequent page.

FINDING OF NO SIGNIFICANT EFFECT

Project Description: Proposed amendments to the City of South Lake Tahoe’s Tourist Core Area Plan.

Staff Analysis: In accordance with Article IV of the Tahoe Regional Planning Compact, as amended, and Section 6.6 of the TRPA Rules of Procedure, TRPA staff reviewed the information submitted with the subject project.

Determination: Based on the Initial Environmental Checklist (attachment C), Agency staff found that the subject project will not have a significant effect on the environment.



TRPA Executive Director/Designee

April 22, 2024

Date

Attachment E
[Compliance Measures Evaluation](#) (Link)

Attachment F
[Area Plan Finding of Conformity Checklist](#) (Link)

STAFF REPORT

Date: June 18, 2024

To: TRPA Governing Board

From: TRPA Staff

Subject: Briefing on Forest Health Projects and Priorities for the Tahoe Basin

Summary and Staff Recommendation:

Staff will present an overview and update on Forest Health priorities and projects including fire adapted communities, landscape scale projects, wildfire response, capacity, and technology and innovation. This item is for informational purposes and no action is required.

Background:

The Environmental Improvement Program (EIP) is a collaborative partnership of basin-wide stakeholders focused on increasing the pace and scale of restoration and leveraging partnerships and funding to accelerate threshold attainment. The EIP encompasses federal, state, local, and private/non-governmental entities, as well as scientists and the Washoe Tribe of Nevada and California that work together on four focus areas including Watersheds and Water Quality, Forest Health, Sustainable Recreation and Transportation, and Science, Stewardship, and Accountability. The Tahoe Fire and Fuels Team (TFFT) and the Multi-agency Coordinating Group (MAC) are collaborative bodies that guide the Forest Health Program for the Tahoe Basin. In 2019, the Tahoe Fire and Fuels Team released the Lake Tahoe Forest Action Plan that outlines a three-pronged approach to increasing pace and scale of forest health work through a focus on large landscapes, improved utilization of data and technology, and increased capacity and workforce development.

TRPA staff will provide an informational briefing on forest health and restoration priorities and projects, including progress on the Lake Tahoe Forest Action Plan to date. The presentation will review the importance of increasing forest health and resilience in a changing climate. Staff will highlight a variety of projects in three focus areas including building and maintaining fire adapted communities, restoring and maintaining landscapes, and responding to wildfire. Additionally, the presentation will highlight efforts to build capacity and utilize new innovative technology to increase pace and scale of forest restoration.

Contact Information:

For questions regarding this agenda item, please contact Kat McIntyre, at kmcintyre@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

STAFF REPORT

Date: June 18, 2024

To: TRPA Governing Board

From: TRPA Staff

Subject: Homewood Hazardous Fuels Reduction Project Substantial Tree Removal Permit. Applicant: Homewood Village Resorts, LLC. 5145 W Lake Blvd, Homewood, CA 96141. Assessor's Parcels Numbers: 097-050-073; 097-050-088; 097-050-089; 097-050-091; 097-050-092; 097-060-016; 097-060-020; 097-060-023; 097-060-029; 097-060-030; 097-060-031; 097-060-036; 097-060-037; 097-060-038; 097-130-044; and 097-140-003, TRPA File Number/Permit Number: TREE2023-1582.

Summary and Staff Recommendation:

The Homewood Hazardous Fuels Reduction Project is a forest health project located on Homewood Mountain Resort in Placer County, CA. Forest health treatments will occur on approximately 346 acres including 252-acres of selected group timber harvest to improve forest stand conditions throughout the property and an additional 94 acres of hazard tree removal around ski runs. Tahoe Regional Planning Agency (TRPA) staff recommends that the Governing Board make the required findings and approve the proposed project.

Required Motions:

In order to approve the proposed project, the TRPA Governing Board must make the following motions, based on the staff summary and evidence in the record:

- 1) A motion to approve the required findings, including a finding of no significant effect; and
- 2) A motion to approve the proposed Homewood Hazardous Fuels Reduction Project, subject to the conditions in the draft permit (see Attachment B).

For the motions to pass, an affirmative vote of at least five members from the State of California and at least nine members of the Board is required.

Governing Board Review:

The TRPA Code, Section 2.2.2.A.1.h., requires Governing Board review and approval of substantial harvest or tree removal plans.

Project Description:

The Homewood Hazardous Fuels Reduction Project will target suppressed, dead, dying, and non-resilient stands of timber to improve forest health. The objective of the project is to promote forest resilience and the desired phenology (species distribution) throughout the area and to bolster public safety by reducing the threat of severe wildfire.

Within the Homewood Hazardous Fuels Reduction Project, there is significant drought mortality of the true fir stands (>40% mortality) due to excessive stocking and over competing. The Lake Tahoe Basin in Placer and El Dorado Counties has been listed as a Zone of Infestation for bark beetles (ca. 2016). This project will release and thin the forest stand for desired shade tolerant conditions and patches, including removal of over competing groups and individuals from the shade intolerant species composition throughout the plan area. The Tahoe Fire and Fuels Team (TFFT) identified the west shore of Lake Tahoe as a high priority area for fuels reduction and forest health projects. This project will complement multiple other forest health projects planned or occurring on adjacent public lands in the area.

No tree removal will occur in the area of the proposed gondola or mid-mountain and base facilities associated with the proposed amendments to the Homewood Mountain Resort Master Plan. Tree removal in those areas must undergo a separate permitting process.

Site Description:

The project site is located within Homewood Mountain Resort on the West Shore of Lake Tahoe.

Environmental Review:

A TPRA Initial [Environmental Checklist \(IEC\)](#) was completed for this project and a determination of no significant impacts with mitigation was found.

Scenic Quality:

Timber operations will be visible temporarily in the area. The public will mostly view the project area from a moving vehicle traveling along the public roads. The following characteristics of the project lessen the visual impact: 1) The visual impact of the harvest will be low due to the use of uneven-aged or intermediate treatment silviculture, which will result in much of the vegetation remaining post-harvest in the area retaining a forested appearance; and, 2) The project occurs in an area where forest management and thinning is common on both private and public lands. There will be no impacts to scenic thresholds as all activities and impacts are temporary.

Tree Removal Plan:

The Timber Harvest Plan (THP) for the Homewood Hazardous Fuels Reduction Project was prepared by a Registered Professional Forester in conformance with the Z'berg-Nejedly Forest Practice Act of 1973 (FPA) and the Forest Practice Rules adopted by the State Board of Forestry and Fire Protection (FPR). The THP identifies potential environmental impacts and imposes mitigation measures to substantially lessen or avoid those impacts. (Ibid.) The THP has been reviewed by the Cal. Department of Forestry and Fire Protection, which determined that the THP will not result in any significant unmitigated environmental impacts. Documents relating to the THP are available on the Lake Tahoe Info Tracker [here](#).

Land Coverage:

This project will not create new land coverage and all ground disturbance will be temporary. There are no new roads proposed with this project. Soil stabilization at significant landings may include mulching, wood chip coverage, silt fencing and straw wattles during construction and use. Construction of landings will only be during dry season and no construction or timber harvesting will occur on saturated soils.

Water Quality:

All watercourse and stream environment zones within the project area will be protected with a defined lineal flagging buffer of no less than 25-feet, and no crossings will occur on Class I or II streams outside of permanent crossings. Class I water course lake protection zones (WLPZ), Class III equipment limitation zones (ELZ), and Springs equipment exclusion zones (EEZ) are marked with Blue and White Flagging. No Timber Operations will occur within Class I WLPZ. No equipment will be run in Springs EEZ. All trees will be directionally felled away from springs and cable yarded. All vegetation in Springs EEZ will be retained and soil disturbance will be minimized.

Defensible Space and Very High Fire Hazard Severity Zone:

The entire project area and all state responsibility areas (SRA) land in the assessment area is mapped as very high fire hazard severity zoning as mapped by CAL FIRE. The area to the east, and North-South along the CA-89 West Lake Blvd transportation corridor serving the project area is densely populated along the Lake Tahoe shoreline, with limited egress, primarily served by CA-89 West Lake Blvd toward routes out of the Tahoe Basin. Local housing and vacation rental properties along CA-89 West Lake Boulevard, Sacramento Ave, and Sans Souci Blvd constitute this most populated area near the project's eastern boundary. Adjacent lands North, West, and South of the project area are predominately National Forest System (NFS).

Implementation of this project will improve forest health and defensible space by regulating stand density and thus decreasing the horizontal continuity of fuels. Additionally, a decrease in tree competition will reduce mortality in the project area and thus reduce surface fuel loadings. Implementation of the project will also facilitate active management of the area into the future, which will allow for maintenance and expansion of previously established fuel breaks.

Regional Plan Compliance:

The proposed project is consistent with the Regional Plan; and will advance goals and policies of the Conservation/Vegetation sub-element:

GOAL VEG-1 PROVIDE FOR A WIDE MIX AND INCREASED DIVERSITY OF PLANT COMMUNITIES IN THE TAHOE REGION.

POLICY VEG-1.1. FOREST MANAGEMENT PRACTICES SHALL BE ALLOWED WHEN CONSISTENT WITH ACCEPTABLE STRATEGIES FOR THE MAINTENANCE AND ENHANCEMENT OF FOREST HEALTH AND DIVERSITY, PREVENTION OF WILDFIRE, PROTECTION OF WATER QUALITY, AND ENHANCEMENT OF WILDLIFE HABITATS.

Other Agency Reviews:

The timber harvest plan has been approved by the California Department of Forestry and Fire Protection (THP No. 2-23-00114-PLA).

Contact Information: For questions regarding this agenda item, please contact Kat McIntyre, Environmental Improvement Program Department Manager at 775-589-5268 or kmcintyre@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee

written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

- A. Required Findings/Rationale
- B. Draft Permit
- C. Initial Environmental Checklist
- D. V(g) Findings

Attachment A

Required Findings/Rationale

Attachment A

Required Findings/Rationale

Required Findings: The following is a list of the required findings as set forth in Chapters 3, 4, 30 and 61 of the TRPA Code of Ordinances. Following each finding, Agency staff has indicated if there is sufficient evidence contained in the record to make the applicable findings or has briefly summarized the evidence on which the finding can be made.

1. Chapter 3 – Required Findings:

Based on the information submitted in the IEC, and other information know to TRPA, TRPA shall make one of the following findings and take the identified action:

- (a) The proposed project could not have a significant effect on the environment and a finding of no Significant effect shall be prepared in accordance with the Rules of Procedure, Section 6.6;
- (b) The proposed project could have a significant effect on the environment but, due to the mitigation measures that have been added to the project, the project could have no significant effect on the environment and a finding of no significant effect shall be prepared in accordance with Rules of Procedure Section 6.7; or
- (c) The proposed project may have a significant effect on the environment and an environmental impact statement shall be pared in accordance with Chapter 3 of the TRPA Code of Ordinances and the Rules of Procedure, Article 6.

Based on the information provided in this staff report, the project application, the Initial Environmental Checklist (IEC), and Article V(g) Findings Checklist, there is sufficient evidence demonstrating that the proposed project, with the proposed conditions and mitigation measures outlined in the THP, will not have a significant effect on the environment and a finding of no significant effect shall be prepared.

2. Chapter 4 – Required Findings:

- (a) The project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code and other TRPA plans and programs.

Based on the information provided in this staff report, the project application, the Initial Environmental Checklist (IEC), and Article V(g) Findings Checklist, there is sufficient evidence demonstrating that the proposed project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, the TRPA Code and other TRPA plans and programs.

- (b) The project will not cause the environmental threshold carrying capacities to be exceeded.

TRPA staff has completed the "Article V(g) Findings" in accordance with Chapter 4, Subsection 4.3 of the TRPA Code of Ordinances. All responses contained on said checklist indicate compliance with the environmental threshold carrying capacities. The applicant also completed an IEC. No significant environmental impacts were identified, and staff has concluded that the project will not have a significant effect on the environment.

- (c) Wherever federal, state or local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V(g) of the TRPA Compact, the project meets or exceeds such standards.

3. Chapter 61: Vegetation and Forest Health

- (a) Tree Removal: Before tree-related projects and activities are approved by TRPA, TRPA shall find, based on a report from a qualified forester, that the project or activity is consistent with this chapter and the Code. TRPA may delegate permit issuance to a federal, state, or other qualified agency through a memorandum of understanding.

The State-approved timber harvest plan was prepared by a registered forester and approved by the California Department of Forestry. The project is consistent with the TRPA Code of Ordinances including Chapter 61 standards for tree removal, vegetation protection, and revegetation. See additional information in the Tree Removal section of the staff report.

Attachment B

Draft Permit



DRAFT PERMIT

PROJECT DESCRIPTION: Timber Harvest Plan/Substantial Tree Removal at Homewood Mountain Resort

APN: 097-050-073

FILE: TREE2023-1582

PERMITTEE: Homewood Mountain Resort

COUNTY/LOCATION: Placer/Homewood Mountain Resort

Timber Harvest Plan # 2-23-00114-PLA

Having made the findings required by Agency ordinances and rules, TRPA approved the project on June 26, 2024, subject to the standard conditions of approval attached hereto (Attachment Q) and the special conditions found in this permit.

This permit shall expire on June 26, 2027, without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

- (1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE, OR AUTHORIZED REPRESENTATIVE, HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
- (2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA’S ACKNOWLEDGEMENT OF THIS PERMIT;
- (3) THE PERMITTEE OBTAINS A COUNTY BUILDING PERMIT, IF NECESSARY. TRPA’S ACKNOWLEDGEMENT IS NECESSARY TO OBTAIN A COUNTY BUILDING PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
- (4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

TRPA Executive Director/Designee

Date

PERMITTEE’S ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents’ and employees’ compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee _____ Date _____



APN: 097-050-073
FILE NO. TREE2023-1582

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date and is eligible for a county building permit:

TRPA Executive Director/Designee

Date

SPECIAL CONDITIONS

1. This permit authorizes substantial tree removal to implement the Homewood Mountain Resort Timber Harvest Plan for fuels reduction, wildfire risk mitigation, and forest health. The Timber Harvest Plan was approved by the California Department of Forestry and Fire Protection and authorizes 346 acres including 252 acres of selected group timber harvest to improve forest conditions and an additional 94 acres for hazard tree removal around current ski runs. Timber harvesting is planned to begin in 2024.
2. The Standard Conditions of Approval listed in Attachment Q shall apply to this permit.
3. Prior to permit acknowledgement the permittee shall submit a spill prevention and control plan for TRPA review and approval.
4. An on-site inspection by TRPA staff is required prior to any construction or grading activity. TRPA staff shall determine if the on-site improvements required by Attachment Q (Standard Conditions of Approval) have been properly installed. No grading or construction shall commence until TRPA pre-grade conditions of approval are met.
5. Prior to the first-pre-grade inspection submit a construction schedule.
6. Operating on steep slopes (30% - 50%) shall comply with the TRPA Code of Ordinance section 61.1.6 and the Timber Harvest Plan.
7. The project shall implement and comply with the Timber Harvest Plan.
8. If timber harvesting occurs outside of the grading season (October 15 – May 1) the applicant shall submit a winter operating plan to TRPA for review and approval.
9. This permit does not authorize any new roads. Any existing logging roads and landings utilized will be upgraded to meet water quality standards including being hydrologically disconnected from watercourse and lakes to the extent feasible.



10. All mitigation identified in the Timber Harvest Plan shall be implemented prior to the close out of the permit.
11. If any potential cultural or historical artifacts are found in addition to those in the Timber Harvest Plan, work shall stop and the State Historic Preservation Office contacted.
12. No trees larger than 30" dbh shall be removed unless authorized in the Timber Harvest Plan and approved by TRPA.
13. No trees are permitted for removal in relation to future Homewood Mountain Resort expansion and upgrades including but not limited to the gondola, lodges, and resort infrastructure.
14. The project is exempt from the TRPA noise standards between the hours of 8:00 am – 6:30 pm.
15. This approval is based on the Permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.
16. To the maximum extent allowable by law, the permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or permittee.

Included within the permittee's indemnity obligation set forth herein, the permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. The permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the permittee shall, at its expense, satisfy and discharge the same.

END OF PERMIT

Attachment C

[Initial Environmental Checklist](#)



**INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT**

Project Name: Homewood Mountain Timber Harvesting Plan

APN/Project Location: Please see project description for complete list of APNs. All at Homewood Mountain Resort.

County/City: Placer County

Project Description:

The project is a Timber Harvesting Plan (THP) (No. 2-23-00114-PLA). The THP covers 252 acres of selective timber harvesting to improve forest stand conditions, and 94 acres of land devoted to ski runs. The selection tree removal will target the removal of suppressed, dead, dying, and non-resilient stands of timber for forest health and risk reduction of catastrophic wildfire. The objective of the timber harvesting is to improve the remnant stands of forest and timber to a healthy and desirable physiological condition promoting forest resilience and the desired phenology throughout the area and to bolster public safety from severe wildfire.

The THP area includes the following APNs: 097-050-073; 097-050-088; 097-050-089; 097-050-091; 097-050-092; 097-060-016; 097-060-020; 097-060-023; 097-060-029; 097-060-030; 097-060-031; 097-060-036; 097-060-037; 097-060-038; 097-130-044; and 097-140-003.

The THP was prepared by a Registered Professional Forester in conformance with the Z'berg-Nejedly Forest Practice Act of 1973 (FPA) and the Forest Practice Rules adopted by the State Board of Forestry and Fire Protection (FPR). (See 14 CCR 896 [the FPR "are intended to provide the exclusive criteria for reviewing THPs" and this process "substitutes for the EIR process under CEQA".]) The THP identifies potential environmental impacts and imposes mitigation measures to substantially lessen or avoid those impacts. (Ibid.)

The THP has been reviewed by the Cal. Department of Forestry and Fire Protection, which determined that the THP will not result in any significant unmitigated environmental impacts and found that the THP conforms with both the FPA and the FPR. Accordingly, TRPA may find that the THP meets the requirements for tree removal set forth in section 61.1 of the TRPA Code of Ordinances. (TRPA Code, § 61.1.5, subd. (C).)

The complete official record for the THP can be found online at <https://caltreesplans.resources.ca.gov/caltrees/>

<https://caltreesplans.resources.ca.gov/caltrees/Default.aspx> by searching for Plan Number 2-23-00114-PLA and viewing the following files: 20231012_2-23-00114PLA_Sec1_App.pdf; 20231012_2-23-00114PLA_Sec2_App.pdf; 20231012_2-23-00114PLA_Sec3_App.pdf; 20231012_2-23-00114PLA_Sec4_App.pdf; 20231012_2-23-00114PLA_Sec5_App.pdf; 20231012_2-23-00114PLA_Sec6_App.pdf.



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The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- [Impervious Cover](#)
- [Stream Environment Zone](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|
| a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Unstable soil conditions during or after completion of the proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| e. The continuation of or increase in wind or water erosion of soils, either on or off the site? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

d. "Item #18 - Soil Stabilization" of the THP on pages 21 to 24 employs mitigation measures during timber harvesting activities to protect soil and water quality resources.

Soil stabilization at significant landings may include, mulching, wood chip coverage; silt fencing and straw wattles during construction and use. Construction of landings will only be during dry season and no construction or timber harvesting will occur on saturated soils.

2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- [Carbon Monoxide \(CO\)](#)
- [Nitrate Deposition](#)
- [Ozone \(O3\)](#)
- [Regional Visibility](#)
- [Respirable and Fine Particulate Matter](#)
- [Sub-Regional Visibility](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|----------------------------------|-----------------------|
| a. Substantial air pollutant emissions? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Deterioration of ambient (existing) air quality? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. The creation of objectionable odors? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Increased use of diesel fuel? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Discussion

e. The project will use diesel powered, heavy equipment during timber harvesting activities. All engines employed as part of this THP are registered and CARB certified, and meet State of CA clean emissions standards for compliance.



3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- [Aquatic Invasive Species](#)
- [Deep Water \(Pelagic\) Lake Tahoe](#)
- [Groundwater](#)
- [Nearshore \(Littoral\) Lake Tahoe](#)
- [Other Lakes](#)
- [Surface Runoff](#)
- [Tributaries](#)
- [Load Reductions](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|
| a. Changes in currents, or the course or direction of water movements? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Alterations to the course or flow of 100-year flood waters? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Change in the amount of surface water in any water body? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| f. Alteration of the direction or rate of flow of ground water? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| k. Is the project located within 600 feet of a drinking water source? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

e. "Item #26 - Watercourse Lake Protection Zone (WLPZ) Protection Measures" of the THP provide measures to protect water quality. All watercourse and stream environment zones will be protected with a defined lineal flagging buffer of no less than 25-feet, and no crossings will occur on Class I or II streams outside of permanent crossings.

4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- [Common Vegetation](#)
- [Late Seral/Old Growth Ecosystems](#)
- [Sensitive Plants](#)
- [Uncommon Plant Communities](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|---|----------------------------------|----------------------------------|----------------------------------|-----------------------|
| a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| e. Reduction of the numbers of any unique, rare, or endangered species of plants? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| h. A change in the natural functioning of an old growth ecosystem? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

d. As described on page 18 of the THP, there has been extensive mortality of the true fir stands. One intent of this project is to reduce competition of suppressed and successive fir encroachment to the forest stand by removal of a portion of these trees (suppressed fir species) within the stand. The harvest will improve health, vigor and productivity of the retained tree species with definitive stand dynamics based on species physiology.

g. Tahoe Regional Planning Agency (TRPA); Code of Ordinances Section 61.37.1.A provides protections for trees over 30-inches dbh. All trees indicated for removal over 30-inches dbh meet one of the exceptions for "westside forest types" under these standards. Any trees over 30-inches dbh slated for removal and harvest will be marked by an RPF under the THP.

5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- [Special Interest Species](#)

Current and historic status of the fisheries standards can be found at the links below:

- [Instream Flow](#)
- [Lake Habitat](#)
- [Stream Habitat](#)

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|
| a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| b. Reduction of the number of any unique, rare or endangered species of animals? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Deterioration of existing fish or wildlife habitat quantity or quality? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

a., b. "Items 32-35 Biological Resources" can be found on pages 64-71 of the THP. Surveys for plants and wildlife were conducted. Specific enforceable language has been incorporated into the THP with input from California Department of Fish and Wildlife to ensure protections.

Amphibian Protection Measures: Sierra Nevada yellow-legged frog has potential to occur in all Class I and Class II watercourses adjacent the plan boundary. Although the species has not been documented or observed in the downstream reaches of Homewood Creek or canyon or within the plan boundary, there are speculated species occurrence in the upper watershed of Homewood Creek and known occurrences outside of the plan boundary near Lake Louise (headwaters of Madden Creek – Class I watercourse) all located outside of the plan boundary.

Bird Protection Measures: If project-related activities are to be initiated during the nesting season (January 1 to August 31), a pre-construction nesting bird clearance survey shall be conducted no more than three (3) days prior to the start of any ground disturbance, including staging of equipment. If no active nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures would be required.

If an active nest is found, the bird species shall be identified, and a 300 foot "no-disturbance" buffer shall be established around the active nest. A qualified biologist may determine if a change in that buffer is appropriate based on species and tolerance to disturbance. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur. All active nest monitoring will be performed by a qualified biologist.

If an active nest is discovered during Timber Operations, the LTO shall cease all work within a 300' buffer and notify the RPF and for additional survey and no disturbance buffers as above.

6. Noise

Current and historic status of the noise standards can be found at the links below:

- [Cumulative Noise Events](#)
- [Single Noise Events](#)

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|
| a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Exposure of people to severe noise levels? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| f. Exposure of existing structures to levels of ground vibration that could result in structural damage? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

Timber Operations will contribute intermittent and temporary noise by way of logging equipment, not expected to be significant. All timber operations will be conducted during daylight hours and no operations shall occur on legal holidays.



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7. Light and Glare

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Include new or modified sources of exterior lighting? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Cause light from exterior sources to be cast off -site or onto public lands? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Create new sources of glare through the siting of the improvements or through the use of reflective materials? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

8. Land Use

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Expand or intensify an existing non-conforming use? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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9. Natural Resources

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. A substantial increase in the rate of use of any natural resources? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Substantial depletion of any non-renewable natural resource? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

Although the plan will generate timber from forest byproducts, a natural resource, there is no increase or deviation from a normal timber harvesting plan.

10. Risk of Upset

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Involve possible interference with an emergency evacuation plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion



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11. Population

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Alter the location, distribution, density, or growth rate of the human population planned for the Region? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Include or result in the temporary or permanent displacement of residents? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

12. Housing

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Affect existing housing, or create a demand for additional housing? <i>To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:</i> | | | | |
| 1. Will the proposal decrease the amount of housing in the Tahoe Region? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion



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13. Transportation / Circulation

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|----------------------------------|-----------------------|
| a. Generation of 650 or more new average daily Vehicle Miles Travelled? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Changes to existing parking facilities, or demand for new parking? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| d. Alterations to present patterns of circulation or movement of people and/or goods? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Alterations to waterborne, rail or air traffic? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Discussion

Vehicular Traffic Impacts are addressed on pages 108-109 of the THP. There is temporary additional traffic from logging trucks during Timber Operations. Any logging truck activity occurring during the normal peak summer tourist season will adhere to traffic control and safety egress from Tahoe Ski Bowl Way at W. Lake Blvd. Additionally, the round trip vehicle miles from the project site to a timber sawmill is 120 miles (RT). There will be no more than four loads of log trucks delivered to the sawmill in one day due to the limit of truck capacity.



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14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?:

| | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Fire protection? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Police protection? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Schools? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Parks or other recreational facilities? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Maintenance of public facilities, including roads? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Other governmental services? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

15. Energy

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Use of substantial amounts of fuel or energy? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion:

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Power or natural gas? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Communication systems? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Storm water drainage? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f. Solid waste and disposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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17. Human Health

Will the proposal result in:

- | | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Creation of any health hazard or potential health hazard (excluding mental health)? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Exposure of people to potential health hazards? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- [Built Environment](#)
- [Other Areas](#)
- [Roadway and Shoreline Units](#)

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|----------------------------------|----------------------------------|-----------------------|-----------------------|
| a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Be visible from any public recreation area or TRPA designated bicycle trail? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

Visual Resources are addressed on page 108 of the THP. Timber Operations will be visible temporarily in the area.



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19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- [Fair Share Distribution of Recreation Capacity](#)
- [Quality of Recreation Experience and Access to Recreational Opportunities](#)

Will the proposal:

- | | Yes | No | No, with mitigation | Data insufficient |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Create additional demand for recreation facilities? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Create additional recreation capacity? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Have the potential to create conflicts between recreation uses, either existing or proposed? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Result in a decrease or loss of public access to any lake, waterway, or public lands? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion



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20. Archaeological / Historical

Will the proposal result in:

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|
| a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| c. Is the property associated with any historically significant events and/or sites or persons? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

b. Extensive Cultural Resource surveys and review has taken place as part of the preparation of the Timber Harvesting Plan. There has been notification made to local tribes, historical record searches and ground surveys. The THP process keeps Cultural Resource findings confidential to protect resources. The THP also includes measures for protection of unknown resources if found. Review of the resources and protection measures have been reviewed and incorporated into the THP. The protection measures include the placement of visual flagging exclusion boundary and the notification to the State Archaeologist if cultural resources are identified during timber harvesting activities.



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21. Findings of Significance

| | Yes | No | No, with mitigation | Data insufficient |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Discussion

The project has individually limited impacts that will be mitigated throughout timber harvesting activities, and cumulatively no significant impact due to the enhanced stewardship nature of the project as a whole. The project aims to improve ecosystem health, increase forest resiliency to pests and extreme wildfire behavior, and add to public safety in Homewood.



DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: **Jacqueline Braver** Digitally signed by Jacqueline Braver
Date: 2023.10.27 11:21:39 -07'00'

at

Person preparing application

County

Date

Applicant Written Comments: (Attach additional sheets if necessary)

Determination:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure YES NO
- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures. YES NO
- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. YES NO

Bruce Barr

Digitally signed by Bruce Barr
Date: 2024.05.31 07:14:43 -07'00'

Signature of Evaluator

Date

5/31/24

TRPA Forester

Title of Evaluator

Attachment D

[V\(g\) Findings](#)

PROJECT REVIEW CONFORMANCE CHECKLIST & V (g) FINDINGS

(Commercial/Tourist Accommodation/Public Service/Recreation/Resource Mngt.)

Project Name: Homewood Mountain Fuels Reduction/Forest Health Project

Project Type: EIP Forest Health/Fuels Reduction

APN / Project Number: See Initial Environmental Checklist for list of APN's

Project Review Planner: Bruce Barr Date of Review: 6/7/24

NOTE: if the answer to question b. on any of the following questions is no, please provide a written justification on a separate sheet for making the findings required in subsections 4.4.1 and 4.4.2 of the code. If the answer to question b. is yes or if no answer is required, this checklist shall serve as justifications for making said findings. Any positive impacts of the project on the thresholds that have not been addressed in these questions should also be noted.

CATEGORY: AIR QUALITY

THRESHOLD: CARBON MONOXIDE (CO)

INDICATOR: (CO) 8-hr. avg. Stateline CA station

- | | | | | | | |
|----|----|---|---|--------------------------|---|-------------------------------------|
| 1. | a. | Does the project generate new vehicle trips? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 65.2.4.B.1? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |
| 2. | a. | Does the project create new points of vehicular access? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 34.3.2? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |
| 3. | a. | Does the project include combustion appliances? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 65.1.4? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |
| 4. | a. | Does the project include a new stationary source of CO? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 65.1.6? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |

THRESHOLD: OZONE

INDICATOR: Ozone, 1-hr. avg. Lk. Tahoe Blvd station

- | | | | | | | |
|----|----|---|---|--------------------------|---|-------------------------------------|
| 1. | a. | Does the project increase regional VMT? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 65.2.4? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |
| 2. | a. | Does the project include new gas/oil space/water heaters? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 65.1.4? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |
| 3. | a. | Does the project include a new stationary source of NO ² ? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 65.1.6? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |

THRESHOLD: PARTICULATE MATTER

INDICATOR: Part. Matter, 24-hr. avg. Lk. Tahoe Blvd station

- | | | | | | | |
|----|----|---|---|--------------------------|---|-------------------------------------|
| 1. | a. | Does the project increase airborne dust emissions? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 60.4.3? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |
| 2. | a. | Does the project include a new stationary source of particulate matter? | Y | <input type="checkbox"/> | N | <input checked="" type="checkbox"/> |
| | b. | If yes, is the project consistent with Subsection 65.1.6? | Y | <input type="checkbox"/> | N | <input type="checkbox"/> |

3. a. Refer to question 1, Ozone, above.

THRESHOLD: VISIBILITY

INDICATOR: miles of visibility, veg and subregional path

1. a. Refer to questions 1-3, Particulate Matter, above.

THRESHOLD: TRAFFIC VOLUME
US 50 CORRIDOR, WINTER, 4pm-12am

INDICATOR: traffic volume, US 50 at Park Ave.
Jan.-Mar. avg., 4pm-12am

1. a. Refer to question 1, CO, above.

THRESHOLD: NO² EMISSIONS

INDICATOR: VMT

1. a. Refer to questions 1-2, VMT, below.

THRESHOLD: WOOD SMOKE

INDICATOR: number of wood heaters

1. a. Does the project include any new wood heaters? Y N
b. If yes, is the project consistent with Subsection 65.1.4.B? Y N

THRESHOLD: VMT

INDICATOR: changes in number of trips and avg. trip length

1. a. Does the project increase average trip length? Y N
b. If yes, is the project consistent with Subsection 65.2.4.B? Y N
2. a. refer to question 1, CO, above.

CATEGORY: WATER QUALITY

THRESHOLD: TURBIDITY

INDICATOR: turbidity of indicator stations

1. a. Does the project increase impervious coverage or create permanent soil disturbance? Y N
b. If yes, is the project consistent with Subsection 60.2.3? Y N
2. a. Does the project create temporary soil disturbance? Y N
b. If yes, is the project consistent with Subsection 60.4.3? Y N
3. a. Does the project require the use of fertilizer? Y N
b. If yes, is the project consistent with Subsection 60.1.8? Y N
4. a. Does the project include domestic wastewater discharge to the surface or groundwater? Y N
b. If yes, is the project consistent with Subsection 60.1.3.B? Y N
5. a. Does the project disturb or encroach on an existing SEZ? Y N
b. If yes, is the project consistent with Subsection 30.5? Y N

THRESHOLD: CLARITY, WINTER (IN LAKE)

INDICATOR: secch depth, Dec.-Mar. avg. TRG index station

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: PHYTOPLANKTON PRIMARY PRODUCTIVITY (IN LAKE)

INDICATOR: phyto, primary productivity, ann. Avg., TRG index station

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: DIN LOAD, SURFACE RUNOFF

INDICATOR: DIN x discharge, tributary network annual total 1

1. a. Refer to questions 1, 2, 3 and 5, turbidity, above.

THRESHOLD: DIN LOAD, GROUNDWATER

INDICATOR: DIN x discharge, grndwtr. Network, annual total

1. a. Refer to questions 2 & 3, turbidity, above.

THRESHOLD: DIN LOAD, ATMOSPHERIC

INDICATOR: NO3 + HNO, annual avg. Lake Tahoe Blvd station

1. a. Refer to question 4, turbidity, above.

THRESHOLD: NUTRIENT LOADS, GENERAL

INDICATOR: sol. P x discharge sol. Fe x

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: TOTAL N, P, Fe, (trib.) CA ONLY

INDICATOR: single reading, tributary network

1. a. Refer to questions 1, 2, 3, and 5, turbidity, above.

THRESHOLD: DIN; SOL, P, Fe, SS (trib.) NV ONLY

INDICATOR: single reading tributary network

1. a. Refer to questions 1, 2, 3 and 5, turbidity, above.

THRESHOLD: DIN, SOL, P, Fe, SS, GREASE/OIL DISCHARGED TO SURFACE WATER FROM RUNOFF

INDICATOR: single reading runoff sites

1. a. Does the project route impervious surface runoff directly into Lake Tahoe or a major tributary? Y N
- b. If yes, is the discharge structure consistent with BMP handbook? Y N
2. a. Does the project create large impervious areas (e.g. parking lots) which may serve as a source of airborne pollutants, grease or oil? Y N
- b. If yes, is the project consistent with Subsections 60.4.3, 60.4.6, 60.4.9? Y N

THRESHOLD: TOTAL N, TOTAL P, TOTAL Fe TURBIDITY, GREASE/OIL DISCHARGE TO GRDWTR FROM RUNOFF

INDICATOR: single reading runoff site

1. a. Does the project include infiltration devices to infiltrate impervious surface runoff directly underground? Y N
- b. If yes, is the project consistent with Subsection 60.4.6? Y N

CATEGORY: SOIL CONSERVATION

THRESHOLD: IMPERVIOUS COVERAGE

INDICATOR: area or coverage

1. a. Does the project include new or relocated coverage? Y N
b. If yes, is the project consistent with Subsection 30.4, 30.5, 30.6? Y N

THRESHOLD: NATURALLY-FUNCTIONING SEZ

INDICATOR: area of SEZ

1. a. Does the project disturb or encroach on a naturally-functioning SEZ? Y N
b. If yes, is the project consistent with Subsection 30.5? Y N

CATEGORY: VEGETATION

THRESHOLD: PLANT & STRUCTURAL DIVERSITY

INDICATOR: plant & structural diversity

1. a. Does the project create a change in diversity? Y N
b. If yes, does the project include vegetation management techniques to increase diversity (reveg., thinning)? Y N

THRESHOLD: MEADOW & RIPARIAN VEGETATION

INDICATOR: area of meadow & riparian veg.

1. a. Refer to question 5, turbidity, above.

THRESHOLD: DECIDUOUS RIPARIAN VEGETATION

INDICATOR: area of riparian vegetation

1. a. Refer to question 5, turbidity, above.

THRESHOLD: SHRUB ASSOCIATION

INDICATOR: area of shrub association

1. a. Does the project create an increase in the areal extent of the shrub association? Y N
b. If yes, has the additional area been calculated, and a determination been made that the total area is less than or equal to 25%? Y N

THRESHOLD: YELLOW PINE ASSOCIATION (not mature)

INDICATOR: area of yellow pine assoc.

1. a. Does the project create a change in the areal extent of the immature yellow pine association? Y N
b. If yes, has the additional area been calculated, and a determination made that the total area in the Region is between 15 and 25%? Y N

THRESHOLD: RED FIR ASSOCIATION

INDICATOR: area of red fir assoc.

1. a. Does the project create a change in the areal extent of the immature red fir association? Y N
b. If yes, has the additional area been calculated, and a determination made that the total area in the Region is between 15 and 25%? Y N

THRESHOLD: FOREST OPENINGS

INDICATOR: size and location of forest openings

1. a. Does the project create new forest openings? Y N
b. If yes, is the new opening less than 8 acres? Y N

2. a. Does the project create new forest openings adjacent to other openings? Y N
- b. If yes, are the resultant adjacent openings not of the same relative age class or successional stage? Y N

THRESHOLD: UNCOMMON PLANT COMMUNITITES

INDICATOR: habitat sites

1. a. Will the project impact the habitats for the deepwater sphagnum bog, Osgood Swamp, or the Freel Peak Cushing Plant Community? Y N
- b. If yes, have modifications been included in the project to protect these plant communities? Y N

THRESHOLD: SENSITIVE VEGETATION

INDICATOR: number of habitat sites

1. a. Will the project impact the habitats of the Carex paucifructus, the Lewis pyomaea longipetala, the Draba asterophora v., or the Rorippa subumbellata? Y N
- b. If yes, have modifications been included in the project to protect these plant communities? Y N

CATEGORY: WILDLIFE

THRESHOLD: SPECIAL INTEREST SPECIES

INDICATOR: number of habitat sites

1. a. Will the project result in the loss, modification or increased disturbance of habitat site for goshawk, osprey, bald eagle, (winter and nesting), golden eagle, peregrine falcon, waterfowl, or deer, as mapped on official TRPA maps? Y N
- b. If yes, have modifications been included in the project to protect these habitat sites? Y N

CATEGORY: FISHERIES

THRESHOLD: EXCELLENT STREAM HABITAT

INDICATOR: sites of excellent stream habitat

1. a. Does the project include stream channelization, stream dredging, removal of rock or gravel from a stream, culverts, bridges, or water diversions affecting a stream identified as fish habitat? Y N
- b. If yes, have modifications been included in the project to offset impacts on stream habitat and contribute to the upgrading of stream habitat? Y N
2. a. Will the project result in siltation, urban runoff, snow disposal, or litter that may affect water quality in a stream identified as fish habitat? Y N
- b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y N

THRESHOLD: GOOD STREAM HABITAT

INDICATOR: miles of good stream habitat

1. a. Refer to questions 1 and 2, above.

THRESHOLD: MARGIANL STREAM HABITAT

INDICATOR: miles of marginal stream habitat

1. a. Refer to questions 1 and 2, above.

THRESHOLD: INSTREAM FLOWS

INDICATOR: increase flows

- 1. a. Does the project include new water diversions? Y N
- b. If yes, is there evidence in the record to indicate that flows will remain within adopted TRPA standards or, in the absence of adopted standards, that flows will not be diminished? Y N
- 2. a. Does the project include new coverage or disturbance that could contribute to uncontrolled runoff reaching a stream identified as fish habitat? Y N
- b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y N
- 3. a. Refer to question 5, turbidity, above.

THRESHOLD: LAKE HABITAT

INDICATOR: area of excellent habitat

- 1. a. Does the project include development in the shorezone, removal of rock or gravel from the lake, or removal of vegetation in the shorezone? Y N
- b. If yes, is the project consistent with Chapters 80-86? Y N
- 2. a. Does the project increase the potential for siltation, runoff, or erosion entering Lake Tahoe? Y N
- b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y N

CATEGORY: NOISE

THRESHOLD: SINGLE EVENT, AIRCRAFT, DAYTIME

INDICATOR: dBA, LMAX, TRPA ref. points, 8am-8pm, single reading

- 1. a. Does the project involve the commercial or private operation of aircraft? Y N
- b. If yes, does the project comply with the Interim Service Agreement affecting aircraft operations at the South Lake Tahoe Airport, or will the project meet the TRPA noise thresholds, or is the project exempt under Code section 68.9? Y N

THRESHOLD: SINGLE EVENT, AIRCRAFT, NIGHTTIME

INDICATOR: dBA, LMAX, TRPA ref. points, 8am-8pm, single reading

- 1. a. Refer to question 1, single event, aircraft, above.

THRESHOLD: SINGLE-EVENT, BOATS

INDICATOR: dBA, LMAX, at 50 ft., single reading

- 1. a. Does the project involve a marina or boat launching facility? Y N
- b. If yes, is the project consistent with Subsection 68.3? Y N

THRESHOLD: SINGLE-EVENT, MOTOR VEHICLE LESS THAN 6,000 LBS. CVM

INDICATOR: dBA, LMAX, at 50 ft., single reading

- 1. a. Does the project include the operation of fleet vehicles or other commercial vehicles? Y N
- b. If yes, is the project consistent with Subsection 68.3? Y N

THRESHOLD: SINGLE-EVENT, MOTOR VEHICLE GREATER THAN 6,000 LBS. CVM

INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Refer to question 1, single event, motor vehicle, above.

THRESHOLD: SINGLE-EVENT, MOTORCYCLE

INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of motorcycles for lease or rent or the operation of a motorcycle course? Y N
- b. If yes, is the project consistent with Subsection 68.3? Y N

THRESHOLD: SINGLE-EVENT, ORVS

INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of ORVs for rent or lease or the operation of an ORV course? Y N
- b. If yes, is the project consistent with Subsection 68.3? Y N

THRESHOLD: SINGLE-EVENT, SNOWMOBILES

INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of snowmobiles for rent or lease or the operation of a snowmobile course? Y N
- b. If yes, is the project consistent with Subsection 68.3? Y N

THRESHOLD: COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

1. a. Does the project involve the creation of a new or relocated land use? Y N
- b. If yes, is the project consistent with the applicable plan area statement? Y N
2. a. Is the project located within a transportation corridor as mapped on TRPA maps? Y N
- b. If yes, does the project include components to reduce the transmission of noise from the corridor, in accordance with the TRPA Design Review Guidelines? Y N
3. a. Does the project involve a use or activity for which TRPA has received a CNEL related noise complaint and for which TRPA has required remedial action in accordance with Chapter 68? Y N
- b. If yes, is the project consistent with the remedial action plan? Y N

CATEGORY: SCENIC RESOURCES

THRESHOLD: ROADWAY AND SHORELINE RATINGS

1. a. Is the project located within, or visible from, a roadway or shoreline unit targeted for scenic upgrading? Y N
- b. If yes, is the project consistent with the TRPA Scenic Quality Implementation Program (SQUIP)? Y N
2. a. Is the project located within, or visible from, a roadway or shoreline unit not targeted for scenic upgrading? Y N
- b. If yes, is there evidence in the record that the project will not cause a significant decrease in scenic quality, and is the project consistent with the TRPA Design Review Guidelines? Y N

CATEGORY: RECREATION

THRESHOLD: PRESERVE AND ENHANCE THE HIGH QUALITY RECREATION EXPERIENCE

INDICATOR: dispersed rec. capacity

- 1. a. Is the project located in a conservation or recreation plan area? Y N
- b. If yes, is the project consistent with the applicable plan area statement? Y N

THRESHOLD: ESTABLISH FAIR SHARE OF CAPACITY FOR OUTDOOR RECREATION

AVAILABLE TO THE GENERAL PUBLIC

INDICATOR: PAOTs

- 1. a. Does the project require an allocation of PAOTs? Y N
- b. If yes, is the recreational opportunity involved available to the public? Y N

CATEGORY: CODE/RULES OF PROCEDURE REQUIREMENTS

- 1. Does the project require Governing Board Review (Chapter 2)? Y N

- 5. Does the project require notice to adjacent property owners (Art. XII Rules of Procedure)? Y N

- 6. Is the project consistent with the following:

| | | | | | |
|----------------|----------------------------------|-----|-------------------------------------|---------------------------------------|----------------------------|
| Chapter 2 | (Project Review) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 6 | (Tracking-Data Sheets/Log Book) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 21 | (Permissible Uses) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 22 | (Temporary Uses) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 30 | (Coverage) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 31 | (Density) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 32 | (Basic Service) | N/A | <input type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 33.3 | (Grading) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 33.4 | (Special Reports) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 33.5 | (Construction Schedule) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 33.6 | (Vegetation Protection) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 34 | (Driveways) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 34 | (Parking) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 35 | (Natural Hazards-Floodplain) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 36 | (Design Standards) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 37 | (Height) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 38 | (Signs) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 50 | (Allocations) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 51 | (Transfers) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 52 | (Bonus Units-MFD only) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 53 | (IPES) | N/A | <input checked="" type="checkbox"/> | Y <input type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 60 | (BMP's) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 60.1 | (Water Quality) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 60.2 | (Water Quality Mitigation) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 61.1 | (Tree Removal) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 61.3.6 | (Sensitive Plants/Fire Hazard) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 61.4 | (Revegetation) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 62 | (Wildlife) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 63 | (Fish) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 65.1 | (Air Quality) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 65.2 | (Traffic/Air Quality Mitigation) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |
| Chapter 67 | (Historic Resource) | N/A | <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> |



STAFF REPORT

Date: June 18, 2024
To: TRPA Governing Board
From: TRPA Staff
Subject: Approval of FY 2024/2025 TRPA Annual Work Plan

Summary and Staff Recommendation:

In May, the TRPA Governing Board held a workshop retreat to hear updates on the Agency’s strategic priorities and to provide staff with input on emerging issues. Based on that input, staff have prepared the attached Fiscal Year 2024/2025 Work Plan and recommend that the Governing Board approve it.

Required Motions:

The following motion is required:

- 1) A motion to approve the attached Fiscal Year 2024/2025 TRPA Annual Work Plan.

For the motion to pass, an affirmative vote of any eight Board members is required.

Background:

Staff reviewed the progress and status of three existing strategic priorities. As a group and in individual breakout groups, the Board members were given the opportunity to provide input on the FY 2024/2025 activities. The strategic priorities are listed below.

1. **Tahoe Living** – To meet our affordable housing and environmental redevelopment goals, TRPA will expand efforts to design and incentivize complete communities with affordable and workforce housing, complete transportation systems, and complete stormwater infrastructure components. The focus this year will be on “Cultivating Communities” by addressing the climate and equity aspects of TRPA policies and regulations through enhanced community engagement.
2. **Keeping Tahoe Moving** – Based on the work of the newly formed Governing Board Transportation Committee and direction from the entire Board earlier this year, this effort will focus on updating the Regional Transportation Plan/Sustainable Communities Strategy and funding policies. The recommended Transportation Committee Work Plan, also included on this agenda, provides more detail on this strategic priority.
3. **Restoration and Resiliency** – To accelerate threshold attainment, staff will continue to increase the pace, scale, and funding for implementation of Environmental Improvement Program projects and continue work to improve climate resiliency (e.g., infrastructure resiliency projects, etc.).

In addition to these priorities and core activities carried out by the Agency departments, this year the Work Plan includes emerging issues addressing topics that have arisen from public and board

engagement and daily agency operations during the last year. The Board and staff identified dozens of emerging issues at the 2024 Governing Board strategic planning retreat. Staff organized the issues and evaluated them to determine which were appropriate to address in this year's Work Plan. Issues were evaluated to determine if they align with TRPA role and mission, if other organizations are better suited to address them (e.g., TRPA does not have enforcement authority where other entities may) and if they could be addressed given current agency resource constraints (e.g., can it be included in an existing funded project or are additional resources needed). These items are discussed in the Work Plan following the strategic priorities. Most of the items will be addressed through existing TRPA activities. While not all the emerging issues can be included in this Work Plan, staff will take advantage of any opportunity to address the issues where possible (e.g., grant funding).

Contact Information:

For questions regarding this agenda item, please contact John Hester, Chief Operating Officer and Deputy Executive Director, at (775) 848-6824 or jhester@trpa.gov or Julie Regan, Executive Director, at (775) 589-5237 or jregan@trpa.gov.

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachment:

FY 2024/2025 TRPA Work Plan

Attachment A

FY 2024/2025 TRPA Work Plan

ANNUAL WORK PLAN

TAHOE REGIONAL PLANNING AGENCY

FY 2024-2025



**TAHOE
REGIONAL
PLANNING
AGENCY**

Acknowledgements

Governing Board & Metropolitan Planning Organization

Tahoe Regional Planning Agency

Cindy Gustafson, Chair
Hayley Williamson, Vice Chair
Francisco Aguilar
Shelly Aldean
Ashley Conrad-Saydah
Belinda Faustinos
Cody Bass
Meghan Hays
Alexis Hill
Vince Hoenigman
Brooke Laine
Wesley Rice
James Settelmeyer
(Nevada Governor Appointee Seat Open)

MPO

Cindy Gustafson, Chair
Hayley Williamson, Vice Chair
Francisco Aguilar
Shelly Aldean
Ashley Conrad-Saydah
Belinda Faustinos
Cody Bass
Meghan Hays
Alexis Hill
Vince Hoenigman
Brooke Laine
Wesley Rice
James Settelmeyer
Erick Walker
(Nevada Governor Appointee Seat Open)

Tahoe Regional Planning Agency Executive Team

Julie W. Regan, Executive Director
John L. Marshall, General Counsel
John B. Hester, Chief Operating Officer and Deputy Executive Director
Kim Caringer, Chief Partnerships Officer and Deputy Executive Director
Dan Segan, Chief Science and Policy Advisor
Chad Cox, Chief Financial Officer
Angela Atchley, Chief Human Resources and Organizational Development Officer
Marja Ambler, Senior Executive Assistant and Clerk to the Governing Board

Tahoe Regional Planning Agency Department Directors

Nick Haven, Transportation Improvement Department and Metropolitan Planning Organization Director
Wendy Jepson, Permitting and Compliance Department Director
Ken Kasman, Research and Analysis Department Director
Kat McIntyre, Environmental Improvement Department Director
Sarah Underhill, Communications Department Director

Updated June 2024

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Executive Director Transmittal

Dear Tahoe Regional Planning Agency (TRPA) Governing Board Members and members of the public,



It is my pleasure to present the agency’s 2024-2025 Annual Work Plan. This guiding document represents strategic priorities endorsed by the Governing Board and developed in collaboration with the Governing Board, staff, community members, and partner agencies.

The work plan provides a near-term framework for the advancement of environmental threshold goals to preserve, restore, and enhance Lake Tahoe’s irreplaceable environment while improving local communities. The plan also reinforces a mission-driven organizational culture within the agency where continuous improvement, collaboration and partnership, and diversity, equity, and inclusion are central to our operations.

The 2024-25 work plan connects core activities to environmental threshold gains, funding sources, and strategic priorities. The Tahoe Living strategic priority is working to expand workforce housing opportunities and adapt TRPA’s growth management system in ways that reduce commuter traffic, create more walkable and sustainable communities, and capture water quality improvements through redevelopment incentives. And TRPA is applying new federal funding to reduce the threat of aquatic invasive species through construction of Lake Tahoe’s first permanent watercraft inspection station and supporting the Wá-šiw (Washoe Tribe of Nevada and California) reintroduction of Lahontan cutthroat trout to its native range. As part of the Keeping Tahoe Moving strategic priority, the agency is updating the Regional Transportation Plan this year. The plan, called Connections 2050, will develop the vision for a connected transportation system at Tahoe over the next 25 years.

Remarkable progress has been measured every year since adoption of the 2012 Lake Tahoe Regional Plan in environmental conservation, restoration, and private property owner improvements. Amidst this progress, the impacts of climate change are raising new and emerging threats which TRPA’s work must also address.

Nearing my second year as leader of this exemplary agency, I am truly impressed by the abilities of our staff and the quality and volume of work accomplished throughout the year for the lake and our communities. With the support of the Governing Board and our diverse range of stakeholders and partners, I am confident TRPA will lead the basin forward to protect Lake Tahoe’s extraordinary natural resources and improve the way people experience them.

Sincerely,

A handwritten signature in black ink that reads "Julie W. Regan". The signature is written in a cursive, flowing style.

Julie W. Regan, Executive Director

Annual Work Plan Overview

TRPA operates in a highly dynamic and complex bi-state environment. Many factors influence TRPA's Compact-mandated and federally legislated roles in setting threshold standards. Elements of our work include preparing and implementing the Regional Plan, Regional Transportation Plan/Sustainable Communities Strategy, Water Quality Management Plan, and Code of Ordinances. TRPA also leads the basin-wide partnership which implements projects and programs through public and private investment. This collective impact collaborative framework underpins the Environmental Improvement and Transportation Implementation Programs.

The following Annual Work Plan addresses these factors through Core Activities of each department as well as the three strategic priorities identified and updated by the TRPA Governing Board at their 2023 and 2024 priority setting meetings:

- The **Tahoe Living** strategic priority specifies how we can work with local governments to create complete communities that provide housing for all, an appropriate mix of uses to support vibrant, walkable, transit-friendly neighborhoods, and the necessary infrastructure to protect our unique and precious environment.
- The **Keeping Tahoe Moving** strategic priority addresses improving the transportation system for local communities and the millions of annual visitors to the Lake Tahoe Region.
- The **Restoration and Resilience** strategic priority accelerates environmental improvement and transportation programs to restore our environment and bolster the region's climate resilience.

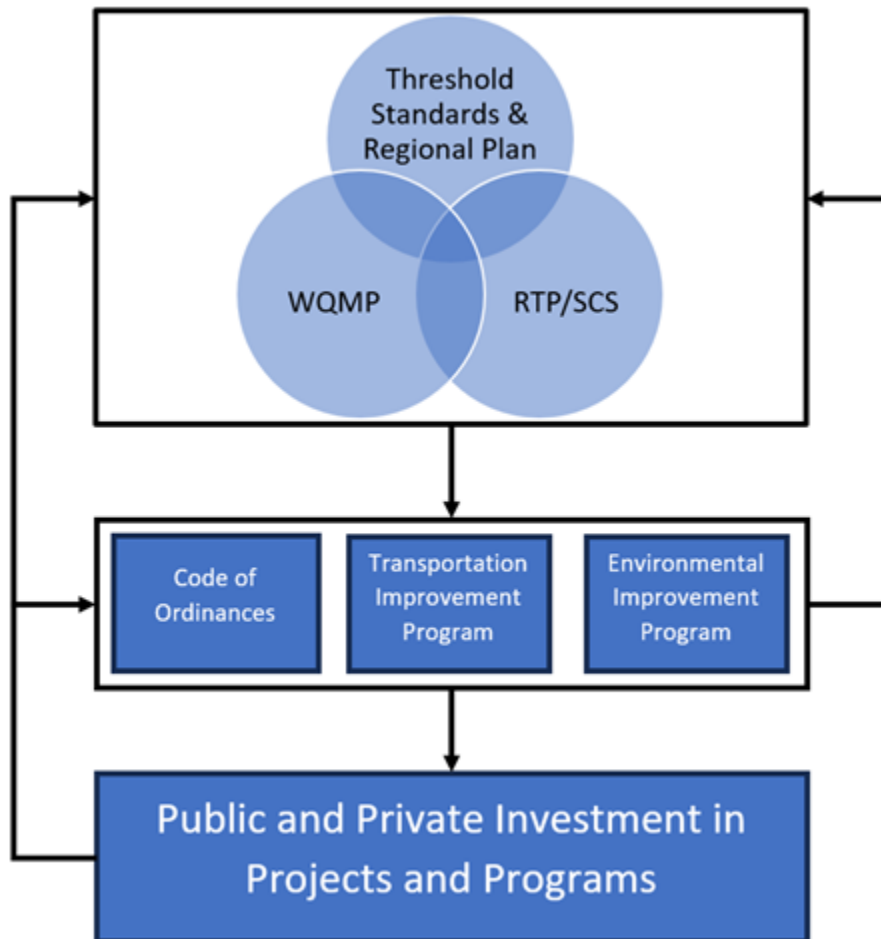
In addition to these strategic priorities, the Work Plan includes emerging issues addressing topics that have arisen from public and board engagement and daily agency operations during the last year. TRPA is addressing these issues by collaborating with partner organizations and by incorporating them into the Work Plan.

The rest of this overview section summarizes the TRPA functions and operations. The sections that follow describe each strategic priority and emerging issues, TRPA's organizational structure, operations departments and programs, partnership departments and programs, and the finance and administration, human resources and organizational development, and legal support functions.

TRPA Functions and Operations

The Tahoe Regional Planning Agency (TRPA) was created through a bi-state compact between California and Nevada and approved by the United States Congress and President (Compact). The Compact mandates the creation of environmental threshold carrying capacity standards (Threshold Standards) a Regional Plan to attain and maintain those standards, a Code of Ordinances for reviewing proposed projects, and grants TRPA the authority to permit projects in the Lake Tahoe watershed.

Subsequently, TRPA was designated by both states as the Water Quality Management Planning Agency with responsibility for preparing the Water Quality Management Plan (WQMP) consistent with Section 208 of the Federal Clean Water Act and as the Metropolitan Planning Organization with responsibility for preparing a regional transportation plan and sustainable communities strategy (RTP/SCS) and Transportation Improvement Program as prescribed by Federal and California laws. In recognition of the advantages that can be realized through a coordinated multi-organization public investment strategy, TRPA and partner organizations created the Environmental Improvement Program which is led and supported by TRPA. This document explains in greater detail these functions and the framework in which they operate together in a complementary manner for the benefit of the Lake Tahoe Region.



Each function and their relationships to other functions are shown above and explained in more detail below.

- **Threshold Standards** – The Threshold categories required per the TRPA Compact are air quality, water quality, soil conservation, vegetation preservation, and noise. TRPA has the discretion to create other categories and has added fisheries, scenic resources, wildlife, recreation, and transportation and sustainable communities. The Compact requires review and recommendation of the standards by the TRPA Advisory Planning Commission (APC) and adoption by the Governing Board (GB). The GB created a Threshold Update Initiative Stakeholders Working Group under the auspices of the APC to recommend updates to the thresholds to the APC. The GB Regional Planning Committee has responsibility for making final recommendations after APC review and recommendation.
- **Regional Plan** – The Compact requires that the Regional Plan and all its elements achieve and maintain the adopted Threshold Standards. The required elements are a land use plan (including uses of land, water, air, space and other natural resources), transportation plan (including but not limited to parkways, highways, transportation facilities, transit routes, waterways, navigation facilities, public transportation facilities, bicycle facilities, and appurtenant terminals), conservation plan (including but not limited to, soils, shoreline and submerged lands, scenic corridors along transportation routes, open spaces, recreational and historical facilities), recreation plan (including but not limited to, wilderness and forested lands, parks and parkways, riding and hiking trails, beaches and playgrounds, marinas, areas for skiing and other recreational facilities), and public services and facilities plan. To ensure consistency, the relevant elements include goals, policies, and standards from the Water Quality Management Plan and Regional Transportation Plan/Sustainable Communities Strategy described below. Like the thresholds, the Compact requires review and recommendation of Regional Plan amendments by the TRPA APC and adoption by the GB. The GB created a Tahoe Living Stakeholder Working Group under the auspices of the APC to focus on the housing and community revitalization aspects of the Regional Plan. The GB Regional Planning Committee has responsibility for making final recommendations to the GB after APC review and recommendations. TRPA has combined the Threshold Standards and Regional Plan into a single document with threshold standards and plan goals, policies, and standards as shown in the figure above.
- **Water Quality Management Plan (WQMP)** – The WQMP promotes efficient and comprehensive programs for controlling water pollution in the Lake Tahoe Basin. Because the Regional Plan includes bi-state water quality policies and TRPA implements regulations to realize the objectives of those policies, in the 1970s both the California Nevada Governors, with approval of the US Environmental Protection Agency (USEPA), designated TRPA as the area-wide planning agency for the Tahoe Region under Section 208 of the Clean Water Act. The WQMP was adopted and approved by both States and the USEPA in 2013. Except for removal of the land subdivision prohibition in the Regional Plan, the WQMP is now automatically updated when relevant sections of the Regional Plan and/or Code of Ordinances are updated. Updates are reviewed and recommended by the APC and adopted by the GB to ensure consistency with the Regional Plan. The Total Maximum Daily Load program (TMDL) adopted by both states and the

US EPA carries out the vision of the water quality plan with the ultimate goal of restoring lake clarity to nearly 100 feet. The GB Environmental Improvement Committee has responsibility for making final recommendations to the GB after APC review and recommendations.

- **Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)** – TRPA integrates regional transportation authority from the Compact, its federal designation as the metropolitan planning organization (MPO) for the Lake Tahoe Region, and the California designation as the Regional Transportation Planning Agency for the California portion of the Region. TRPA’s 15-member GB and a representative from the U.S. Forest Service serve as the board for the Tahoe MPO. As such, TRPA plans transportation system improvements and distributes state, regional, and federal transportation funding for programs and projects. The components of the Regional Transportation Plan include the Active Transportation Plan, Vision Zero, Transportation System Management (Intelligent Transportation Systems) Strategy, Public Participation Plan, Transportation Demand Management Program, Transportation Biennial Performance Reports, and Transportation Equity Implementation. The Sustainable Communities Strategy, required by California law, strives to align transportation, housing, and land use decisions to reduce emissions. The RTP/SCS plan also serves as the transportation plan required by the TRPA Compact. Because of its broad scope, the RTP/SCS updates are reviewed and recommended by both the APC and Tahoe Transportation Commission (TTC) and adopted by the Tahoe MPO Board and GB to ensure consistency with the Regional Plan. The GB Transportation Committee has responsibility for making final recommendations to the Tahoe MPO Board and GB after APC and TTC review and recommendations.
- **Code of Ordinances** – The Compact mandates that TRPA adopt all necessary ordinances, rules, and regulations to effectuate the adopted regional plan including but not limited to water purity and clarity; subdivision; zoning; tree removal; solid waste disposal; sewage disposal; landfills, excavation, cuts and grading; piers, harbors, breakwaters or channels and other shoreline developments; waste disposal in shoreline areas; waste disposal from boats; mobile-home parks; house relocation; outdoor advertising; flood plain protection; soil and sedimentation control; air pollution; and watershed protection. The Compact requires review and recommendation of code amendments by the TRPA APC and adoption by the GB. The GB Regional Planning Committee has responsibility for making final recommendations to the GB after APC review and recommendations.
- **Transportation Improvement Program** – The Federal Transportation Improvement Program (FTIP) for the Tahoe Region is a comprehensive four-year program that complies with the current federal transportation bill requirements and consists of surface transportation projects for highway, transit, bicycle, and pedestrian projects that receive federal funds, require a federal action, or are regionally significant and is consistent with the Regional Plan and related local, state, and federal planning processes. The FTIP is updated every two years in conjunction with Caltrans, NDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local agencies. The GB Transportation Committee has responsibility for making final recommendations to the Tahoe MPO Board after TTC review and recommendations.

- **Environmental Improvement Program (EIP)** – The Environmental Improvement Program is the region’s capital investment program to accelerate attainment of Threshold Standards and Regional Plan, WQMP, and RTP/SCS goals. The EIP focus areas established by the Tahoe Interagency Executives Steering Committee (TIE SC) are watersheds and water quality; forest health; transportation and sustainable recreation; and science, stewardship, and accountability. The TIE SC established subcommittees responsible for establishing project and program priorities in each of these categories. The subcommittees may also provide recommendations regarding amendments to the Thresholds and Regional Plan, Water Quality Management Plan, Regional Transportation Plan/Sustainable Communities Strategy, Code of Ordinances, and/or Transportation Improvement Program to the APC and GB. The GB Environmental Improvement Committee has responsibility for making final recommendations to the GB after APC review and recommendations.
- **Public and Private Investment in Projects and Programs** – The intended outcome of each of these functions and this operational framework is to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region, while improving local communities.

Role of the Annual Work Plan

This Annual Work Plan includes a description of the strategic priorities and emerging issues in the next section of this document, as well as the core activities which are assigned to the Operations and Partnerships departments, programs, and their staff members as described in later sections of this document. The Annual Work Plan is, in part, implemented through the Annual Budget which allocates financial resources to carry out the annual program of tasks and activities. It is also implemented through the Finance and Administration, Human Resources and Organizational Development, Communications, and Legal support functions in the agency included in final sections of this document.

Strategic Objectives (Pillars)

- Accelerate Threshold Attainment (ATA)
- Be a Leader in Sustainability (BLS)
- Use Best Science (UBS)
- Operate as a High Performance Team (OHT)

Strategic Priorities

- Tahoe Living
- Keeping Tahoe Moving
- Restoration and Resilience

Annual Work Plan

- Strategic Priorities
- Core Activities

Annual Budget

TRPA Strategic Priorities and Emerging Issues

Tahoe Living

Strategic Priority Overview

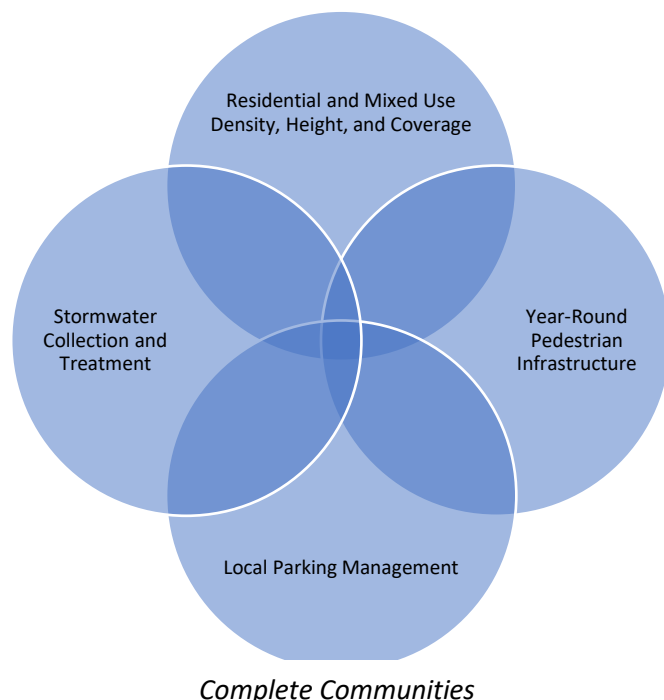
This strategic priority implements the housing and community revitalization goals of the Regional Plan. Specifically, it develops region-wide strategies that most effectively deliver the needed housing and walkable, compact development identified in the Regional Plan, Regional Transportation Plan/Sustainable Communities Strategy, and local housing needs assessments. Further, additional community revitalization strategies identified through other initiatives or in the day-to-day administration of the Regional Plan are addressed as part of the initiative (e.g., Town Center redevelopment, mixed-use requirements, etc.).

Accomplishments in Fiscal Year 2023-24:

- Approval of Tahoe Living Phase 2: Affordable and Workforce Housing code amendments, implementing flexible development standards for deed-restricted housing in town centers and multi-family areas, and for accessory dwelling units.
- Approval of mixed-use, climate, and dark skies code amendments, and affordable housing requirements in subdivision amendments.
- Developed the scope of the next phase of work titled **“Tahoe Living: Cultivating Communities, Conserving the Basin”** and conducted a robust consultant selection process. Raimi and Associates was selected to help lead community engagement and environmental planning for Tahoe Living in Fiscal Year 2024-25 (FY 2025).

Working closely with the Tahoe Living Working Group, TRPA will focus on the following activities in FY 2025:

- Begin public process for Tahoe Living’s **Cultivating Communities, Conserving the Basin** project to plan for equitable and sustainable housing and improve climate resilience in the region. The goal of this project is to update and modernize key TRPA policies such as the growth management system, conversion and transfer of development rights, mitigation fees, and project review policies to better support community revitalization and affordable housing. This process will review and update the region’s land use and



development rights system to ensure that social and racial equity and climate preparedness are integrated into underlying policies. Outcomes could include but are not limited to ensuring that the incentives and disincentives surrounding the use of remaining, limited pools of development rights align with achieving regional workforce housing goals, and that mitigation requirements consider changing needs such as the impact of luxury development on limited development sites. In FY 2025 this will include three elements, “Listening and Exploration,” to develop overarching goals and desired outcomes; “Assessment and Idea Generation,” to identify gaps in TRPA’s policies that prevent attainment of the goals and outcomes, and “Policy and Code Recommendations” to generate and narrow policy solutions. Environmental analysis and consideration of recommended changes are anticipated to take place in FY 2026.

- Use the **Community Engagement Plan**, developed in FY 2024 to support community engagement throughout the Cultivating Communities process outlined above. Community engagement will both build capacity in local communities as well as within regional agencies to build trust and improve two-way communication. This will include a variety of ways for the public to engage and provide input, including public workshops, surveys, participation on working groups or ad hoc groups, and will include training opportunities for members of disadvantaged communities, agency staff, decision-makers, and other community groups to support mutual relationships between these groups and empower regional agencies and local communities to build and advance their knowledge.
- **Report and maintain data** that can be used to measure progress toward regional housing goals and help inform Tahoe Living Working Group recommendations and Governing Board decision making related to policies. Updates to housing data will be included in the online Climate Resilience Dashboard (www.laketahoeinfo.org).
- **Develop updated recommendations** for TRPA Governing Board approval. Recommendations may include TRPA policy changes and/or recommendations for further partnering on collaborative strategies that can move ahead of the Cultivating Communities project. The table below shows the updated Tahoe Living Working Group priority actions based on input received since 2020.

| Timeframe | Action |
|-----------------------------------|--|
| Near Term (concluded) | Accessory dwelling units Density for Tourist conversion to Residential |
| Medium Term (concluded) | Town Center, Town Center vicinity, and Mixed Use and Residential density, height, and coverage development standards for deed-restricted multi-family and accessory dwelling units |
| Long Term | Cultivating Communities, Conserving the Basin Project to plan for equitable and sustainable housing and climate resilience |

Strategic Priority Process

The strategic priority activities and respective processes for recommendation and approval are summarized in the table below. Any new performance metrics that may be identified will be integrated into updated performance measures and reports.

| Strategic Priority Activity | Recommendation and Approval Process | | | |
|--|-------------------------------------|--|-----------------------------------|---------------------------|
| | Tahoe Living Working Group (TLWG) | TRPA Advisory Planning Committee (APC) | Regional Planning Committee (RPC) | TRPA Governing Board (GB) |
| Community Engagement Plan | Co | | | Ce |
| Equity and Climate Goals and Outcomes | Co | | Ce | |
| Equity and Climate Assessment and Idea Generation | Co | Co | Ce | |
| Equity and Climate Policy and Code Recommendations | Co | Co | Ce | |

Notes: R = recommendation, Ce = certification, Co = consultation, I = informational, and A = approval

Fiscal Year 2024-25 Strategic Priority Activities

During the next fiscal year, the tasks listed below are anticipated to be completed. They are also referenced in the responsible department performance measures tables. The target dates are tentative, subject to additional timing recommendations by the Working Group.

| Task | Review Bodies | Target Date |
|---|---|---------------|
| Community Engagement Plan | Tahoe Living Working Group (Consultation) Advisory Planning Commission (Consultation) Regional Planning Committee (Consultation) Governing Board (Certification) | August 2024 |
| Equity and Climate Goals and Outcomes | Tahoe Living Working Group (Consultation) Regional Planning Committee (Certification) | December 2024 |
| Equity and Climate Assessment and Idea Generation | Tahoe Living Working Group (Consultation) Advisory Planning Commission (Consultation) | |

| | | |
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| | Regional Planning Committee (Certification) | March 2025 |
| Equity and Climate Policy and Code Recommendations | Tahoe Living Working Group (Consultation) Advisory Planning Commission (Consultation) Regional Planning Committee (Certification) | June 2025 |

Keeping Tahoe Moving

Strategic Priority Overview

The Keeping Tahoe Moving strategic priority focuses on improving the region's transportation system for local communities and the millions of annual visitors to the Tahoe Region. This includes development of the RTP to achieve a more reliable and frequent transit system, a seamless and connected trails network, technological improvements that contribute to a more safe and efficient system, and connections to each of these modes focused in town centers.

Strategic Priority FY 2024 Accomplishments

- Transportation Equity Study
- 2024 Vision Zero Strategy
- 2024 Active Transportation Plan
- 2024 Public Participation Plan
- 2024 Draft Transportation Performance Report
- SR89 Trail Feasibility Study
- Lake Tahoe Destination Stewardship Plan and Council formed
- Proposed language to support California legislation for additional transportation funding

This strategic priority includes the following transportation planning and implementation activities for FY 2025:

- The **Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Update, Connections 2050**, will be the focus of the initiative over the next year utilizing the 2024 Transportation Performance Report adaptive management recommendations, the recently completed Vision Zero Strategy, Active Transportation Plan, and future *Complete Communities* concepts. Providing analysis and resources to public transit agencies as they complete their Short-Range Transit Plans, and developing future transit scenarios will be necessary for completion of Connections 2050. Supporting the development of the Connections 2050 plan will include the Commute Tahoe program, which encourages employees to bike, walk, and carpool to work. This next year will include continued planning and collaboration with the Transportation Management Associations which are the large employers of the region. This will include TRPA trip reduction code updates to facilitate collection of employee travel pattern data which will be used for transit service planning, as well as for VMT and travel demand analyses for the 2025 RTP/SCS. The 2024 Public Participation Plan will guide the 2050 RTP/SCS outreach over the summer and into the fall, with completion of a draft and final plan in 2025.
- **Transportation Funding** activities will include the development of financial assumptions for the RTP/SCS financial element along with updates to associated transportation funding policies. This initiative will continue to investigate new sustainable funding sources with partners and bring forward research and recommendations to the TRPA Transportation Committee and the Governing

Board as appropriate for inclusion in the RTP/SCS financial element. Additional activities include coordinating and supporting discretionary grant requests by partners.

- **Destination Stewardship Plan** support will include continuing collaboration on the significant and growing impact of recreational users throughout the greater Lake Tahoe Region, especially along Tahoe’s transportation and recreation corridors. This will also involve the use of new data and models (i.e., “big data”) to better understand total visitation and travel patterns which will support destination stewardship implementation and provide valuable information for updating the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Starting later in the fiscal year, funds from the PROTECT grant will be used to improve emergency transportation communications capabilities with the intent to also improve communications capabilities for destination management during peak visitation periods.
- **Corridor Plans** will complement the RTP/SCS update and Destination Stewardship planning. Active corridor planning projects include the SR 28 Corridor Management Plan, implementation of the U.S. 50 East Corridor Management Plan, and further development of the reimagined U.S. 50 South Shore Community Revitalization project. TRPA will continue working with partner agencies to complete the next phases of planning and environmental analysis of the SR 89 Recreation Corridor Plan.
- **Accelerating Transportation Implementation** will be achieved through regional RTP/SCS project tracking and support. This is facilitated by the administration of the regional grants program, preparation of updated transportation improvement programs, supporting the Tahoe Transportation Implementation Committee, and other implementing partner supporting activities.

Strategic Priority Process

The strategic priority activities and respective processes for recommendation and approval are summarized in the table below.

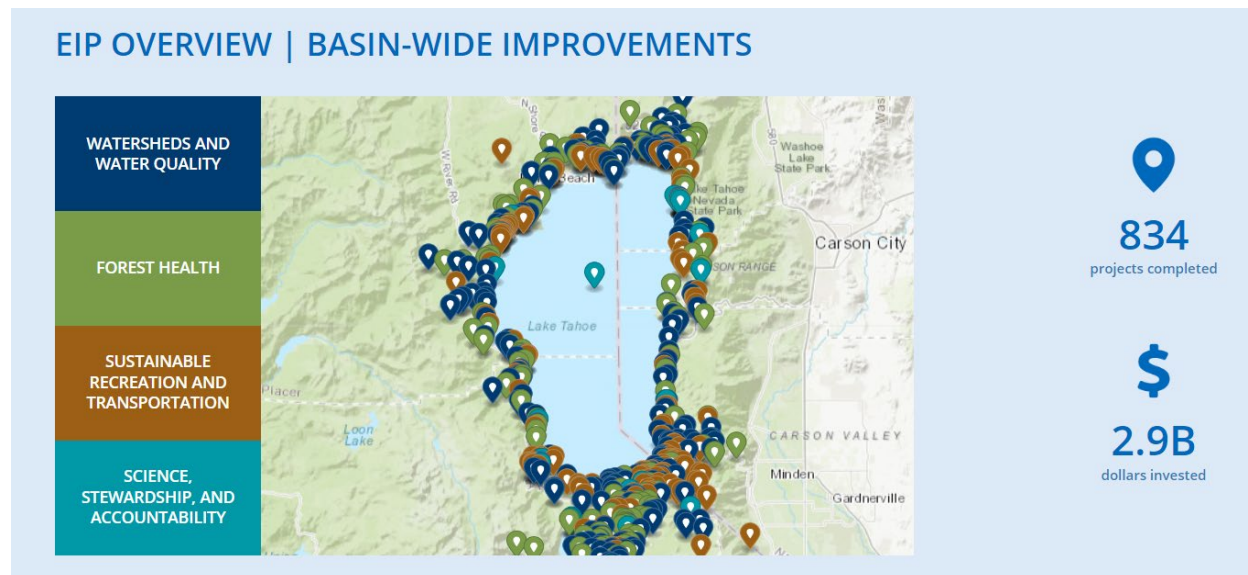
| Strategic Priority Activity | Recommendation and Approval Process | | | | | |
|--|---|--|-------------------|-------------------------------|-------------------------|---------------------------------|
| | Trans. Performance Technical Advisory Committee (TPTAC) | Tahoe Trans. Implementation Collaborative (TTIC) | Trans. Committee | Tahoe Trans. Commission (TTC) | Regional Plan Committee | TRPA/TMP O Governing Board (GB) |
| Draft 2050 RTP/SCS ¹ | I | E | R | I | R | A |
| Transportation funding policy ² | I | I | R | I | R | A |
| Corridor Plans ^{1,2,3} | | E | E, R ³ | O | | A |

| | | | | | | |
|---|--|---|---|---|--|---|
| Accelerating Transportation Implementation ¹ | | E | R | O | | A |
|---|--|---|---|---|--|---|

Notes: A = approval, E = endorsement, I = informational, O = optional endorsement, R = recommendation

1. Related information is included in the Regional Planning Department section of this document.
2. Related information is included in the Transportation Improvement Department section of this document.
3. Depends on what agency is the lead on the specific corridor plan.

Restoration and Resilience



Strategic Priority Overview

The Environmental Improvement Program (EIP) is the region’s capital investment program to accelerate threshold attainment. The EIP is implemented by a collaborative partnership of more than 80 organizations and encompasses federal, state, and local government agencies, the private sector, NGOs, scientists, and the Washoe Tribe of Nevada and California. Focus Areas include Watersheds and Water Quality, Forest Health, Transportation and Sustainable Recreation, and Science, Stewardship, and Accountability. Under the EIP, partners work together in a collective impact model to set priorities, develop financing strategies, implement projects, and track results of the program. TRPA serves as the backbone agency of the EIP and convenes, facilitates, and aligns partners to achieve program results.

To continue the program’s success and to keep pace with new threats, Restoration and Resilience focuses on increasing the pace and scale of the EIP. This priority provides a multi-pronged approach in continuing to build climate resilience and achieve environmental thresholds.

Last year, TRPA achieved the following milestones in this strategic priority:

- Awarded the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) grant. This multi-year grant will support planning for climate resilient infrastructure and enhancing evacuation communications through work with the Tahoe Fire and Fuels Team (TFFT) and the Multi-Agency Coordinating Committee (MAC).
- TRPA and EIP partners came together to provide funding for the California Tahoe Conservancy’s acquisition of the Motel 6 property, a key Regional Plan and EIP priority.

- Adopted new thresholds for Aquatic Invasive Species, Tahoe Yellow Cress, and Stream Environment Zones.
- Launched the climate dashboard to track progress toward regional climate goals.
- Led a coalition of partners to Washington D.C. to educate congressional leaders on the extension of the Lake Tahoe Restoration Act (LTRA).
- Executed new funding agreements with the USDA Forest Service and U.S. Fish and Wildlife Service (USFWS) to fund EIP projects through LTRA.
- Established the Cutting the Green Tape multi-agency EIP Working Group.

This strategic priority includes the following activities in FY 2025:

- **Environmental Improvement Program Update:** This year, the TIE SC will review and update EIP priorities to ensure the program continues to be responsive to regional needs, climate resilience, and advancing threshold attainment. This update will be informed by the 2025 Threshold Evaluation, EIP performance measures, and public engagement. The TIESC will also update EIP communication and outreach strategies. This may include a new EIP website as well as updated signage and materials.
- **Build Climate Resilience through PROTECT Grant Implementation:** TRPA will develop a scope of work and timeline for the PROTECT grant project including a stakeholder assessment, goals and deliverables, and contractor needs.
- **Prioritize, Implement, and Support EIP Project Implementation: In FY2025, key EIP projects will be advanced:**
 - **Tahoe Keys Control Methods Test Completion:** TRPA will provide facilitation, independent monitoring, public outreach, and independent science review to complete the highest priority Aquatic Invasive Species (AIS) project in the region.
 - **Mountain to Marina and Tahoe Keys Green Infrastructure:** TRPA will provide planning and implementation for these key area-wide stormwater infrastructure projects to expand the scale of private water quality contributions.
 - **Regional Biomass Study:** TRPA will lead a regional biomass study to accelerate forest health work in the basin.
- **Continue Investment in the EIP:** This strategic priority will focus on extending the Lake Tahoe Restoration Act and building investments from each sector in the EIP. This includes executing new LTRA agreements with USFWS and USDA Forest Service to fund EIP projects. Maintaining and increasing the investment in the EIP is vital to accelerating the pace and scale of the program.
- **Cutting the Green Tape:** TRPA staff will continue collaborating with partner agencies to identify permitting efficiencies, improve interagency coordination, and propose process or regulatory changes for permitting environmentally beneficial projects.

FY 2025 Strategic Priority Activities

During the next fiscal year, the tasks listed below are anticipated to be completed.

| Deliverable | Recommendation and/or Collaboration Body(ies) | Target Date |
|---|--|--------------------|
| Develop scope, timeline, stakeholder assessment, and deliverables for the PROTECT Grant. | TFFT, MAC, TRPA EIP Committee and Governing Board | 3.31.25 |
| Complete EIP Update including new program priorities, targets and performance measures (as needed), and EIP website and outreach. | TE SC and EIP Working Groups | 06.30.25 |
| Complete the Tahoe Keys Control Methods Test and Independent Science Review | Tahoe Keys Stakeholder Group, Tahoe Science Advisory Council, TRPA EIP Committee and Governing Board | 6.30.25 |
| Mountain to Marina and Tahoe Keys Green Infrastructure | | |
| Draft Regional Biomass Study | TFFT, MAC, EIP GB Committee, TRPA Governing Board | 6.30.25 |
| LTRA Agreements Executed | | 11.30.24 |
| Cutting Green Tape: Complete USACE Tahoe Regional General Permit for in-lake activities and advance land-based permit. | Cutting Green Tape and EIP Working Groups | 6.30.25 |

Emerging Issues

Starting this year, the Work Plan includes emerging issues addressing topics that have arisen from public and board engagement and daily agency operations during the last year. Thirty-two issues were identified at the 2024 Governing Board strategic planning retreat. Those were combined into six groups and evaluated to determine which issues could be addressed in this year's Work Plan. Issues were evaluated on alignment with TRPA's role and mission, if other organizations are better suited to address the issue (e.g., TRPA does not have the authority to enforce it and other entities do) and if they could be addressed given current agency resource constraints (e.g., can it be included in an existing funded project or are additional resources needed). The results are summarized below.

- Engagement and Outreach– This includes five of the 32 issues such as increasing tribal representation and engagement, use of technology for public involvement and education, and public comment processes.
- Compliance and Enforcement - There are five items in this category including reporting, bonus unit enforcement, project compliance, and coordination with local government enforcement activities.
- Destination/Visitation Management - The three items comprising this category relate to litter, transportation, and tourism impacts.
- Transportation Planning and Implementation – There are five items contained in this category. Some are listed in the Destination/Visitor Management category above. The additional items are parking management and potential changes to the mobility mitigation fee.
- Additions to Existing Strategic Priorities or Core Activities – These include 9 items such as increasing pace of fire and fuels reduction and use of monitoring, remote sensing, and permitting process improvements.
- Eight items discussed at the Governing Board retreat are well suited for local jurisdiction partner implementation. Those include cell tower master planning, single use plastic water bottle bans, and other potential code amendments.
- Additional resources are needed to address historic resources review and shoreline code amendments. These items will be tracked and addressed with Board concurrence if additional resources (e.g., grants) and/or new information become available.

The items in the first two groups (Engagement and Outreach and Compliance and Enforcement) will be addressed by TRPA staff through TRPA cross-department working groups to identify workplan priorities. The next three groups (Destination/Visitor Demand Management, Transportation Planning and Implementation, and Additions to Existing Strategic Priorities or Core Activities) will be addressed through collaborative working groups and existing TRPA activities. Staff will continue pursuing additional resources to address outstanding items and will work through the Board's Local Government Committee to discuss which items are better suited to the authorities of local jurisdictions.

TRPA Organization

An organization is much more than the work it does and its formal organizational structure. An organization is driven by its culture which is defined by its shared values and beliefs.

Organizational Culture

The TRPA organizational culture can be summarized by the following key shared values and beliefs the organization strives to embody.

- **Mission Driven** – Lake Tahoe is truly a national and international treasure. Members of the TRPA organization have a strong and deep commitment to restoring and enhancing the environment of Lake Tahoe, to improving the communities that surround it, and to improving the interactions people have with the Lake and its communities.
- **Continuous Improvement** – TRPA recognizes that change is constant and to remain effective it must constantly adapt. The agency understands this requires continuing to question how it operates, searching for and embracing new and better approaches, and evaluating the outcomes from the changes it makes to identify new opportunities for improvement.
- **Collaboration and Partnership** – Today, more than ever in TRPA's history, the challenges we face as a region, such as climate change and increased visitation, are complex and require collaboration with partners outside the geographic boundaries of the Tahoe Region and beyond the authority of any single entity. TRPA acknowledges and embraces collaboration as essential to address the complex, systemic issues we face.
- **Committed to Diversity, Equity, and Inclusion** – TRPA works at the nexus of environmental and social issues in the Lake Tahoe Basin. TRPA is committed to examining the Agency's policies through the lens of diversity, equity, and inclusion as well as addressing social justice issues through our work in the Region.

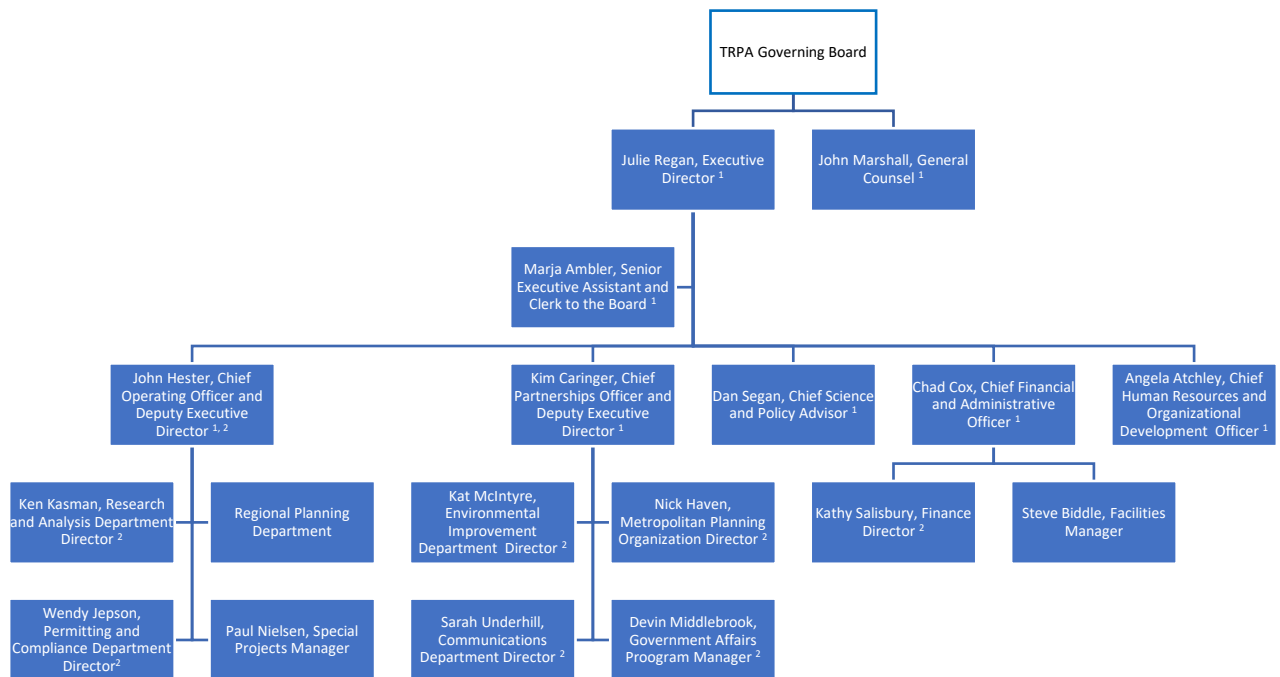
Organizational Structure



Based on organizational culture and the strategic priorities and core activities for which it is responsible, TRPA has embraced an adaptive management or continuous improvement “plan-do-check-adjust” model for its organizational structure. The TRPA departments and programs are organized to reflect this adaptive management model. The Research and Analysis Department, in coordination with the Chief Science and Policy Advisor, is responsible for setting threshold standards that essentially act as the goals or desired

outcomes for the “plan” function, and for measuring actual outcomes (i.e., the “check” function) to identify when it is necessary to “adjust.” The Regional Planning Department represents the “adjust” and “plan” functions. The Permitting and Compliance Department and the Environmental Improvement Department both perform the “do” function. TRPA uses this same concept on an ongoing basis to administratively “adjust” the day-to-day operations of the Agency, and on a longer-term basis for the Governing Board to “adjust” the focus of the agency through the Annual Work Plan, Annual Budget, and multi-year strategic planning. This is also the same concept underlying the ongoing threshold evaluations and regional planning process.

The formal organization chart below illustrates the application of the adaptive management model. The operations functions include those mandated for TRPA by the Bi-State Compact and as the designated Metropolitan Planning Organization and Water Quality Management Planning Agency. The partnerships functions include those conducted primarily through collaboration with external partners and that are necessary for effective communications and relationships with the public and other TRPA stakeholders.



Notes:

1. Executive Team members are shown with a superscript number one (1). Operations Group members are shown with a superscript number two (2).

Executive Work Plan



Executive Director, General Counsel, Chief Operating Officer, Chief Partnerships Officer, Chief Science and Policy Advisor, Chief Financial Officer, Chief Human Resources & Organizational Development Officer, and Senior Executive Assistant/Clerk of the Board.

The executive functions include implementing the policy direction from the Governing Board, as well as supporting the operation of the Governing Board and Advisory Planning Commission; representing the agency with partner organizations, other stakeholders, and the public; and managing the organization to achieve the results delineated in the agency strategic direction, annual work plan, and annual budget while continuing to develop the staff and other organizational resources to achieve these results. The Executive Director is also responsible for coordinating and collaborating with the General Counsel. The Chief Science and Policy Advisor is responsible for coordinating with the Bi-State Tahoe Science Advisory Council and ensuring that appropriate scientific rigor is applied in all TRPA policy-making activities including the updating the threshold standards, Regional Plan, Regional Transportation Plan/Sustainable Communities Strategy, Water Quality Management Plan, Code of Ordinances, Environmental Improvement Program, and related activities.

Core Activities

- **Governing Board Support** – This includes ongoing preparation of monthly meeting agendas and packets, technical and clerical support for the meetings, and records related to Board operations (e.g., preparation of minutes, and maintenance of documents and online information), as well as new member orientation.
- **Advisory Planning Commission Support** - This includes ongoing preparation of monthly meeting agendas and packets, technical and clerical support for the meetings, and records related to Planning Commission operations (e.g., preparation of minutes, and maintenance of documents and online information), as well as new member orientation.
- **Agency Representation** – This includes multiple activities at which the Executive Director represents TRPA and the agency’s regional interests. Examples include serving as co-chair of the

Tahoe Basin Interagency Executives Steering Committee, representing TRPA at the annual Tahoe Summit, making presentations to the legislative committees and staff for California, Nevada, and Congress, as well as stakeholder engagement work such as meetings with the League to Save Lake Tahoe executive staff and local Chamber of Commerce activities.

- **Strategic Planning** – This includes preparing for and conducting an annual Board strategic planning session. At that session the multi-year strategic objectives, annual priorities, and initiatives are reviewed and updated by the Governing Board. Other topics of strategic importance to the success of the agency (e.g., funding sources, financial strategy, etc.) may also be included.
- **Annual Work Plan** – Working primarily with the Operations and Partnerships staff, the Annual Work Plan is prepared to reflect the requirements from agency mandates (e.g., Compact mandates, MPO requirements) and from funding entities (e.g., grant deliverables), and the Board priorities from the strategic planning session.
- **Annual Budget** – Based on available resources, the Finance and Administration staff work with other agency staff to prepare an annual budget to implement the annual work plan to the degree possible, as well as to fund other agency needs (e.g., building bond repayments, auto and boat fleet replacement and maintenance, etc.).
- **Science and Policy Coordination and Advice** – This work includes overseeing the update and periodic reporting on the Bi-State Compact mandated threshold standards including related amendments to the Regional Plan and Code of Ordinances. This also includes oversight of select agency monitoring and reporting programs conducted by staff and through consultants. The work also includes development and update of performance measures used to evaluate policies and programs in partnership with the Tahoe Science Advisory Council.
- **Legal Matters** – TRPA’s General Counsel and the legal team support Agency staff in aligning work programs with the Goals & Policies of the Regional Plan and as required by the Tahoe Regional Planning Compact.

Coordination of Agency Administration and Support – This includes activities (e.g., coordination of agency executive and management assistants to support meetings, coordination with the Facilities Manager to manage meeting room reservations and set-up, etc.) to ensure efficient and effective day-to-day operations of the agency.

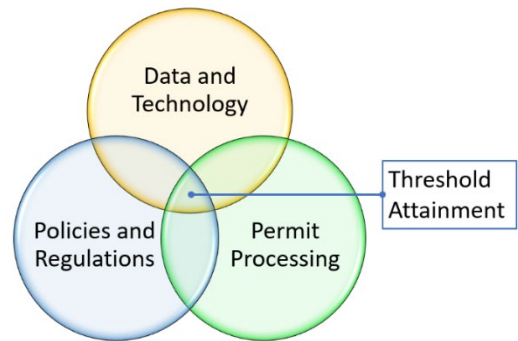
Performance Measures

| Measure | FY 2025 Target |
|---|----------------|
| Conduct an annual strategic planning retreat for the Governing Board to review and update as necessary, the agency strategic objectives, strategic priorities, and core activities. | 5-31-25 |
| Prepare an Annual Work Plan to meet the requirements the agency must meet per the Compact and MPO mandates and to reflect Board priorities from the strategic priority setting retreat. | 6-30-25 |
| Prepare an Annual Budget to meet the requirements for funding organizations and that reflects the Annual Work Plan. | 6-30-25 |

Operations Work Plan

Operations is primarily focused on and responsible for the mandated planning and related functions specified in the Bi-State Compact, and the Metropolitan Planning Organization and Water Quality Management Planning Agency designation mandates. It works with and is complemented by the Partnerships departments and programs which are primarily focused on implementation and related functions. Operations departments include Research and Analysis, Regional Planning, and Permitting and Compliance. The Special Projects Manager is assigned to key projects throughout the Agency as needed and funded.

The synergy between the departments and their functions is depicted in the adjacent graphic. Research and Analysis supports Regional Planning in developing and updating policies and regulations by providing data and technology (e.g., Geographic Information System maps and analyses, transportation modeling). Similarly, the Permitting and Compliance Department utilizes information and technology (e.g., Lake Tahoe Info parcel tracker, permit tracking software) provided by the Research and Analysis Department for permit processing. In return, both the Permitting and Compliance Department and the Regional Planning Department provide updated data to the Research and Analysis Department for measuring and reporting progress on threshold standards and other performance measures.



The Research and Analysis Department has the same relationship with the Partnerships departments and programs (e.g., Environmental Improvement Department Lake Tahoe Info EIP project tracker). The Agency is striving to make the same information (e.g., Lake Tahoe Info data, etc.) available to the public online to clearly link to the Regional Plan policies and threshold standards and to ensure transparency.

Research and Analysis Department



Research and Analysis Department Staff.

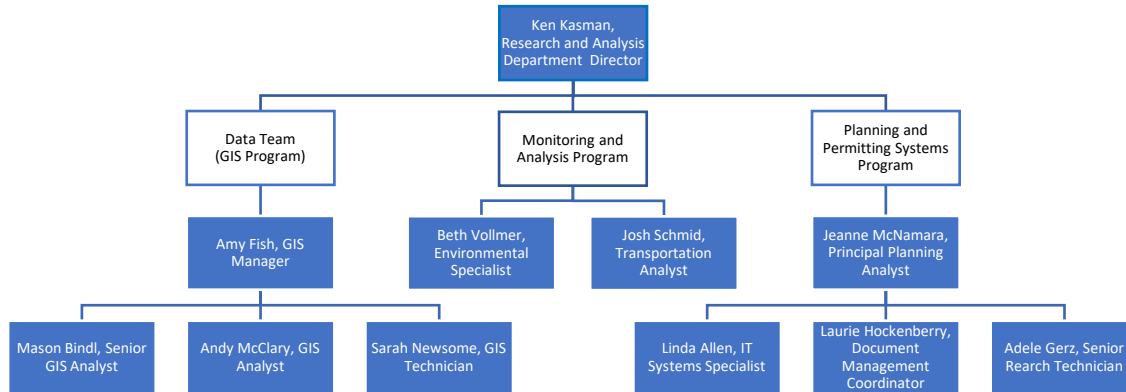
The **Research and Analysis Department** supports the core functions of the agency, monitors environmental conditions, builds TRPA’s systems and platforms, creates and maintains agency data, and analyzes information needed for policy development and decision making.

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| Department: Research and Analysis - 11 FTE funded through general fund and special grant from State of Nevada (digitization project). | |
| Regional Data Hub: Support agency reporting and produce data dashboards to summarize relevant information. | |
| Expected Outcome | <ul style="list-style-type: none"> • Improved transparency and accountability for TRPA • Timely and relevant reporting: annual and monthly reports produced on schedule. • Regional dashboard(s) that provide decision makers and stakeholders with key performance indicators for the agency, appropriate regional information from TRPA sources, U.S. Census Bureau data, and appropriate information from other sources. |
| Data Team: R&A provides data/GIS analyses, data visualizations, and “self-help” applications for internal and external customers. The Data Team maintains multiple websites, wrangles GIS and agency data, develops scripting and automation, performs QA/QC of data, updates GIS-related data, and manages TRPA’s relational database management systems. | |
| Expected Outcome | <ul style="list-style-type: none"> • Self-help systems and tools that enable staff, partners, and the public to access and download data, scripts, and other resources necessary to recreate analysis and products, as well as to create maps as needed. • TRPA GIS systems and databases updated and maintained at least quarterly with the latest available information, incorporating automation and scripting to streamline and enhance the updating process. • The Tahoe Boating mobile application provided by TRPA is updated annually to ensure accurate information for the public and to keep up with changing mobile device technology, marina/launch operations, and lake conditions. • Produce GIS maps, data updates, and data visualizations for the 2024 Threshold Evaluation |
| LakeTahoelInfo.org Development and Maintenance: Maintain and update the LakeTahoelInfo.org platform. | |
| Outputs | <ul style="list-style-type: none"> • Deliver the 2024 Threshold Evaluation Report via an updated online Threshold dashboard on Lake Tahoe Info. • Continue development of the LakeTahoelInfo.org platform, lead continued improvements to the EIP Project Tracker, Parcel Tracker and other LakeTahoelInfo.org tools including language translation. • Maintain all Watersheds and Water Quality Program related systems, and support reporting requests. • Enhancing the reporting and accountability/efficiency of permitting and compliance department through reporting and process improvements in TRPA’s permitting software (Accela) • Integrate local jurisdiction permit history and project approval data into the Parcel Tracker on LakeTahoelInfo.org. |

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| | <ul style="list-style-type: none"> • Support the mooring registration system and ongoing maintenance. |
| Expected Outcome | <ul style="list-style-type: none"> • 2024 Threshold Evaluation Report that provides relevant and accurate information to evaluate the effectiveness of the Regional Plan and recommendations for plan/policy changes. • LakeTahoeInfo.org maintained including accurate and relevant information to ensure transparency and accountability. • Threshold Dashboard prepared to support the 2024 Threshold Evaluation Report. |
| TRPA File Digitization: Lead the conversion project for legacy TRPA records to create digital documents and digitize stored information for inclusion in GIS, databases, and LT Info records. | |
| Outputs | <ul style="list-style-type: none"> • Oversee scanning contractor providing the conversion of legacy TRPA records to digital records and lead the data entry process to digitize stored information for inclusion in the GIS, databases, and LT Info records. • Enter data from newly issued permits into the Parcel Tracker on LakeTahoeInfo.org |
| Expected Outcome | <ul style="list-style-type: none"> • Estimated 20,000 TRPA records scanned by contractor, data entry for estimated 20,000 records into TRPA databases. • Reduced trips and VMT from visiting TRPA offices for file requests as additional files are made available electronically. • Improved responsiveness and faster processing of customer file requests from digitized files and reduced number of file requests to TRPA as more documents are made available via laketahoeinfo.org • Data entered through permit outtake (audit, scan, and data entry into Parcel Tracker) for all acknowledged permits issued by Permitting and Compliance and all completed projects following security return within 60 business days of TRPA action. |
| Transportation Data Support: Support the data needs of TRPA’s transportation planning program. | |
| Outputs | <ul style="list-style-type: none"> • Support transportation planning and environmental analysis, including primary data analysis, transportation data collection, and transportation modeling and forecasting. |
| Expected Outcome | <ul style="list-style-type: none"> • Collect and organize base year data and develop forecast assumptions for the upcoming 2025 Regional Transportation Plan/Sustainable Communities Strategy Update, Connections 2050. • Provide analysis of travel demand, use and visitation patterns, travel times and congestion, and other research questions using new data from Replica, Placer.ai, and other data tools. |
| Field Monitoring: Conduct field monitoring of environmental threshold indicators. | |
| Outputs | <ul style="list-style-type: none"> • Produce data analyses, indicator reporting, drafting and editing for the 2024 Threshold Evaluation report. • Conduct field monitoring and data collection for stream environment zones (SEZ), stream health, wildlife, noise, air quality, and bike/pedestrian travel, and coordination with internal/external partners for the collection and analysis of other monitoring data. • Administration of monitoring contracts with outside/partner agencies. |

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| Expected Outcome | <ul style="list-style-type: none"> • Field monitoring that supports data needs to evaluate effectiveness of EIP projects and aids with future project prioritization. • Completed, effective, and accurate field monitoring data at identified sites based on standard protocols to inform threshold evaluation stream surveys, SEZ condition assessments, noise monitoring, wildlife surveys, air quality analyses and site maintenance, and bicycle and pedestrian counts. |
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Department Organization and Positions



Regional Planning Department



Regional Planning Department Staff.

The Regional Planning Department includes two programs: **Long Range Planning, and Transportation Planning**. It is the lead for two of the three strategic priorities: **Tahoe Living** and **Keeping Tahoe Moving**.

The **Long Range Planning Program** is responsible for implementation of the **Tahoe Living** strategic priority, as well as core activities including preserving existing housing by updating and monitoring TRPA’s deed-restriction program; providing a “Housing Ombudsperson” role to help facilitate affordable/workforce housing projects; support for local government area plan development and amendments; update of the TRPA Regional Plan, Code of Ordinances, and Rules of Procedure; environmental document review and coordination; and special projects. The **Transportation Planning Program** is responsible for most components of the **Keeping Tahoe Moving** strategic priority as well as **core activities** that include integrated, intermodal regional and corridor planning; coordinated project tracking and financial management; transportation system performance analysis and tracking; and MPO Transportation Program administration and outreach.

Department Organization and Positions

Department: Regional Planning - 10 FTE (program total) funded by general fund and grant (REAP), MPO Planning Grant & LTRA – USFS Agreement

Accomplishments from FY 2023-24 include:

- Approval of the Phase 2: Affordable and Workforce Housing Amendments, implementing flexible development standards for deed-restricted housing in town centers and multi-family areas, and for accessory dwelling units.
- Approval of mixed-use, climate, and dark skies amendments, and affordable housing requirements in subdivision amendments.
- Wrote in-depth scope of work and conducted extensive consultant selection process for the next phase of the strategic priority, culminating in the selection of Raimi and Associates to

help lead the effort, and began work on community engagement planning for Tahoe Living process in FY 24-25.

- Engaged a housing consultant (Housing Inc.) to 1) conduct and certify TRPA's annual compliance monitoring and audit; and 2) make recommendations for program improvements;
- Completed Status Report on 2023 Deed-Restriction Compliance Monitoring and Deed-Restriction Improvement Process.
- Initiated 2024 annual compliance monitoring process
- Completed two code amendment packages for approval (Housing Phase 2, Mixed-Use/Climate Code amendments)
- Adopted amendments to the Placer County Tahoe Basin Area Plan supporting affordable housing and walkable redevelopment; and affordable housing standards in the Incline Village town center.

Tahoe Living Housing Strategic Priority

The Tahoe Living Strategic Priority implements the Regional Plan vision to create walkable, sustainable communities with sufficient housing to support the regional workforce.

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| Outputs | <ul style="list-style-type: none"> • Completed toolkits and training on Phase 2 Affordable and Workforce Housing Amendments and Mixed-Use/Climate Amendments. • Community Engagement Plan and public process for Cultivating Communities, Conserving the Basin Project including: <ul style="list-style-type: none"> ○ Listening and Exploration ○ Assessment and Idea Generation • Equity and climate outcome development for Cultivating Communities • Analysis of growth management system leading to policy and code recommendations for Cultivating Communities including: <ul style="list-style-type: none"> ○ Development rights ○ Incentives/disincentives ○ stormwater/coverage |
|---------|---|

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| Expected Outcome | <ul style="list-style-type: none"> • 2500 people engaged, 50 organizations, community, networks and leaders are identified and contacted, 30% of participation by Equity Priority Communities (over the three years of the Cultivating Communities Project). • Training courses held with each local jurisdiction permitting staff on the Phase 2 Affordable and Workforce Housing Amendments. |
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Preserving Existing Housing by managing TRPA’s approximately 280 existing deed-restricted properties, updating the deed-restriction program to improve compliance, and, through the Tahoe Living Strategic Priority, developing a long-term program for mitigating displacement of residents and housing loss.

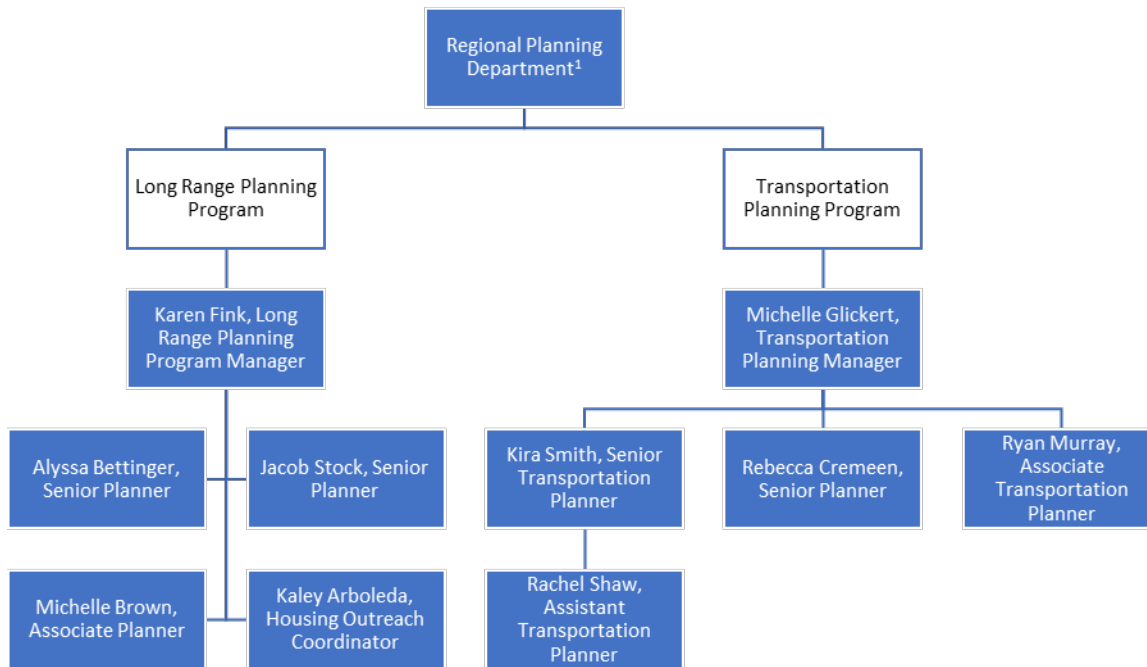
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| Outputs | <ul style="list-style-type: none"> • With assistance of a third-party contractor, develop a more robust deed-restriction monitoring and compliance program for existing and future deed-restricted units. • With assistance of a third-party contractor, process compliance forms and review supporting documentation for 50 percent of deed-restricted properties. • Investigate and pursue enforcement cases as appropriate. |
| Expected Outcome | <ul style="list-style-type: none"> • External Program Guidelines, Internal Program Manual, Escrow Instructions, Monitoring and Audit Templates, Updated Deed-Restriction documents. • 85 percent compliance rate for deed-restrictions issued prior to 2018. • 100 percent compliance rate for deed-restrictions issued after 2018. |
| <p>Housing Ombudsperson – this role includes developing resources for housing project applicants, including homeowners building accessory dwelling units (ADUs). The Housing Ombudsperson helps applicants understand the Code of Ordinances, creates fact sheets, web pages, and other tools to make it easy to navigate application systems, and answers questions related to housing projects. This role may also assist the Permitting and Compliance Department with “planner on call” and with permitting some ADU and multi-family projects.</p> | |
| Outputs | <ul style="list-style-type: none"> • Develop public-outreach materials for developers and property owners interested in building affordable and workforce housing. • Answer questions from developers and property owners interested in building affordable and workforce housing about criteria, permitting process, site feasibility, etc. • Help align TRPA’s policies by understanding the needs and challenges of building affordable and workforce housing. • Coordinate with local government staff and housing organizations to streamline permitting for deed-restricted housing units. • Assist Permitting Department with issuing ADU permits on an ad-hoc basis. |
| Expected Outcome | <ul style="list-style-type: none"> • 10 percent increase in rate of residential units submitted under affordable, moderate, achievable and multi-family project applications from previous year. |
| <p>Regional Plan Administration and Code Maintenance - Periodic policy and ordinance amendments are part of TRPA’s adaptative management approach. This task may include updates to permit processing, monitoring, reporting, or land use regulations, as well as serving in an advisory capacity for agency staff, external partners, and the public. Long Range Planning staff work with other departments and partners to identify, develop, and process such amendments. For policy amendments that do not fall under an existing initiative, staff will facilitate a planning process and prepare recommendations as needed for the Regional Plan Committee and Governing Board.</p> | |
| Outputs | <ul style="list-style-type: none"> • New ADU amendments to support and facilitate local ADU policies. |

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| | <ul style="list-style-type: none"> • Tiered planning and fee geographic boundaries to better facilitate sustainable development incentives and disincentives • Initiate process for performance-based standards • Other code amendment packages as needed • New Code document update and posting procedures |
| Expected Outcome | <ul style="list-style-type: none"> • Code incentives in place to facilitate threshold attainment, complete communities and affordable, moderate and achievable housing. |
| <p>Area Plan, Plan Area Statement, and Community Plan Amendments - Area plans are prepared and adopted by local governments to reflect more detailed local aspirations within the framework of the Regional Plan. Area plans update and replace the older plan area statements and community plans. Regional Planning Department staff support local government development and adoption of new or amended area plans by providing technical assistance and serving in an advisory capacity.</p> | |
| Outputs | <ul style="list-style-type: none"> • Process jurisdiction-initiated area plan amendments twice annually (i.e., July 1 to December 31 and January 1 to June 30 of the fiscal year). • Adopt area plan amendments to support the development of a regional hospital facility at the former Lakeside Casino site in Stateline, NV. • Support the development of a County-wide area plan in El Dorado County. • Adopt area plan amendments to implement the Phase 2 Affordable Workforce Housing Code Amendments • Support the development of a new area plan for the Bijou Al Tahoe area of the City of South Lake Tahoe. • Support local partners in area plan amendments and development as needed • Streamline area plan review process. |
| Expected Outcome | <ul style="list-style-type: none"> • Better implementation of Regional Plan goals • 10 percent increase in rate of residential units submitted under affordable, moderate, achievable and multi-family project applications over previous year. • Review of permit for new regional hospital facility in Stateline, NV |
| <p>Housing Outreach and Collaboration – In addition to leading the Tahoe Living strategic priority described above, staff also serve on various committees and boards as a representative of TRPA.</p> | |
| Outputs | <ul style="list-style-type: none"> • Produce a monthly TRPA housing eNewsletter highlighting upcoming events, advocacy opportunities, and best practices related to community revitalization, affordable housing, and general urban planning principles. • Attend partner meetings and events to help bring awareness to TRPA’s goals and policies, assist with distributing funding to projects that meet TRPA’s goals, and engage with the community on possible solutions. • Engage with partners on work products such as Housing Needs Assessments, the Economic Summit, the Envision Tahoe Plan. |

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| Expected Outcome | <ul style="list-style-type: none"> • Increase Housing eNews open rate by 10%. • Strong partnerships that support a network of organizations and agencies working together to complete multi-pronged efforts to meet regional goals |
| <p>Keeping Tahoe Moving Strategic Priority - Most Keeping Tahoe Moving activities are included in the programs below. Additional tasks are assigned to the Partnerships Transportation Improvement Department and Government Affairs Manager.</p> | |
| <p>Integrated, intermodal regional and corridor transportation planning - includes administering the Regional Transportation Plan; transit planning, oversight and funding support, coordination, and analyses; bicycle and pedestrian planning (Active Transportation Plan); transportation demand management (TDM) activities; air quality conformity, monitoring and data analysis; transportation data collection and forecasting; and corridor planning coordination.</p> | |
| Outputs | <ul style="list-style-type: none"> • Final Draft Connections 2050 RTP/SCS, TRPA Code Updates. |
| Expected Outcome | <ul style="list-style-type: none"> • Robust outreach, collaborated and coordinated list of improvements and aligned funding. |
| <p>Transportation System Evaluation and Performance – Continuous evaluation of the transportation system includes an assessment of progress toward achieving the Regional Transportation Plan goals, benchmarking, and tracking vehicle miles traveled (VMT) per capita over time, and continuing a performance driven planning, funding and project selection process as part of an adaptive Performance Management Framework. Additional evaluation of Transportation System Management Operations will be conducted to ensure we are maximizing technology to advance operations and supporting basin wide evacuation coordination.</p> | |
| Outputs | <ul style="list-style-type: none"> • Final Transportation Performance Management Report • Assessment of Transportation System Management Operations |
| Expected Outcome | <ul style="list-style-type: none"> • A data driven needs assessment driving the vision for the 2050 Connections RTP/SCS. |
| <p>Transportation Program Administration and Outreach - This includes the development and ongoing management of the annual MPO budget and work program, support of boards and other stakeholders, and California Transportation Development Act and MPO public outreach</p> | |
| Outputs | <ul style="list-style-type: none"> • Final FY 2025 OWP, Amendments as needed and quarterly progress reports. |
| Expected Outcome | <ul style="list-style-type: none"> • Efficient OWP development with consolidated amendments for approved OWP for FY 2025 and staff time efficiencies with the incorporation of the OWP into the Annual Work Plan. |
| <p>Environmental Document Review and Coordination - Many partner organizations submit plans that require more detailed project design and environmental review. In addition, most TRPA projects and plans require some level of environmental analysis, often involving the engagement of a consultant.</p> | |

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| For different subject area expertise, TRPA staff review and coordinate with consultants and project proponents. This includes engagement on the Regional Transportation Plan. | |
| Outputs | <ul style="list-style-type: none"> • Comments and engagement on approximately 5 environmental documents |
| Expected Outcome | <ul style="list-style-type: none"> • Completed environmental review documents that facilitate board and public understanding of the projects and potential impacts and benefits |

Department Organization and Positions



The Regional Planning Department Program Managers report directly to the Chief Operating Officer/Deputy Executive Director.

Permitting and Compliance Department



Permitting and Compliance Department staff.

Environmental Threshold Standards are achieved and maintained in part through projects built by private investors and developers. The Permitting and Compliance Department reviews, permits, and inspects private projects in a timely and consistent manner to serve the public and help facilitate environmental improvement and economic investment in Lake Tahoe communities. The department is also responsible for compliance activities both on land and water. This department is comprised of five programs: **Customer Service, Permitting, Compliance, Local Government Coordination, and Special Projects**. The departmental programs implement the core activities below.

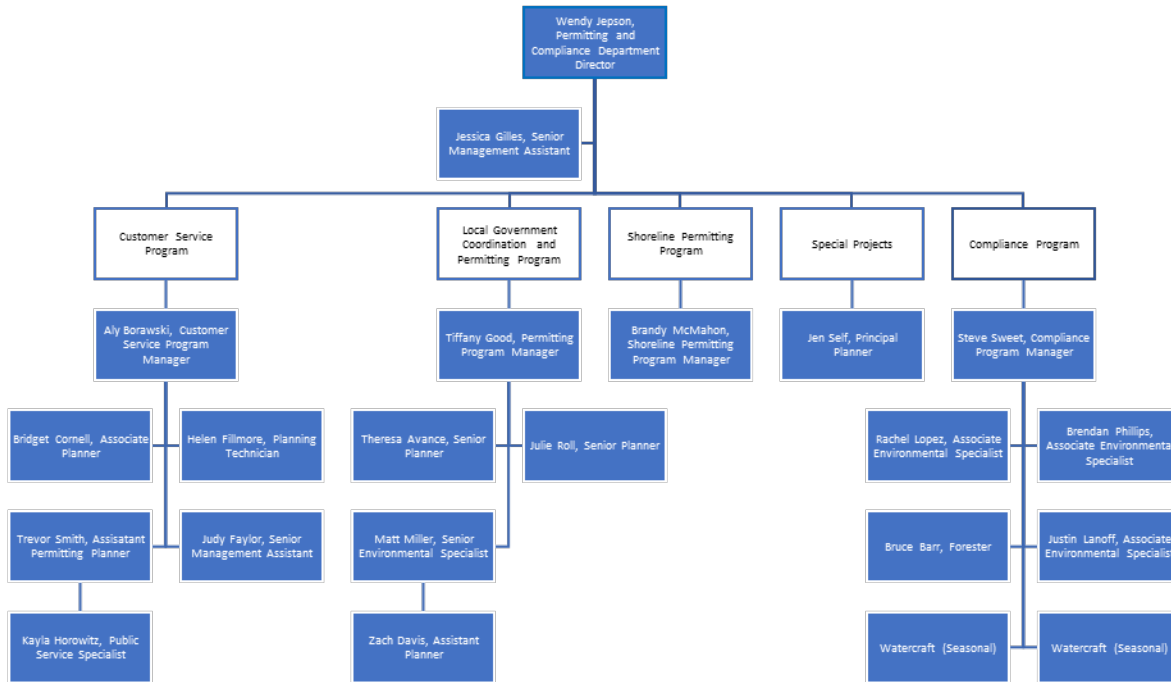
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| Department: Permitting and Compliance | |
| Permitting Program: The Permitting Program is one of five programs in the Permitting and Compliance Department. The Permitting Program processes applications for permits in the Region as mandated in the Bi-State Compact consistent with the adopted Threshold Standards, Regional Plan, Code of Ordinances, and Rules of Procedure. The Permitting Program staff review, permit, and inspect private projects in a timely and consistent manner to serve the public and help facilitate environmental improvement and economic investment in Lake Tahoe communities. | |
| Inputs | 21 FTE (department total) funded by general fund, application fees, shoreline enforcement, and watercraft grant |
| Outputs | <ul style="list-style-type: none"> • Process 1,100 development project applications including pre-development applications • Process 75 shoreline applications • Process 45 development right applications • Accounting and Tracking - Provide accounting and tracking to support transfers of development rights that result in environmental improvements consistent with the adopted Regional Plan • Efficiency - Reduce the length of staff reports while enhancing content for all types of applications • Shoreline Implementation - Implement 2018 Shoreline Plan |
| Expected Outcome | <ul style="list-style-type: none"> • All applications reviewed for completeness within 30 days or less • Minor applications reviewed within 15 days or less for completeness • All applications approved or returned for corrections within 120 days or less for all complete applications including those applications reviewed by staff, Hearing Officer, and TRPA Governing Board • Minor applications that are complete upon submittal approved within 40 days • Continue to fulfill implementation obligations including maintaining programs and systems to track, register, and permit existing moorings, new moorings, piers, and other development projects in the shorezone. Implementation includes shoreline enforcement, monitoring, and reporting |
| Compliance Program: The compliance program uses inspection, monitoring, securities, and enforcement to ensure projects and activities comply with the TRPA Regional Plan, TRPA Code of Ordinances, and memorandums of understanding (MOUs). Primary responsibilities include code enforcement both on land and water, physical inspection of permitted projects, MOU monitoring, shorezone implementation, and BMP inspection and enforcement. Code Compliance ensures compliance both by encouraging voluntary compliance and by following progressive steps, including legal action for Ordinance violators. Compliance inspects projects in a timely and consistent manner to serve the public and help facilitate environmental improvement and economic investment in Lake Tahoe communities. | |
| Outputs | <ul style="list-style-type: none"> • Inspections – Maximize permit compliance by providing prompt and thorough pre-grade inspections and by effectively tracking permits during construction. • Complaints – Minimize the time required to resolve complaints. • Compliance – Quickly and effectively resolve and abate any problems associated with code violations. |

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| | <ul style="list-style-type: none"> • Tree removal permitting – Conduct tree evaluations and issue tree removal permits in a timely manner. • Enhanced BMP enforcement – In coordination with the TRPA Watersheds and Water Quality Program and local jurisdictions, increase BMP enforcement by targeting highest priority BMP non-compliance properties. • Watercraft enforcement – Effectively enforce TRPA watercraft rules through outreach and education. • Partnerships – Collaborate with partner entities to facilitate and support their code administration activities and help them implement the Regional Plan and Code through approved memoranda of understanding. • Memoranda of understanding (MOU) and area plan monitoring – Monitor local government compliance with adopted area plans per approved MOUs, as well as compliance with other MOUs, and provide MOU compliance information for inclusion in appropriate reports (e.g., Local Government Coordination Report) that address area plan performance. • Continue to improve customer service, communication, and efficiency – Streamline compliance workflows and reports in permitting and tracking system (Accela) and continue to implement remote applications for electronic tracking and recording of field inspections. • Performance measures – Continue to update Code Compliance performance measures to align with new streamlined processes. |
| Expected Outcome | <ul style="list-style-type: none"> • Pre-grade inspections complete or scheduled within 3 days of request. • Final inspections complete within 15 days of request during construction season. • Grading exception applications reviewed within 3 days of request. • MOU Compliance audits completed by November 30 each year. • Tree removal permits issued within 2 weeks of submitted application. • Four compliance training sessions complete within the year. |
| <p>Local Government Coordination Program implements the Regional Plan by supporting and coordinating with local governments and other partner agencies. Its components include preparation and execution of memoranda of understanding (MOUs) to issue permits consistent with adopted area plans including training; improvement and coordination of permitting across jurisdictions; participation in annual auditing and reporting; and the ongoing area plan certification and biennial allocation distribution processes.</p> | |
| Outputs | <ul style="list-style-type: none"> • Memoranda of Understanding (MOU) – Maintain MOUs with local jurisdictions and provide guidance on implementation. • Auditing – Coordinate annual residential and area plan audits. • Allocation Distribution – Coordinate biennial allocation distribution to local jurisdictions. • Local Government Report – Prepare an annual report that describes local jurisdiction and Agency progress in adopting and implementing area plans, including area plan and residential audit results. |
| Expected Outcome | <ul style="list-style-type: none"> • Prepare an annual Local Government Report summarizing progress in implementing the program. |

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| <p>Customer Service Program: Customer service components include managing application intake and the 30-day completeness review of applications, general public phone calls and emails, minor applications, appointments, and the reception area. The program works with the public to ensure that projects in the region, as mandated in the Bi-State Compact, are consistent with the adopted Threshold Standards, Regional Plan, Code of Ordinances, and Rules of Procedure.</p> | |
| <p>Outputs</p> | <ul style="list-style-type: none"> • Review 1,200 applications per year for completeness, ensuring the 30-day application completeness review timeline is met. This includes working with applicants on missing checklist items and assisting them in completing each component needed for application review. Managing each application, intake review emails, and document retention. • Responding to 2,500 emails per year that are emailed to the TRPA general email for general permitting questions. • Responding to 3,500 phone calls that are received on the general TRPA phone line. Assisting the public with general permitting and planning questions on parcels, project areas, and regionally. • Maintain relevant FAQ webpage based on most common questions received. • Processing of 400 minor applications that include simple projects, verifications, determinations, and declarations. • Welcoming guests to the TRPA reception area, assisting them with questions, directing them to online resources, and taking information for planners to work with them by phone or appointment. • Implement process improvements to assist with the application processing, at TRPA. |
| <p>Expected Outcome</p> | <ul style="list-style-type: none"> • All applications reviewed for completeness within 30 days or less. Minor applications reviewed for completeness within 15 days. • All general emails responded to within 2 working days. • All general phone calls responded to within 2 working days. • Minor applications processed within 40 days once complete. • Make it easier for applicants and planners to apply for and process applications. |
| <p>Program 5: Special Projects includes developing, implementing and completing permitting process and customer services improvements.</p> | |
| <p>Outputs</p> | <ul style="list-style-type: none"> • Develop and implement improvements identified and endorsed by the TRPA Governing Board in the Permitting Process Improvement Action and Implementation Plan. (i.e., shared forms and templates, procedural manual, dedicated project review teams, streamlined QE and minor application process, etc.) • Prepare and receive approval of Code of Ordinance, Rules of Procedure, and Fee Schedule amendments to support the plan mentioned above. • Develop and implement a revenue/expense monitoring plan for application review. • Develop customer tools and other media to better educate the community about environmental review and regulations, development potential, and permitting processes in the Lake Tahoe Basin. • Implement technology improvements to create consistent, electronic application processing. |

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| Expected Outcome | <ul style="list-style-type: none"> • A completed list and source documents of all forms, templates, resources, and checklists needed to prepare and review project applications. • Activation of dedicated project teams for application reviews. • A well-organized permitting procedural manual for staff and the general public. • Implementation of a new minor project application and review process. • Improved processing time of QE declarations. • Prepared and approved Code of Ordinances, Rules of Procedure, and Fee Schedule amendments to support the Permitting Improvement Project. • An assigned dedicated customer service planner responsible for managing public inquiries. • An updated tracking and monitoring plan for application revenue and expenses. • Improved online tools and web media to help the public navigate through the permitting process. |
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Department Organization and Positions



* In addition to the staff in the Permitting Program, these staff also process permits.

Partnerships Work Plan

The Partnerships Team builds and maintains relationships with key partner organizations, elected officials, stakeholders, and the public. Collaboration, communication, and transparency drives the work of this team to advance TRPA goals. It includes Environmental Improvement, Transportation Improvement, Communications, and Government Affairs departments which are described below. The Chief of Partnerships Officer/Deputy Director is responsible for this team.

Environmental Improvement Department

The Environmental Improvement Department provides collaborative leadership and administration of the **Lake Tahoe Environmental Improvement Program (EIP)**. The EIP is a collaborative partnership of 80+ organizations focused on increasing the pace and scale of restoration to achieve the goals of the Regional Plan. The EIP encompasses federal, state and local government agencies, the private sector, scientists, and the Washoe Tribe of Nevada and California. Focus Areas include Watersheds and Water Quality, Forest Health, Transportation and Sustainable Recreation, and Science, Stewardship, and Accountability. Under the EIP, partners work together in a collective impact model to set priorities, develop financing strategies, implement projects, and track results of the program. TRPA serves as the backbone agency in the partnership to convene, facilitate, and align partners to achieve program results.

The Department is also responsible for three internal programs that implement the **Environmental Improvement Program: Forest Health, Aquatic Invasive Species, and Watersheds and Water Quality**. The team leads the **Restoration and Resilience** strategic priority and performs the core activities that follow.

Environmental Improvement Department staff.

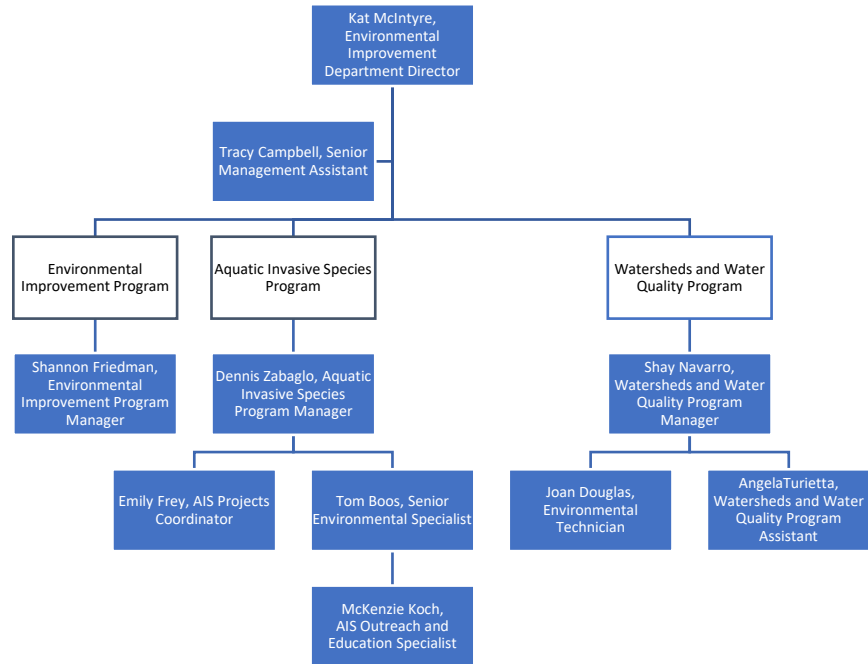


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| Department: Environmental Improvement - 10 FTE (department total) funded by general fund, federal and state grants, boat inspection fees, and permitting fees. | |
| Environmental Improvement Program (EIP) leadership: Lead, manage, and support the bi-state regional collaborative program through convening and facilitation of the EIP governance structure. This includes the Tahoe Interagency Executive Steering Committee, the EIP Coordinating Committee, and the EIP Working Groups. Through this structure, the EIP partnership implements the Lake Tahoe Regional Plan to accelerate threshold attainment. | |
| Outputs | <ul style="list-style-type: none"> • Coordinate and Convene EIP Coordinating Committee. • Coordinate and convene EIP Working Groups and strategic planning sessions as needed. • Work with EIP partners to develop program priorities and coordinated funding strategies to support the goals of the EIP. • Determine funding gaps and work with partners to seek out new funding streams. • Lead the development of the EIP annual priority project list and LTRA accomplishment report to Congress. • Manage and track mitigation funds collected from Permitting and Compliance projects and release to local jurisdictions for use on EIP projects. • Provide financial and accomplishment tracking of the EIP. This includes providing oversight, management, and quality control of data entered by EIP partners in the online EIP Project Tracker. • Work with the TRPA communications team and EIP partners to develop outreach materials, press releases and articles, and project reports. • Organize tours of EIP projects for the public, elected officials, and other agencies. |
| Expected Outcome | <ul style="list-style-type: none"> • Increased awareness and support of the EIP and EIP projects basin-wide. • Increased pace and scale of EIP implementation. |
| Forest Health Program Management: Supports implementation of Lake Tahoe’s Forest Action Plan to ensure projects are compliant with TRPA Forest Health regulations and Basin priorities and coordinated through the Tahoe Fire and Fuels Team (TFFT). | |
| Outputs | <ul style="list-style-type: none"> • Coordinate annual priority project list. • Convene, coordinate, and facilitate TFFT and MAC. • Execute funding agreements with partners. • Provide streamlined review and permitting of forest health projects. • Review and update TRPA vegetation regulations and thresholds. • Support basin-wide biomass initiatives. • Supports evacuation coordination and planning efforts through the regional evacuation group. • Administer and manage the PROTECT grant with TRPA staff. |
| Expected Outcome | <ul style="list-style-type: none"> • Coordinated implementation of forest health priority projects across partners and the Basin. |

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| | <ul style="list-style-type: none"> • Progress toward Forest Action Plan goals and accelerated threshold attainment. • Increased pace and scale of forest health treatments. |
| <p>Aquatic Invasive Species Program Management: Leads the collaborative region-wide program to prevent new, control existing, and monitor aquatic invasive species (AIS) in the region.</p> | |
| Outputs | <ul style="list-style-type: none"> • Serve as the designated lead and fiscal agent of the federally approved AIS management plan. • Implement the AIS Watercraft Inspection Program in partnership with inspection contractor. • Conduct regular surveys to detect the presence of quagga or zebra mussels. • Provide strategic direction and implement and manage contracts for AIS control projects that lead to achieving goals and objectives identified in the AIS Implementation Plan and AIS Action Agenda. • Track AIS reduction and/or spread to demonstrate progress on achieving goals stated in the AIS Action Agenda and the AIS Thresholds. • Implement education and outreach programs for the public to prevent the introduction and spread of AIS. • Print and distribute bilingual AIS materials. • Serve in a leadership capacity for the Aquatic Nuisance Species Task Force Federal Advisory Committee, the Western Regional Panel on Aquatic Nuisance Species (Executive Committee), and National Invasive Species Awareness Week Planning Committee. |
| Expected Outcome | <ul style="list-style-type: none"> • Coordinated implementation of AIS priority projects throughout the Basin. • Progress towards goals outlined in the AIS Action Agenda and threshold attainment. • Increased pace and scale of AIS treatments and projects. • No new aquatic invasive species detected in the Region. |
| <p>Watersheds and Water Quality Program Management: Coordinates region-wide watershed restoration and implements a regional water quality program to reduce stormwater pollution to Lake Tahoe in accordance with the TMDL.</p> | |
| Outputs | <ul style="list-style-type: none"> • Coordinate with Tahoe Living strategic priority to integrate state of the art stormwater treatment into policy proposals. • Convene EIP partners to prioritize watershed restoration projects for funding and to accelerate progress towards regional goals. • Convene, coordinate, and facilitate Tahoe Watershed Implementation Group (TWIG). • Collaborate with local governments and the Stormwater Quality Implementation Committee (SWQIC) to support TMDL implementation and make progress towards water quality threshold attainment. • Pursue funding for and coordinate area-wide stormwater treatment and green infrastructure project planning and implementation. • Provide customer service, education and outreach, technical assistance, project review, permitting, and on-site inspections to ensure property owners meet TRPA water quality requirements. |

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| | <ul style="list-style-type: none"> Oversee Best Management Practices (BMP) compliance, accounting, and tracking. |
| Expected Outcome | <ul style="list-style-type: none"> Coordinated planning and implementation of priority projects across partners and the Basin. Secured funding for area-wide stormwater treatments and green infrastructure projects. Increased BMP compliance, accounting, and tracking. Increased in number of property owners in compliance with TRPA water quality requirements. Local jurisdictions meet TMDL established milestones. |
| <p>EIP Environmental Review and Project Permitting: Work with EIP Partners in project planning and development to ensure the best project design to facilitate threshold attainment, and compliance with TRPA Regional Plan Goals and Policies and the Code of Ordinances.</p> | |
| Outputs | <ul style="list-style-type: none"> Issue EIP Permits Lead the Cutting the Green Tape Working Group. Collaborate with agency partners on project design and planning to meet TRPA Regional Plan Goals and threshold attainment. Coordinated implementation of priority projects across partners and the Basin. Internally cross train staff in EIP permitting. Co-lead Regional Trails Strategy Working Group. Coordinate projects and partner MOUs. |
| Expected Outcome | <ul style="list-style-type: none"> Increased threshold attainment and climate resilience. Efficient EIP environmental review and permitting processes. Increased pace and scale of EIP implementation. |

Department Organization and Positions



Transportation Improvement Department



Nick Haven,
Metropolitan Planning
Organization Director

Judy Weber, Associate
Transportation
Planner

Program Organization and Positions

TRPA coordinates the implementation of the Regional Plan and Regional Transportation Plan (RTP) through strong regional partnerships. This is accomplished by overseeing regional funding allocations and tracking, aligning efficient project delivery, and building implementation capacity across the Lake Tahoe Basin. In addition to working with the Regional Planning Department to administer the regional funding tracking tools (Federal Transportation Improvement Program – FTIP, and Laketahoeinfo.org Transportation Tracker), the Transportation Improvement Department works closely with implementation partners to coordinate project delivery, develop discretionary grant applications, and provide technical support. New sustainable transportation funding to realize the envisioned transportation system in the RTP remains a priority for the Lake Tahoe Region. The Transportation Improvement Department will continue to track new transportation funding secured over time, and work with local, private, state and federal partners to develop and establish ongoing sustainable funding for transportation.

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| Department: Transportation Improvement - 2 FTE funded by general fund and MPO planning grant. | |
| Transportation Funding - This includes tracking and reporting on regional transportation funding, continuing to support the regional funding partnership, and building capacity region-wide to accelerate the delivery of RTP projects. | |
| Outputs | <ul style="list-style-type: none"> RTP/SCS funding tracking quarterly reports, supporting sustainable funding partnership, development of capacity building tools and services to support partners. |
| Expected Outcome | <ul style="list-style-type: none"> Accelerated achievement of regional transportation goals. More funding for transportation projects through new revenue, enhanced capacity and successful grant applications and funding requests. |
| Accelerating RTP Implementation - This includes administering the TRPA Regional Grant Program, convening of the Tahoe Transportation Implementation Committee (TTIC) to provide a venue for implementation coordination and alignment across the region, maintaining the FTIP and Transportation Tracker (LakeTahoeinfo.org), supporting corridor management plan implementation (SR 89 & SR 28). | |
| Outputs | <ul style="list-style-type: none"> Enhanced and frequent partner engagement, TTIC recommendations and assignments, and Regional Grant Program funding award management, FTIP and Transportation Tracker amendments/updates. |
| Expected Outcome | <ul style="list-style-type: none"> Value-added TTIC meetings and alignment on project sequencing/timing, projects advanced with new RGP funding, corridor projects advancing toward construction. |

Communications and Government Affairs



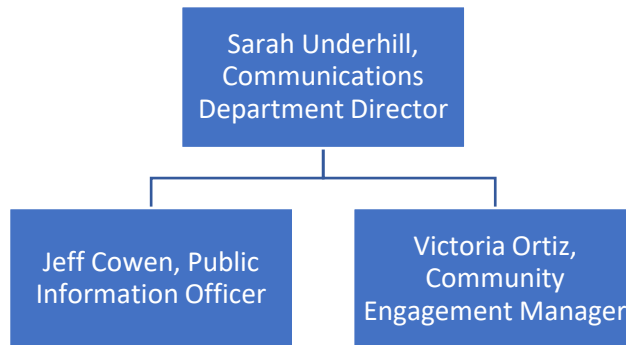
Communications/Government Affairs Program staff.

TRPA supports a culture committed to public education, outreach, and community engagement to implement the Regional Plan. The Communications Program leads public education initiatives in collaboration with a variety of agency and nonprofit stakeholders. The team provides general, multi-faceted communications support for each of the Strategic Priorities approved by the TRPA Governing Board. The work plan is comprised of four areas: **Implementing the Communications Plan, Creating and Managing Agency Materials and Communication Products, Government Affairs, and Community Engagement.**

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| Department: Communications | |
| Implement TRPA Communications Plan | |
| Inputs | 3 FTE (department total) funded through general fund and grant sources. |
| Outputs | <ul style="list-style-type: none"> • Research public knowledge and attitudes to identify key audiences and gauge communication needs. • Develop and execute tactics to deliver information to the public and partners on regional issues and decision-making. • Assist TRPA departments, programs, and teams with tailored communications planning, implementation, and support for programs and projects. • Provide media relations and support for critical issue management and crisis communications. |
| Expected Outcome | TRPA maintains public support for its mission and programs above 51 percent as measured in annual research survey. |
| Create and Manage Agency Materials and Communication Products | |
| Outputs | <ul style="list-style-type: none"> • Publish at least two issues of the environmental newspaper Tahoe In Depth each year to engage audiences with relevant information on protecting, enjoying, and exploring the Lake Tahoe Basin. • Create and manage website content, speeches, presentations, media releases, and advertisements. |

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| | <ul style="list-style-type: none"> • Design and edit reports, planning documents, and educational materials such as fact sheets and brochures. • Manage TRPA’s social media accounts and online presence. |
| Expected Outcome | TRPA maintains consistent branding, messaging, and outreach strategies across departments that reaches targeted audiences. |
| Community Engagement | |
| Outputs | <ul style="list-style-type: none"> • Conduct in-person and virtual outreach at community events, school classrooms, and partner organization events. • Encourage community engagement among staff by organizing volunteer events and representing the agency in regional programs like the Tahoe Bike Challenge and Tahoe Blue Crews. • Conduct the TRPA Environmental Scholarship, Lake Spirit awards, and Best in the Basin awards programs. |
| Expected Outcome | TRPA is recognized as a community leader that is engaged, gives back, and fosters environmental stewards. |

Program Organization and Positions



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| Government Affairs | |
| Inputs | 1 FTE funded through general fund |
| Outputs | <ul style="list-style-type: none"> • Develop relationships with the Lake Tahoe Congressional delegation, agency government affairs staff, and local elected officials. • Lead and participate in collaborative groups to prioritize policy and funding needs within the basin. • Attend federal and state legislative hearings, events, and tours. Provide TRPA comments on critical issues. • Organize congressional staff events and tours in the Lake Tahoe Region to bring awareness to regional issues. • Lead planning for the annual Lake Tahoe Summit. • Tracks legislation and policy that pertains to regional goals. |

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| Expected Outcome | The Lake Tahoe Region benefits from state, federal, and local legislative and policy action. Funding is increased to programs that support Lake Tahoe’s goals in the Regional Plan. |
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Finance and Administration Work Plan



Finance and Administration staff.

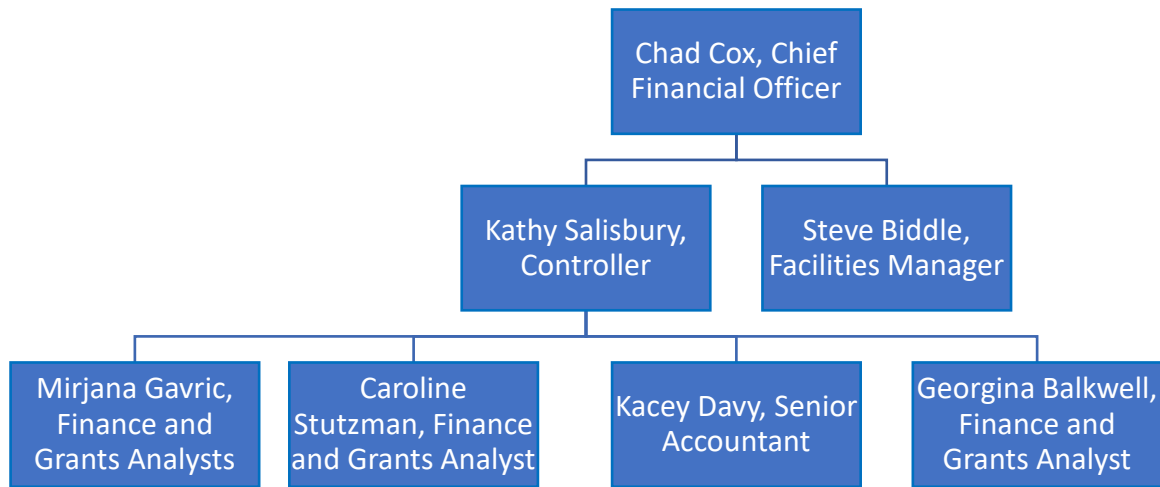
TRPA manages a \$30 million budget to implement the Fiscal Year 2025 strategic initiatives and core activities. Financial support and integrity of operations is key to the agency’s pillar to operate as a high-performance team. The Finance team operates with the core value of responsible fiscal management supporting the strategic initiatives and core activities across all departments.

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| Department: Finance - 7 FTE funded by general fund and grants | |
| Partnership – The ability to coordinate and support internal and external partners is a critical function for the success of this work plan in general. In turn, the core activities of the finance team could not be implemented without these partnerships. It is a true symbiotic relationship helping all parties to do each job better. Reliably delivering core services like accounts payable, payroll, and procurement services builds trust between all parties for a better partnership and supports work plan deliverables. | |
| Outputs | <ul style="list-style-type: none"> • TRPA budgets are developed to mirror the work plan and implement agency priorities. • Maintain updated Finance Policies that meet all regulatory requirements. • Finance proactively educates staff on how to follow policies while implementing their programs so they remain in compliance with requirements from funding organizations and can work more efficiently. |

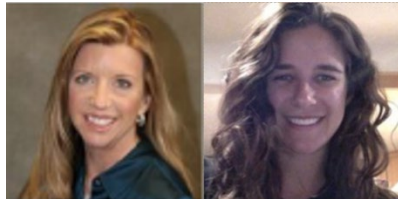
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| | <ul style="list-style-type: none"> Finance staff prepares regular reports to inform program managers about financial status, compliance with their budgets, and finalizing projects. Pay employees accurately and timely 100% of the time (bi-weekly). Pay vendors accurately and timely 100% of the time (bi-weekly). Process contracts, purchase orders, and change notices quickly, efficiently, and in compliance with purchasing policies. |
| Expected Outcome | <ul style="list-style-type: none"> Development of the annual TRPA budget and managing activities to live within it. Conduct regular staff training in procurement and other needs. Governing Board approval of Monthly financials. Employees paid every other Friday. Vendors paid every other Friday. |
| <p>Sustainability – A main goal and purpose of TRPA’s financial support team is to preserve TRPA’s excellent reputation for financial integrity to maintain eligibility for continued funding. TRPA submits accurate and timely reports requesting reimbursement of grant expenditures to remain solvent. We continue to identify and apply for new funding opportunities to support TRPA’s mission. This involves coordinating applications, monitoring budgets, and planning for succession through cross-training to provide sustainable practices and leadership.</p> | |
| Outputs | <ul style="list-style-type: none"> Submit accurate and timely reports requesting reimbursement of grant expenditures to remain solvent. Identify and apply for new funding opportunities to support TRPA’s mission. Coordinate applications, monitoring budgets, and planning for succession through cross-training to provide sustainable practices and leadership. Approved indirect cost rate plan to maximize reimbursement of eligible expenses whenever possible. |
| Expected Outcome | <ul style="list-style-type: none"> Submit all grant reports/invoices in a timely manner. Support program managers with budgets and contract assistance when applying for new grants. Receive approved Negotiated Indirect Cost Rate Agreement (NICRA). |
| <p>Integrity and compliance – TRPA consistently applies policies to accommodate federal, state, and local grant regulations and ensure efficient use of public funds.</p> | |
| Outputs | <ul style="list-style-type: none"> The agency tracks all expenses and provides reports to stakeholders such as monthly financials, quarterly progress reports, and financial reporting including requests for grant reimbursements. TRPA follows established internal control practices to prevent internal and external opportunities for fraud. Policies are modified as needed to improve implementation. All financial support activities are reviewed annually by an external audit firm to deliver financial statements that demonstrate the overall financial health and integrity of the agency. |
| Expected Outcomes | <ul style="list-style-type: none"> Receive unmodified audit opinion every year. Pass all secondary audits (worker’s comp, ICAP, et. al.) |
| <p>Facilities & Fleet</p> | |
| Outputs | <ul style="list-style-type: none"> Maintain the TRPA office building and fleet to be a safe and productive workspace. |

| | |
|-------------------|---|
| | <ul style="list-style-type: none"> • Order sufficient supplies. |
| Expected Outcomes | <ul style="list-style-type: none"> • Safe, habitable, and productive workspace, fleet, and equipment. • Facilities availability at 100% except for emergencies. • Fleet availability of 95% or better. |

Organization and Positions



Human Resources and Organizational Development Work Plan



Human Resources and Organizational Development staff.

TRPA relies on diverse and talented individuals and teams to support and implement TRPA’s mission and various agency-wide strategic initiatives. The overall responsibility of Human Resources and Organizational Development (HROD) is to focus on the people and to ensure that the Agency continues to recruit and retain exceptional individuals who embrace the vision, mission, and core values of the organization. Human Resources champions and reinforces a positive workplace culture by addressing the following core activities.

| | |
|--|---|
| Department: Human Resources and Organizational Development - 2 FTE (HROD total) funded through general funding sources. | |
| Employee Relations, Engagement, and Retention: To ensure a culture of collaboration and teamwork, where our shared beliefs, values, and priorities are reinforced through various communication channels and employees feel connected to each other and our common purpose. Currently TRPA is fully staffed to manage the strategic priorities as approved by the Board. Our focus for the 2024-25 work plan will be to retain our current staff as well as provide engagement and connection opportunities to maintain positive employee morale. | |
| Outputs | <ul style="list-style-type: none"> • Conduct employee pulse surveys to determine overall job happiness and get feedback on other engagement and benefit options that employees may be interested in. • Promote and schedule regular staff outings, field trips, and get together to foster an environment of connectedness, inclusion and belonging. |
| Expected Outcome | <ul style="list-style-type: none"> • 95% satisfaction rating for new hire onboarding practices. • 90+% overall job satisfaction rating for all employees. • Minimum of 4 employee events per year. • <10% turnover rate. |
| Learning & Development: Build leadership capability and capacity, while developing our most valuable resource in a challenging and changing environment, to ensure agency goals and initiatives continue to meet the needs of the region. | |
| Outputs | <ul style="list-style-type: none"> • Create and maintain an annual Leadership Academy with the goal to provide leadership and management training once a month for 9 months on and 3 months off. Participants will be selected to attend from a range of departments and job levels. Process will repeat. • Conduct (12) monthly Learning Labs to facilitate lessons learned, critical thinking and continuous improvement. |

| | |
|---|--|
| | <ul style="list-style-type: none"> • Conduct (12) monthly All Staff meetings to promote understanding of the overall agency happenings. • Promote and support individual needs for continuing education credits. • Promote and support individuals’ needs for learning through conferences, webinars and other external education opportunities. |
| Expected Outcome | <ul style="list-style-type: none"> • Enhance knowledge, skills, and abilities as it applies to agency and people management. • Determine succession opportunities and plan possible career paths. • Create opportunities for cross-agency connection and in person interaction, communication, and knowledge sharing. |
| Performance Management: To achieve organizational objectives and goals, the agency will measure, monitor, improve, and recognize overall performance on an ongoing basis and annually. | |
| Outputs | <ul style="list-style-type: none"> • Update agency position descriptions and incorporate physical/mental demands for each position. Meet with each department manager and/or program manager to ensure the position description is accurate and relevant. • Conduct annual performance reviews, tied to developmental goals, strategic initiatives, core activities, core competencies, and overall agency values. |
| Expected Outcome | <ul style="list-style-type: none"> • Employee overall satisfaction with agency work plan and job duties at 90% or higher. |
| Operational: To update, streamline and maintain operational efficiency within the HR department.. | |
| Outputs | <ul style="list-style-type: none"> • Create and maintain an HR procedural manual that is both electronic and in paper form. • Finish scanning all current employee paper files for electronic record keeping. |
| Expected Outcome | <ul style="list-style-type: none"> • Consistent HR practices and procedures that are well documented and allow for easy succession opportunities if required. • Do away with paper files and strictly maintain all employee and other HR files and documents in an electronic format. |

Organization and Positions



Legal Work Plan

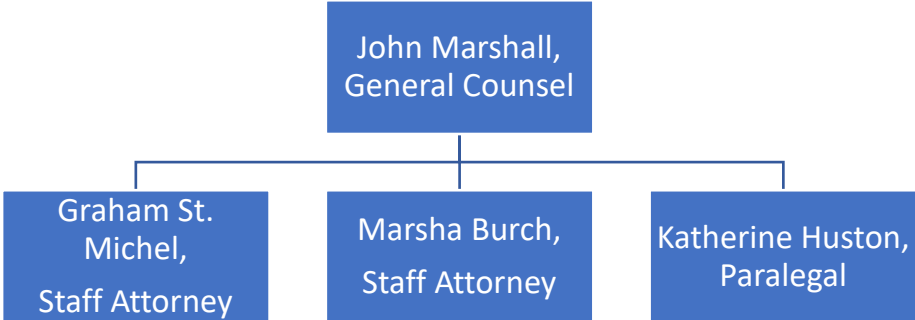


TRPA’s Legal Team supports agency staff and the TRPA Governing Board, Advisory Planning Commission, and associated committees in achieving the mandates set out in the Tahoe Regional Planning Compact. TRPA is the nation’s first environmental organization with land use authority crossing state lines and continues to be unique in the United States.

| | |
|---|---|
| Department: Legal - 3.8FTE funded through general fund plus contract legal support. | |
| Regional Plan Compliance Support – TRPA’s General Counsel supports Agency staff in aligning work programs with the Goals & Policies of the Regional Plan and as required by the Tahoe Regional Planning Compact. | |
| Outputs | <ul style="list-style-type: none"> • Review of staff reports before publication and presentation to public bodies. • Coordination with Staff and partners on strategic priorities, projects, plans, and priorities. |
| Expected Outcome | <ul style="list-style-type: none"> • Adherence of Agency Work Plan with Regional Plan Goals & Policies and the Tahoe Regional Planning Compact. |

| | |
|---|---|
| Compliance and Enforcement - The legal team supports the Compliance program in pursuing remedies to resolve and abate any problems associated with Code violations including resolutions and, where necessary, litigation. | |
| Outputs | <ul style="list-style-type: none"> • Weekly meetings with the Code Compliance Program Manager to review identified violations of the TRPA Code of Ordinances. • Review of cease & desist letters and notice of violation letters sent by the Compliance Program. • Support of Code Compliance Program Manager in Show-Cause hearings held before the TRPA Legal Committee and Governing Board including publication of staff reports and presentations. • Management of any resulting litigation where necessary. |
| Expected Outcome | <ul style="list-style-type: none"> • Improving education of and compliance with TRPA's Code of Ordinances. |
| Defense of Agency Decisions - The legal team advocates on behalf of Agency staff when final decisions of the Executive Director are challenged both in administrative appeals to the TRPA Governing Board and in civil litigation. | |
| Outputs | <ul style="list-style-type: none"> • Management of appeal files and deadlines. • Publication of staff reports for presentation before the TRPA Legal Committee and Governing Board. • Management of any resulting litigation including filing briefs, administrative records, and attending hearings. |
| Expected Outcome | <ul style="list-style-type: none"> • Continuation of TRPA's mission as mandated by the Tahoe Regional Planning Compact. |
| Maintaining Public Records - As a public agency, TRPA is required to, and maintains compliance with the Nevada Open Meeting Law as mandated by the Tahoe Regional Planning Compact. The legal team also maintains internal records as well as responds to requests for records by members of the public. | |
| Outputs | <ul style="list-style-type: none"> • Continuous review of Document Retention Policy to ensure ongoing compliance and best practices. • Timely and professional responses to requests for public records per TRPA Rules of Procedure. |
| Expected Outcome | <ul style="list-style-type: none"> • Continued adherence to Nevada Open Meeting Law and Tahoe Regional Planning Compact mandates. |
| Contract Review - In coordination with contract counsel, TRPA legal team reviews financial contracts for legal integrity. (1 FTE funded through general fund.) | |
| Outputs | <ul style="list-style-type: none"> • Legal review and approval of all TRPA managed contracts. |
| Expected Outcome | <ul style="list-style-type: none"> • Continued compliance with TRPA Finances Procurement policies. |

Organization and Positions



An additional full-time staff attorney is budgeted and will be onboarded in the Fall of 2024.

STAFF REPORT

Date: June 18, 2024
To: TRPA Governing Board
From: TRPA Staff
Subject: Approval of Fiscal Year 2024/2025 Annual Operating Budget

Summary and Staff Recommendation:

TRPA staff prepared the annual operating budget based on the TRPA strategic priorities and guidance provided by the Governing Board at the May 2024 Governing Board retreat.

The fiscal year 2024/2025 budget reflects the work of TRPA staff and Governing Board members to increase revenues in support of TRPA's mission to protect Lake Tahoe. The budget shows revenue increases from the prior year in several areas including the Nevada and California contribution, funds from the Lake Tahoe Restoration Act (LTRA), and infrastructure pass-through grants. Fee revenue is increased to support cost-recovery goals in the permitting department.

Funding the 2024/2025 fiscal year's budget includes multiple revenue sources and spending out the remainder of the bond proceeds set aside for long-term deferred maintenance.

Staff recommends approval of the fiscal year 2024/2025 budget. Included in the action to approve the budget are the following items:

- Approval for the overall expenditures of the agency.
- Approval for the grant agreements incorporated in the budget.
- Approval of the contract expenditures included in this budget.
- Approval for the staffing levels identified in this budget.
- Approval for an average 4% salary merit review for staff.
- Approval of an inflation increase (budgeted at 5%) to current planning fees (subject to final review by the Operations and Governance Committee in October).
- Authorization for staff to make technical corrections to the final budget.

Required Motion:

In order to approve the fiscal year 2024/2025 operating budget, the Governing Board must make the following motion:

- 1) A motion to approve the fiscal year 2024/2025 budget.

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background:

This Budget and the associated Annual Work Plan support the continuation of the three strategic priorities from the prior fiscal year including emerging issues agreed as part of the staff retreat:

- The Tahoe Living strategic priority specifies how we can work with local governments to create Complete Communities that provide housing for all, an appropriate mix of uses to support vibrant, walkable, transit-friendly neighborhoods, and the necessary infrastructure to protect our unique and precious environment.
- The Keeping Tahoe Moving strategic priority addresses the transportation system for “complete communities” and for the millions from outside the Basin who visit the Lake Tahoe Region annually.
- The Restoration and Resilience strategic priority continues and accelerates environmental improvement and transportation improvement programs to restore our environment and better prepare the region for extreme weather and climate change.

The budget also covers TRPA’s mandates from the Bi-State Compact and our other roles. TRPA is the Federal Metropolitan Planning Organization (TMPO) and California Regional Transportation Planning Agency (RTPA). The United States Environmental Protection Agency (EPA) has designated TRPA as the areawide planning agency under Section 208 of the Clean Water Act.

In 2024, Executive Director Julie Regan drove change in the TRPA organizational structure, increasing staff in high-intensity areas, and future investment needs. Although restricted by available funding, this budget continues the momentum set in place in FY’24, continues to address needs, and reflects the state of the current organization.

The budget is balanced including funds carried over from prior years. The building repairs are funded by bond monies received four years ago when we refinanced our long-term debt tied to the building. Work started in FY’24 and will finish up this budget year.

There are two areas that are not budgeted. Mitigation funds are received when the project is acknowledged, and disbursed when the receiving agency has a project ready to deploy the funds. This process is difficult to forecast and there is a considerable time lapse between the two events. Secondly, the California STA/LTF/State of Good Repairs funding is managed and budgeted by the recipients (Placer County and the Tahoe Transportation District). TRPA does not receive this funding, but as the RTPA for the Basin is responsible for authorizing and coordinating its use.

TRPA staff recommends approval of the following budget for Fiscal Year 2025, broken down by Fund:

Tahoe Regional Planning Agency
Fiscal Year 2024/2025 Proposed Budget (\$K)

| | Revenue | Expenses | Net |
|----------------------------|----------------|-----------------|--------------|
| General Fund | 9,470 | 8,491 | 979 |
| Planning Fund | 3,199 | 4,472 | (1,274) |
| Shorezone Fund | 362 | 303 | 58 |
| Total General Funds | 13,030 | 13,267 | (236) |
| Special Funds | | | |
| AIS | 9,134 | 9,134 | 0 |
| EIP | 3,580 | 3,580 | 0 |
| Transportation | 3,333 | 3,333 | 0 |
| BMP | 289 | 289 | 0 |
| Total Grants | 16,336 | 16,336 | 0 |
| Total Agency | 29,366 | 29,602 | (236) |

The following table breaks out revenue and expenditures by type:

| Revenue Sources | \$ | % |
|------------------------|---------------|----------|
| California | 5,116 | 17% |
| Nevada | 3,171 | 11% |
| Grants | 14,843 | 51% |
| Fees for Service | 4,736 | 16% |
| Other | 1,500 | 5% |
| | <u>29,366</u> | |

CA/NV Ratio 1.61

| Expenditures by Type | \$ | % |
|-----------------------------|---------------|----------|
| Contracts | 18,176 | 61% |
| Compensation | 9,439 | 32% |
| Financing | 623 | 2% |
| Other | 1,365 | 5% |
| | <u>29,602</u> | |

Comparisons to Prior Fiscal Year Budget

Revenue Projections:

Tahoe Regional Planning Agency
Fiscal Year 2024/2025 Proposed Budget (\$K)

| Revenues | FY 25 | FY 24 | Change |
|------------------------------|---------------|---------------|---------------|
| General Fund | 9,470 | 8,540 | 930 |
| Planning Fund | 3,199 | 2,826 | 372 |
| Shorezone Fund | 362 | 347 | 15 |
| Total General Funds | 13,030 | 11,713 | 1,317 |
| Special Funds | | | |
| AIS | 9,134 | 7,592 | 1,542 |
| EIP | 3,580 | 4,086 | (506) |
| Transportation | 3,333 | 3,516 | (183) |
| BMP | 289 | 292 | (2) |
| Total Grants | 16,336 | 15,486 | 850 |
| Total Agency Revenues | 29,366 | 27,199 | 2,167 |

Overall, revenues are up \$2.2M from FY'24 budget. The Nevada and California contributions to the agency are up by \$0.2M for staff salary and cost of living increases. Excluding the AIS

program contributions (\$375K per state) and the Nevada scanning project, the California to Nevada funding ratio is 1.9 to 1.0, close to the compact requirement. Planning revenue will increase by 5% CPI (prior year staff salary increase for reference was 5%) plus additional pass-through costs for expedite fees. Grants are up because of the federal Lake Tahoe Restoration Act (LTRA) and infrastructure grants as well as AIS fees. EIP grants are also affected by evolving forest health and fuels reductions project implementation timelines. Housing grant REAP funds were delayed in FY'24 due to California budget challenges and have been carried into the FY'25.

Confidence in grant revenue is strong in '25 as we are experiencing increased momentum as projects move into implementation late in the '24 budget. Grant revenue is based on cost reimbursement, where revenues match expenses, but both may fluctuate depending on associated expenditures and timing. LTRA funding is higher for the coming year because of strong federal support for the EIP. Transportation grants reflect the Overall Work Program (OWP) negotiated with the funders (Federal Highway Administration, CalTrans, and NDOT) plus the California housing policy REAP grants.

State revenue is largely set. Nevada's contribution to funding staff salary increases at the same rate the states' employees receive will be matched by California at the same rate the states' employees receive.

Current Planning fees are running strong and on budget for FY'24. Planning fees have been trending upward since the annual fee increase was effective in February 2024. The real estate market in Tahoe remains strong. We expect an overall increase in planning fee income of 7% driven by annual fee adjustment aligned with Consumer price index. The actual adjustment will be based on the Consumer Price Index for the Western Area, with a 3% minimum. The Operations and Governance Committee will review this change later in the fiscal year. We are also seeing increased expedite requests where permitting is contracted out to decrease cycle time. This is a pass-through cost, and the fees are aligned with the cost in the budget. Current Planning is not at full cost recovery for services and receives a transfer from the General Fund to balance revenues and expenses.

Shoreline fees are based on known moorings plus additional moorings and structures capped by the new shoreline regulations.

Budgeted Expenditures:

Tahoe Regional Planning Agency

Fiscal Year 2024/2025 Proposed Budget (\$K)

| Expenditures | FY 25 | FY 24 | Change |
|----------------------------------|---------------|---------------|---------------|
| General Fund | 8,491 | 7,660 | 831 |
| Planning Fund | 4,472 | 3,947 | 526 |
| Shorezone Fund | 303 | 427 | (124) |
| Total General Funds | 13,267 | 12,034 | 1,233 |
| Special Funds | | | |
| AIS | 9,134 | 7,592 | 1,542 |
| EIP | 3,580 | 4,086 | (506) |
| Transportation | 3,333 | 3,516 | (183) |
| BMP | 289 | 292 | (2) |
| Total Grants | 16,336 | 15,486 | 850 |
| Total Agency Expenditures | 29,602 | 27,519 | 2,083 |

Expenditures are up \$1.8M with contracts increasing \$1.2M and labor up \$0.5M vs FY'24 budget. Contracting increases are primarily in LTRA, Transportation, and Housing areas. Labor costs include salary increases and being fully staffed for a full fiscal year.

The budget includes a total of 75 positions plus 4 seasonal boat crew members and 4 interns. Of the year-round positions, 74 are full time, and 1 is part time. Total compensation will be \$9.4M, \$1.4M of the compensation is covered by Grants. The total compensation budget includes a 4% merit increase. This will not be a general increase for all but will be based on a multi-factor approach. We are assuming turnover equivalent to 1.3 FTEs. That is based on a 7% turnover rate with an average of 3 months to replace. TRPA salaries and benefits (retirement plan) remain below market.

Contracting expenditures are projected at \$18.2M. This is an increase of \$1.2M versus FY'24 budget, driven by increased funding from the Lake Tahoe Restoration Act and infrastructure grants. TRPA is acting as a fiscal agent for a sizable portion of the LTRA program and most of this funding is disbursed to partner entities and contractors performing the work. A list of contracts over \$100K is attached. Here is a summary of the FY'25 expenses vs the prior year:

Major Program areas:

AIS Program:

| AIS Program | | | |
|--|--------------|--------------|---------------|
| <i>Fiscal Year 2024/2025 Proposed Budget (\$K)</i> | | | |
| | FY 25 | FY 24 | Change |
| Revenue | | | |
| Grants | 7,205 | 5,945 | 1,260 |
| Fees for Service | 1,179 | 897 | 282 |
| State Revenues | 750 | 750 | 0 |
| Total Revenue | 9,134 | 7,592 | 1,542 |
| Expenditures | | | |
| Contracts | 8,182 | 6,708 | 1,474 |
| Compensation | 552 | 463 | 89 |
| Other | 400 | 421 | (20) |
| | 9,134 | 7,592 | 1,542 |
| Net AIS | 0 | (0) | 0 |

The AIS fund is seeing an increase versus prior year budget driven by LTRA & infrastructure grants as well as board-approved AIS inspection fee increases. The Tahoe Keys Demonstration Program should be completed in 2025 as monitoring is completed on multiple methods of weed control. While work in the Keys continues, there are no herbicide tests this fiscal year. TRPA acts as the fiscal agent for the program -- our headcount is 5.5 full-time equivalents, with most of the expenditures in the contracts area. Fees for service reflect revenues from the watercraft inspection and decontamination program. Both states contribute \$375K in dedicated spending for the AIS prevention program.

EIP Program

| EIP Program | | | |
|--|--------------|--------------|---------------|
| <i>Fiscal Year 2024/2025 Proposed Budget (\$K)</i> | | | |
| | FY 25 | FY 24 | Change |
| Revenue | | | |
| Grants | 3,505 | 3,885 | (380) |
| State Revenues | 75 | 201 | (126) |
| Total Revenue | 3,580 | 4,086 | (506) |
| Expenditures | | | |
| Contracts | 3,484 | 3,957 | (473) |
| Compensation | 51 | 85 | (35) |
| Other | 45 | 44 | 1 |
| | 3,580 | 4,086 | (506) |
| Net EIP | 0 | 0 | (0) |

The EIP program is down about 12% vs last year, mainly driven by a Lahontan Water Board nearshore monitoring grant ending and survey finishing. The two significant forest health and watershed restoration projects from FY'24 will carry over to FY'25. Like the AIS program, most of the funds will be awarded to implementing partners with roughly one equivalent TRPA resource applied.

Permitting and Compliance Program

Permitting and Compliance Program
Combined Planning Shoreline Funds
Fiscal Year 2024/2025 Proposed Budget (\$K)

| | FY 25 | FY 24 | Change |
|---------------|--|-------|--------|
| Revenue | | | |
| Total Revenue | 3,557 | 3,194 | 363 |
| Expenditures | | | |
| Contracts | 1,061 ▲ | 832 | 229 |
| Compensation | 2,165 ▲ | 2,208 | (43) |
| Other | 1,550 | 1,335 | 215 |
| | 4,776 | 4,374 | 402 |

| | | | |
|-----------------------------|---------|---------|------|
| Net Permitting & Compliance | (1,219) | (1,180) | (39) |
|-----------------------------|---------|---------|------|

Current Planning is one of our core areas. It includes more than 20 staff members including project review, customer service, code enforcement and shoreline permitting and enforcement activities. This department is down one FTE per last year. These numbers reflect a combination of the Planning Fund and the Shoreline Fund. Increases in contracts for expediting cycle time are aligned with associated revenue. The other cost increase is administration & overhead allocation.

Transportation Program:

Transportation Program
Fiscal Year 2024/2025 Proposed Budget (\$K)

| | FY 25 | FY 24 | Change |
|--------------|--|-------|--------|
| Revenue | | | |
| Grants | 3,333 | 3,516 | (183) |
| Expenditures | | | |
| Contracts | 2,116 | 1,822 | 295 |
| Compensation | 755 | 1,178 | (423) |
| Other | 462 ▲ | 516 | (55) |
| | 3,333 | 3,516 | (183) |

| | | | |
|------------------------|---|---|-----|
| Net Transp. & Planning | 0 | 0 | (0) |
|------------------------|---|---|-----|

Transportation includes both the traditional Transportation Overall Work Program (OWP) and grants in the housing area (REAP) that were carried over from FY'24. These funds account for 6 equivalent heads. Compensation is down due to applied time to these grants. Contracting effort changes from year to year depending on priorities and funding availability. This budget includes over \$0.9M in housing related contracts and \$0.3 for USFS Highway 89 corridor environmental study.

Contact Information:

For questions regarding this agenda item, please contact Chad Cox at (775) 589-5222 or ccox@trpa.gov.

To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachment:

- A. Major Contracts included in the Fiscal Year 2025 Budget

Attachment A

Major Contracts included in the Fiscal Year 2025 Budget

Attachment 1

Tahoe Regional Planning Agency

Fiscal Year 2024/2025 Contract in excess of \$100,000

| Purpose | Recipient | Fees | Gen Fund | Grants | Other |
|---------------------------------------|--|-------------|-----------------|---------------|--------------|
| Environmental Improvement | | | | | |
| AIS Control | IRI Ultraviolet Light LTRA 6 | | | 780,000 | |
| AIS Control | ESA Tahoe Keys CMT LTRA 6 | | | 750,000 | |
| AIS Control | Taylor Tallac | | | 400,000 | |
| AIS Control | TBA | | | 400,000 | |
| AIS Control | TRCD | | | 285,706 | |
| AIS Control | Blankinship & Associates Tahoe Keys CMT LTRA6 | | | 153,500 | |
| AIS Control | Stratus Engineers Associates Tahoe Keys CMT LTRA 6 | | | 110,000 | |
| AIS Control | Prevention | | | 108,412 | |
| AIS Control | Army Corps USACOE -TRCD | | | 100,000 | |
| AIS Control and Surveillance (RFQ) | Spatial Informatics Group | | | 100,000 | |
| AIS Control and Surveillance (RFQ) | Infiniti | | | 100,000 | |
| AIS Control and Surveillance (RFQ) | TERC | | | 100,000 | |
| AIS Control and Surveillance (RFQ) | Lake Tahoe Diving Environment LLC | | | 100,000 | |
| AIS Control and Surveillance (RFQ) | MTS | | | 100,000 | |
| AIS Control Permanent Station Spooner | Tahoe Transportation District | | | 300,000 | |
| AIS Control Permanent Station Spooner | El Dorado County | | | 200,000 | |
| AIS Control Tahoe Keys CMT | Environmental Science Associates | | | 100,000 | |
| AIS Permanent Watercraft Station | El Dorado County | | | 200,000 | |
| AIS Prevention | Tahoe Resource Conservation District | 1,119,131 | | | |
| AIS Prevention | MTS - Taylor Tallac | | | 685,850 | |
| BMP | BMP Ski Run Bijou Park | | | 100,000 | |
| Control | TBD | | | 500,000 | |
| Control | TRCD | | | 110,408 | |
| New Zealand MudSnail | TBD | | | 100,000 | |

Continued on Next Page

Tahoe Regional Planning Agency
Fiscal Year 2024/2025 Contract in excess of \$100,000

| Purpose | Recipient | Fees | General Fund | Grants | Other |
|--|--------------------------------------|------------------|--------------|------------------|----------|
| Prevention | Tahoe Resource Conservation District | | | 200,000 | |
| Tahoe Keys CMT | TRCD | | | 190,000 | |
| USFS LTRA BMP Watershed | City of South Lake Tahoe | | | 350,000 | |
| USFS LTRA BMP Watershed | CA Dept of Parks and Recreation | | | 150,000 | |
| USFS LTRA BMP Watershed | Nevada Tahoe Conservation District | | | 100,000 | |
| USFS LTRA BMP Watershed | CA Tahoe Conservancy | | | 100,000 | |
| USFS LTRA Forest Health | CA Dept of Parks and Recreation | | | 1,100,000 | |
| USFS LTRA Forest Health | Tahoe Resource Conservation District | | | 300,000 | |
| USFS LTRA Forest Health | LVFPD & CA State Parks | | | 300,000 | |
| USFS LTRA Forest Health | CA Tahoe Conservancy | | | 150,000 | |
| USFS LTRA Forest Health | STR Wisewood Biomass | | | 150,000 | |
| USFS LTRA Forest Health | Washoe Tribe & UNR | | | 125,000 | |
| USFS LTRA Forest Health | Nevada Division of State Lands | | | 100,000 | |
| Total EI Contracts >\$100K (includes page 1) | | 1,119,131 | - | 9,198,876 | - |

| Regional Planning | | Fees | General Fund | Grants | Other |
|--|----------------------------|----------------|----------------|------------------|----------|
| On-call contract / expedite | Arlo Stockham | 150,000 | | | |
| Long Range Planning | TBD (John H/Shay/Michelle) | | 200,000 | | |
| Tahoe Housing / REAP grants (2) | TBD (Karen) | | | 905,000 | |
| USFS Emeral Bay Corridor Enviro Study | TBD | | | 265,628 | |
| Total Regional Planning Contracts > \$100K | | 150,000 | 200,000 | 1,170,628 | - |

| Transportation | | Fees | General Fund | Grants | Other |
|---|--------------------------------|----------|----------------|----------------|----------|
| WE104.1 (CA-PL) Regional Transportation F | Regional Planning Tech Svcs | | 125,834 | | |
| WE108.7 (CA-SB1) Sustainable Communiti | Sustainable Funding Initiative | | | 163,750 | |
| WE108.8 (CA-SB1) Sustainable Communiti | Sustainable Funding Initiative | | | 163,750 | |
| Total Transportation Contracts > \$100K | | - | 125,834 | 327,500 | - |

Continued on Next Page



STAFF REPORT

Date: June 18, 2024
 To: TRPA Transportation Committee
 From: TRPA Staff
 Subject: Transportation Funding Landscape Briefing

Summary:

Staff will present an overview of funding for transportation programs and projects in the Lake Tahoe Region. This is an information only item, no action is requested.

Background:

The Lake Tahoe Region has shown a long-standing commitment to investing in transportation improvements to enhance mobility in the region and directly address the Compact mandate to “reduce the dependency on the private automobile...”. Transportation funding is provided by a combination of Federal, State, Local, and private sources. The percentage between these “sectors” continually shifts depending on the level of success in competitive federal and state funding programs. For the 2023 fiscal year over \$107 million dollars were programmed to transportation projects. The tables below illustrate how transit and roadway and bicycle/pedestrian projects are funded in 2023.

FY23 Transit Operations and Capital by County and Funding Sector

| County | Local | State | Federal ¹ | Private | Total | Percentage of Regional Total |
|-------------------------------------|--------------------|--------------------|----------------------|--------------------|---------------------------------|------------------------------|
| El Dorado County, CA ² | \$600,000 | \$2,862,164 | \$3,468,970 | \$560,000 | \$7,455,134 | 35.2% |
| Placer County, CA | \$5,018,300 | \$2,357,115 | \$1,952,167 | \$600,000 | \$9,990,582 | 47.2% |
| Carson City-County, NV | \$0 | \$0 | \$289,018 | \$0 | \$289,018 | 1.4% |
| Douglas County, NV | \$555,000 | \$0 | \$1,445,404 | \$140,000 | \$2,140,404 | 10.1% |
| Washoe County, NV | \$415,000 | \$85,000 | \$795,069 | \$0 | \$1,295,069 | 6.1% |
| Totals | \$6,651,300 | \$5,268,279 | \$7,950,691 | \$1,300,000 | \$21,170,270³ | |
| Percentage of Regional Total | 31% | 25% | 38% | 6% | | 100.0% |

¹ Distributed to Counties based on the following estimated distribution of transit services provided: TART – Placer 90% + Washoe 10%; TTD- El Dorado 60% + Douglas 25% + Washoe 10% + Carson City 5%.

² Includes the City of South Lake Tahoe, CA.

³ Total and sum of counties may not be equal due to rounding.

FY 23 Roadway and Bicycle/Pedestrian Capital Projects by County and Funding Sector

| County | Local | State | Federal | Private | Total | Percentage of Regional Total |
|-------------------------------------|------------------|---------------------|---------------------|------------------|---------------------|------------------------------|
| El Dorado County, CA ⁴ | \$89,000 | \$27,980,000 | \$5,163,000 | \$0 | \$33,232,000 | 38.3% |
| Placer County, CA | \$592,000 | \$540,000 | \$11,942,000 | \$450,000 | \$13,524,000 | 15.6% |
| Carson City-County, NV | \$0 | \$69,000 | \$1,621,000 | \$346,000 | \$2,036,000 | 2.3% |
| Douglas County, NV | \$250,000 | \$3,177,000 | \$32,282,000 | \$200,000 | \$35,909,000 | 41.4% |
| Washoe County, NV | \$0 | \$1,957,000 | \$0 | \$0 | \$1,957,000 | 2.3% |
| Totals | \$931,000 | \$33,723,000 | \$51,008,000 | \$996,000 | \$86,658,000 | 100.0% ⁵ |
| Percentage of Regional Total | 1% | 39% | 59% | 1% | | |

⁴ Includes the City of South Lake Tahoe.

⁵ Percentages by jurisdiction may not total 100.0% due to rounding.

The Local, State, Federal, and Private funding for roadway and bicycle/pedestrian capital projects is distributed to reflect the county in which the projects are located. Because the data include large, limited-duration projects that receive funding from non-local sources, the percentages will vary significantly from year-to-year as stated above.

In April 2024, the Transportation Committee discussed the need to focus on sustaining local revenue for transit operations and enhancing transit services. The table above confirms the need to generate new revenue for transit, as active transportation and other infrastructure projects are better matched with federal and state discretionary funding programs. **Local, non-federal match** is also critical to enhance federal and state grant applications and increase funding awarded.

Discretionary vs. Formula

Tahoe receives federal and state transportation funding from two types of sources, **formula funding** and **discretionary grants**. Many programs generally allocate funding through formulas that use factors like residential population to scale investment. Funds received via these sources are often referred to as “formula funding.” Discretionary grant funding refers to resources received through a competitive grant application process. Lake Tahoe has secured changes to federal funding formulas to provide increased funding and pending legislation in California aimed at similar changes for transit and infrastructure funding. Nevada does not allocate any transportation funds through formula funding. TRPA is currently exploring other potential funding sources that the NV legislature could assist in enacting or enabling. Lake Tahoe’s transportation funding is more heavily dependent on discretionary funding than other regions.

Self-help Funding

Over 25 jurisdictions in California and Nevada have instituted programs that generate revenue dedicated for transportation purposes. This “Self-help” revenue generated in the regions enhances competitiveness for federal and state discretionary funding and provides additional control over achievement of their transportation goals. This type of **Self-help** funding in California has typically relied on voter approved sales tax measures that provide critical leverage and matching funds for federal and

state funding (more info: [Self Help Counties Coalition](#)). The Lake Tahoe Region's unique multi-state, multi-county boundaries makes typical county-wide self-help funding mechanisms exceedingly difficult to implement.

Over the last two decades partners at Lake Tahoe have explored various alternatives to create its own version of self-help funding to generate the necessary revenue to accelerate attainment of our transportation goals. While the region continues to investigate region-wide mechanisms, Tahoe's local governments have been increasing spending for transportation individually. This new funding is coming from increased Transient Occupancy Tax (TOT), creation of new improvement districts, passage of measures to support critical maintenance, and additional general funds. The RTP/SCS will document the current and anticipated commitment from local agencies in order to capture the full funding landscape.

TRPA itself does not possess the authority to raise revenue for transportation but can identify the level of investment needed to meet the collective transportation goals and facilitate dialogue among the regional partnership on how to get there. These commitments will be documented in the RTP/SCS to provide a roadmap to achievement of the regional transportation vision.

Contact Information:

For questions regarding this agenda item, please contact Nick Haven, MPO Director at nhaven@trpa.gov or 775-589-5256. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Tahoe Regional Planning Agency
Fiscal Year 2024/2025 Contract in excess of \$100,000

| Purpose | Recipient | Gen Fund | Grants | Fees | Other |
|--|--|----------------|----------------|----------------|----------------|
| Research & Analysis | | | | | |
| Annual Monitoring | UC Davis - Transparency/Atmos Dep/ Tributaries | | 200,308 | 150,000 | |
| Annual Monitoring | USGS - LTIMP | | 185,350 | | |
| LT Monitoring | UC Davis | | | 115,000 | |
| Process Improvement | Sitka on-call | | 145,000 | | |
| Total R&A Contracts > \$100K | | - | 530,658 | 265,000 | - |
| Other Contracts over \$100K | | | | | |
| Reimbursables / Heavenly Monitoring | Stantec consulting | | | 400,000 | |
| Project Reviews | Wells Barnett Associates | | | 200,000 | |
| Rock Wall | F&B | | | | 236,250 |
| Outsource IT Support | Managed Services Provider/Xogenous | 240,000 | | | |
| TSAC Work Orders | Various Member Institutions | | 225,000 | | |
| TSAC Work Orders | Various Member Institutions | | 100,000 | | |
| Total Other Contracts > \$100K | | 240,000 | 325,000 | 600,000 | 236,250 |



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STAFF REPORT

Date: June 18, 2024

To: TRPA Regional Planning Committee (RPC)

From: TRPA Staff

Subject: Amendments to Update the Douglas County South Shore Area Plan

Summary and Staff Recommendation:

Douglas County is considering amendments to the South Shore Area Plan to establish a healthcare subdistrict, modify the Kingsbury Town Center boundary, amend signage regulations, add an energy conservation strategy, and make necessary updates to plan maps and data. Douglas County held a public town hall meeting on the proposed amendments on June 13 but has not begun the public hearing process with the County Planning Commission or County Commissioners. The County is seeking input from the RPC before beginning the hearing process. This item is for discussion purposes only and no action is required.

Project Description/Background:

The TRPA Governing Board adopted the Douglas County South Shore Area Plan (SSAP) on September 25, 2013. The Area Plan revised relevant Douglas County plans, maps, and regulations to implement the 2012 Regional Plan Update, replacing the Kingsbury and Stateline Community Plans and relevant portions of plan area statements.

The Area Plan covers properties along US 50 from the California-Nevada Stateline to the lower Kingsbury area. It includes the High-Density Tourist District containing the casino core, the Edgewood Lodge and Golf Course, the Edgewood Mountain area, and the Kingsbury Commercial Town Center. These areas are zoned as Tourist, Recreation, Resort Recreation, and Mixed Use, respectively.

Douglas County is proposing the following changes to the SSAP:

- Creating a new healthcare subdistrict that encompasses the site of the former Lakeside Inn and Casino and other existing Barton healthcare facility properties located across US 50;
- Increasing the maximum allowable building height for hospital uses with setback limitations in the proposed healthcare subdistrict at the site of the former Lakeside Inn and Casino;
- Modifying the Area Plan boundary to eliminate split parcel zoning and incorporate the entire Kingsbury Manor Mobile Home Park parcel into the Kingsbury Commercial Town Center;
- Incorporating signage regulations that were omitted from the Area Plan during its original adoption and updating the changeable sign standard for the High-Density Tourist District from four changes per hour to twelve changes per hour;
- Incorporating an Energy Conservation Strategy; and
- Allowing groundwater interception for projects in town centers if the project is designed to prevent adverse off-site impacts.

In addition to Douglas County's proposed changes, TRPA will be including the Phase 2 Housing Amendments in the SSAP as part of this amendment process. The Phase 2 Housing amendments set alternative development standards to encourage affordable, moderate, and achievable housing.

Regional Plan Compliance:

TRPA staff find that the proposed amendments to the SSAP advance the following Regional Plan goals and policies:

- LU-3.3: directing planned development toward town centers.
- LU-4: coordinating development through an integrated system of regional and local planning.
- PS-1.1: allowing public services and facilities to upgrade and expand consistent with regional and local standards.
- PS-4.2: planning for current and future emergency service needs.
- E-1: promoting energy conservation program.
- WQ-1.3: requiring that development mitigate anticipated water quality impacts.

Opportunities for Public Input (dates are tentative and subject to change):

- Douglas County Townhall Meeting—June 13
- TRPA RPC Informational Presentation—June 26
- Douglas County Planning Commission—July 9
- Douglas County Board of County Commissioners—August 1
- TRPA Advisory Planning Commission—August 14
- TRPA Regional Planning Committee—September 25
- TRPA Governing Board—October 23

Contact Information:

For questions regarding this agenda item, please contact Jacob Stock, Senior Planner, at 775.589.5221 or jstock@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

