

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the **Advisory Planning Commission** of the Tahoe Regional Planning Agency will conduct its regular meeting at **9:30 a.m.** on **Wednesday, August 9, 2017** at the **TRPA Offices**, located at **128 Market Street, Stateline, NV**. The agenda for the meeting is attached hereto and made a part of this notice.

August 2, 2017

A handwritten signature in blue ink, reading "Joanne S. Marchetta". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Joanne S. Marchetta
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

August 9, 2017
9:30 a.m.

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. APPROVAL OF AGENDA
- III. PUBLIC INTEREST COMMENTS

Any member of the public wishing to address the Advisory Planning Commission on any item listed or not listed on the agenda 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.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chair reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Advisory Planning Commission. All such comments will be included as part of the public record.

NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.

- IV. DISPOSITION OF MINUTES
- V. PUBLIC HEARINGS

- A. Shoreline Plan Environmental Impact Statement Scoping, including briefing on recommended Shoreline Plan

**Discussion and
Public Comment**

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	1) 2017 Second Quarter Report, April – June	Informational Only	<u>Page 17</u>
	2) Strategic Initiatives Monthly Status Report	Informational Only	<u>Page 39</u>
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TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

July 12, 2017

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Teshara called the meeting to order at 9:30 a.m.

Members present: Mr. Alling, Mr. Buelna, Ms. Carr, Mr. Esswein, Ms. Ferris, Ms. Hill,
Mr. Hitchcock, Mr. Hymanson, Ms. Krause, Mr. Larsen, Mr. Plemel, Mr. Teshara, Mr. Weavil

Members absent: Mr. Donohue, Mr. Drew, Mr. Guevin, Ms. McClung, Mr. Trout, Washoe
Tribe representative

II. APPROVAL OF AGENDA

Mr. Larsen moved approval.
Mr. Esswein seconded the motion.
Motion carried unanimously.

III. PUBLIC INTEREST COMMENTS

None

IV. DISPOSITION OF MINUTES

Mr. Teshara said he provided his minor edits to Ms. Ambler.
Mr. Larsen moved approval of the June 14, 2017 minutes as amended.
Mr. Hymanson seconded the motion.
Mr. Alling abstained.
Motion carried.

V. PLANNING MATTERS

A. Transportation Measures Working Group: Review of Draft Report

TRPA team member Mr. Segan provided an overview of the draft report.

Mr. Segan said the Governing Board requested that the Advisory Planning Commission
convene a transportation measures working group which resulted in this draft report. The

first meeting was held on April 12, 2017 where staff provided an overview of everything being measured within the current system. The May 10th meeting identified focus areas such as environment; air and water quality, congestion, and non-auto modes of transportation. June was expert presentations on focus areas and July's meeting had an overview of the draft white paper. Staff will present the revised draft to the APC on August 9 for recommendation to the Governing Board at their meeting on August 23, 2017.

The four goals were to survey the transportation landscape, Identify the state of the practice and options, developing a resource (State of the Practice Report) for future discussions, and provide a venue for discussions related to transportation matters and concerns.

As part of the survey of the landscape, staff reviewed documents from 47 agencies, reviewed 81 resources, and 217 individual measures identified were in use by one or more agencies. Those have been put into 86 summary sheets. Of the resources surveyed, they drew the most from the Regional Transportation Plan and broad guidance documents. The "other" category refers to resources that were pulled from the academic literature or guidance provided to state agencies by academics as part of their measure development process. As part of SB 375, the California State Government solicited feed back from local research institutions. Those references were grouped into the "other" category.

Percent of Measures by the Regional Transportation Plan goal: The majority of measures identified; 40 percent fell into the operations and congestion management category. The next largest category was the environmental category. A hypothesis is there is more regulatory flexibility in terms of how people approach congestion and operation management than there is in the safety realm. For the Fixing America's Surface Transportation Act (FAST Act) there is specific reporting requirements that agencies need to abide by and report back to the federal government in terms of safety and system preservation. They have far less flexibility, and that shows in the variation of measures that were identified for individual agencies. Traditionally, most people are using the same measures, with a couple additional ones.

The report was organized with the highest level having these categories or focus areas of environment, connectivity, and system preservation. The subcategory gives an indication of the specific area of concern within that broader category that the measure is traditionally used to report on.

For example, within environment, the sub-category is air quality and water quality and the measure summary is where you get information about a specific type of measure. An example for that measure summary is vehicle miles traveled (VMT). That's one measure summary sheet and within that, they aggregated a number of different individual measures. Some may look at VMT in aggregate, some look at VMT only during congested conditions, and others are looking at VMT per capita. Three different variations are all grouped into this larger measure summary sheet.

Staff is currently editing the measure summary sheets. The goal is to have a high-level indication of what the measure is, how it's calculated, and what people are using it for. The section on human and environmental drivers describes what the measure is responding to and what is likely to increase or decrease the score on this measure.

Staff has identified measures that are currently being used in and out of the Basin and then where there is suggested uses and guidance documents. The relationship to the goal section describes how the measure relates to the broader goal in the category. If this is a measure of air quality, is it directly measuring air quality? Is it measuring inputs to broader air qualities and measuring projects that are intended to produce better air quality in the region? Is it measuring some intermediate outcome? Many of the measures relate to more than one category. The relationship to the goal section often includes a number of different relationships and those can be different depending on the measure and the categories that it's used to report on. Variations of the measure can describe items such as VMT per capita, VMT per visitor, congested VMT, the deviation between those, and why some people might use one or another. All of this is organized within the appendices of the report.

The reason measures were aggregated is that they generally respond to the same types of drivers and they are addressing the same concerns. However, there is significant variations in how the communities or agencies have expressed those concerns, and the measures are specifically tailored to those concerns.

For example, Economic Vitality measure summary sheet; travel time to work. There are eight measures listed as different options for that. There are places that have identified a specific time. Is it the number of jobs that you can access within 45, 30 or 25 minutes? There are different types of commuting. Is it looking at the number of jobs or the time that it takes to get to a place via carpool, via all modes, or via transit in a single occupancy lane?

The reason that variation is important both to tailor specific programs, but also within these places they have been adopted because you get what you measure for. These places have generally instituted policy that they're trying to measure the effectiveness of relative to other travel times to work. They have instituted carpool policies and are they seeing a response in terms of whether people are commuting to work faster via carpool now that this policy is done.

Are the carpool lanes being effective? Is it increasing transit frequency helping people's travel time to work? You might not get that if you are just looking at overall travel time. Going to the multiple sub levels, there are more nuanced pictures of what's happening and how the system is responding to the individual policy manipulations.

As new policies are considered, are the designs tailored and measured such that they will be responsive and provide information about the effectiveness of those policies?

Staff has generated a consumer report style dashboard to help people quickly weed through the measures at a high level. Included are the type of measure; is it measuring an activity or an action that an agency would engage in? Is it measuring an intermediate outcome? An immediate response to that action, but not the ultimate goal or is this measuring the ultimate goal? Is this measuring ambient air quality that we're targeting?

Also identified is who the measure is currently being used by, what is the relationship between the measure and the goal? Is it directly measuring something or is this an indirect measure that contributes to a broader understanding of the overall goal?

You need to determine if the measure is SMART amenable. Can you establish a specific, measurable, attributable, relevant, and time bound target based on the measure? How easy is it to collect the data, which is often related to cost?

Data continuity is the how long of a time series do you have? Is there information about this going backwards and or can it easily be calculated? Data reliability is how well and how accurately you can detect change and or measure the variable of interest? In addition, is this measure required by a Federal and or a State agency?

Lastly, is it being used by someone in the Basin today? There are other evaluation criteria that has been discussed in previous meetings and those potential options are discussed in the report providing insight into why staff may not have included those at this time, but recognize their importance.

The development of this report is the broader due diligence for the decision-making process to ensure that they are making informed decisions and understand the lay of the landscape.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-V.A-Transportation-Measures-Working-Group.pdf>

Commission Comments & Questions

Mr. Hymanson asked staff to clarify the relationship between the dashboard and the summary sheets. Are all the measures that have summaries going to be represented in the dashboard?

Mr. Segan said the dashboard applies to the measure summary sheets and not to every individual measure. Staff tried to group measures where they feel the information required to evaluate them is roughly the same within that dashboard. For example, there is a travel time to work on the dashboard but there are not total jobs within a 30-minute drive and average jobs in a 25-minute transit ride.

Mr. Hymanson said there is data in the dashboard that is not in the summary sheet such as sense of cost, data continuity, and types of data collected. Some measures rely on data, some on a model, or vehicle miles traveled, for example. Is that difference captured anywhere where?

Mr. Segan said although they may not capture that directly, whether or not it's a modeled value or observed value. It is in the description of the measure itself. All the information that is in the dashboard appears in the top of each measure summary sheet. The dashboard is just an early reference and all that information is repeated.

Mr. Hymanson referred to the slide with the pie chart that broke down the percentage of measures and asked if there is a place where the proportion of required measures is compared to the total?

Mr. Segan said no, there is not, but staff could add that.

Mr. Hymanson agreed that it should be added because in the end, the required measures are going to be in the mix since they are required by higher authority.

Mr. Teshara said it was numerically referenced in the report, but is a good suggestion to put it into a pie chart.

Mr. Segan said although they don't have it by category within the report in terms of the measures uncovered. For example, the environmental measures; what percentage of those are required by an agency relative to the overall number uncovered? That information is available and can be added.

Ms. Hill asked if there is a section regarding implementation of the measures that are or are not required and how this plan going to be implemented?

Mr. Segan said the report does not specifically address implementation for any of the measures. It is viewed more as a menu of options of what others are using. It provides that as a basis for that discussion, but they don't lay out which of these should be implemented of or how to implement them.

Mr. Marshall said this is step one, it is an informational document as opposed to a decision making one.

Ms. Hill suggested that the future steps should be defined in the report.

Mr. Teshara said future steps will depend on Governing Board direction after the report is presented to them in August.

Ms. Fox said the League to Save Lake Tahoe supports this corridor level approach for both the selection of performance measures and congestion management process. They will provide staff with some non-substantive corrections and text edits. In addition, they identified a handful of potential updates to the evaluation criteria scoring within the transportation measures dashboard. Overall, they agree with the conclusions of this report and said it will be helpful for the more challenging conversations ahead.

Mr. Larson said, "You get what you measure for" resonated with him because there does need to be a discussion as to what is it that we are looking for? What are the problems trying to be solved? And what are the issues worth measuring? He agreed that the conclusions are well presented because they put forward very meaningful questions as to what to do.

Public Comment & Questions

Laurel Ames, Tahoe Area Sierra Club said yesterday, the San Francisco Chronicle had an article that 80 percent of the travel won't be by car by 2030. She suggested that this should be considered in the future plans. Also, it should include the impact on transit and transportation.

Jennifer Quashnick, Friends of the West Shore said in terms of the metrics where they may address the impacts of visitors versus residential, versus all traffic; for example, per capita relies on the residential population, but is affected by all vehicle miles traveled. Commute time is more residential, transit can be either residential or visitor. That would be helpful in assessing policies in the future as well as the impacts of visitor versus residential traffic.

B. Tahoe-Truckee Plug-in Electric Vehicle Readiness Plan Status Report

Mr. Hester this was a project that was funded by the California Energy Commission and included the Truckee Donner Utility District, TRPA, a stakeholder group and consultants. It covered the Tahoe Basin, Truckee, and parts of Nevada County. In addition, this project was one year ahead of schedule.

TRPA team members Ms. Cannon and Mr. Middlebrook provided the presentation.

Ms. Cannon said the focus of this readiness plan was on plug-in hybrid electric vehicles and battery electric vehicles.

The plug-in hybrid electric vehicle has both an internal combustion engine and a lithium rechargeable battery and the battery electric vehicle is solely reliant on a battery. Not all chargers are created equally; the level one charger can take up to 14 hours to recharge a battery while the direct current, fast charger can take less than an hour to recharge a vehicle. The direct current chargers can be as much as \$100,000.

In addition, they formed a coordinating council that included broad representation across the region from both private and public such as representatives from the ski resorts, business associations, local governments, and some universities. The council met quarterly during the process of developing this plan.

Electric vehicles have air and water quality environmental benefits in addition to improving noise impacts. There is also a potential reduction in greenhouse gas emissions. Based on information from NV Energy and Liberty Utilities, they found that there would be up to a 70 percent reduction with the use of a battery electric vehicles instead of a conventional internal combustion engine vehicle.

Nevada has a 25 percent renewable energy target by 2025 and California has 50 percent renewable energy target by 2030. With electrical vehicle planning, there is a 90 percent greater utilization with those chargers in comparison to ad-hoc planning.

The purpose of the plan is to add to that multimodal vision for the Tahoe-Truckee Region. They want to encourage electric vehicle travel to replace internal combustion engine travel. Also, a part of this plan was to develop partnerships with various jurisdictions and other stakeholders. The Plan is available online at http://tahoealternativefuels.com/wp-content/uploads/2017/06/Tahoe_Truckee_PluginPlan_Final_web.pdf. It includes forecasted growth projections based off market and demographic considerations and trip generation from the transportation model. There is an overview on the policies, incentives, and funding. In addition, there was an analysis done on the charging infrastructure. There are three goals in the plan: Maximize the share of electric miles over conventional vehicles,

make it easier and less expensive to install chargers, and make them more broadly accessible and improve electric vehicle awareness.

Through this process, charger locations have been mapped out and is being continually updated with current information. There are quite a few locations with chargers, but they're not fully accessible to the public. Some are for hotel patrons and some for specific manufacturer's such as Tesla. There is work to be done to make chargers more accessible.

Based on the current trends they are seeing a greater growth in plug-in electric vehicle sales versus hybrid electric vehicles. The assessment showed, 45 percent are Tesla owners and concentrated in Incline Village, Truckee and South Lake Tahoe. The medium scenario showed that the growth in the next 20 years would be 3 to 6 percent of trips will be electric vehicles by 2025 and 6.5 to 13 percent will be electric vehicle trips by 2040. These scenarios are based off demographic and market type information and the transportation model information.

A consumer survey to find out what kinds of challenges and opportunities there are with electric vehicles resulted in 424 responses. One of the primary challenges is that most of the Basin residents prefer to use SUVs and all-wheel drive vehicles. There will be more options for these types of vehicles in the future.

Another challenge the survey showed was that over half the residents didn't know about the incentives and much about electric vehicles. Through this planning effort there was a lot of different outreach tools and formats used and a lot of information can be found on the website. TRPA co-hosted an Electric Vehicle Summit with Liberty Utilities on the North Shore.

Mr. Middlebrook said as part of the plan they did a charging infrastructure siting analysis that looked at factors such as income, hybrid vehicle ownership rates, homeownership dwelling type, and regional travel patterns to develop three different maps that show areas of demand for publicly available charging infrastructure.

Two of those include the workplace charging map where people are most likely to work if they own an electric vehicle. In addition, an opportunity charging map that shows non-residential and non-workplace charging such as recreation sites, shopping centers, and gas stations.

The action plan outlines ongoing activities, short-term, medium-term, and long-term actions that can be taken to make the Tahoe Region "PEV-ready." The action plan breaks it out by local jurisdictions, utilities, fleets, regional coordination, education, and outreach.

There is coordination with the transportation measures working group for possible performance metrics for measuring the achievement of the goals. They received another grant from the California Energy Commission for \$104,000 to begin implementation of the plan, which includes the creation of an ombudsman position, which will be Mr. Middlebrook, to help facilitate installation of infrastructure.

Mr. Middlebrook is collaborating with a private company called EVgo to install a number of direct current (DC) fast charge clusters in South Lake Tahoe.

Education and outreach will be ongoing to raise awareness in the region about electric vehicles and help the potential visitor know the locations of the charging stations.

There will also be coordination with business owners to help them with the blueprint they need to provide the infrastructure to the public such as electrical hookups, accessible parking spaces, etc. He will also be working with others to help streamline the permitting process across the region to accelerate the implementation of electric vehicle infrastructure and make it less expensive to install.

There is also going to be a number of infrastructure funding and financing opportunities available. Liberty Utilities on the California side has plans to install seven DC fast charge clusters within the region. The Tahoe Fund has authorized a grant program to help recreation sites install charging infrastructure in areas such as Harrison Avenue in South Lake Tahoe, Sand Harbor, Commons Beach in Tahoe City, and the North Tahoe Regional Park. There are a number of opportunities with private charging networks where they install the infrastructure and operate it on someone's property. For example, Tesla has a program that provides level two Tesla chargers and a level two ClipperCreek universal charger for other manufacturers at destinations such as hotels and casinos.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-V.B-PEV-Plan.pdf>

Commission Comments & Questions

Mr. Teshara asked if the maps on the website are also available in other locations such as the visitor centers.

Mr. Middlebrook said the maps are online. Because the information changes so rapidly, it is a challenge to do printed copies.

Mr. Teshara suggested letting the visitor centers know to refer people to the website to get the most recent map.

Mr. Middlebrook said many of the electric vehicle companies have software apps for smart phones. As part of the implementation grant from the California Energy Commission, they will be doing more concentrated outreach and education.

Mr. Alling said on the siting analysis slide it referenced regional travel patterns. He asked if they considered the travel that would be coming from the Reno area into the Basin.

Ms. Cannon said yes, they looked at outside trips as part of this analysis. They considered a 200-mile radius. Beyond that distance, people may take a plane.

Ms. Carr said in Nevada, the Governor's initiative was to create electric highways. You can get from Las Vegas to Northern Nevada with strategically placed charging stations along the way. The Nevada Division of Environmental Protection has a Chevy Volt, electric and gasoline hybrid that charges in about four hours. She can drive from Carson City to the Advisory Planning Commission meetings at TRPA and back to the top of Spooner Summit

with one mile left on the battery. When she gets to the bottom of Spooner Summit, the vehicle has charged back up to ten battery miles.

Mr. Hitchcock said the City of South Lake Tahoe is currently reviewing a charging station for the Raley's shopping center. The challenge is that TRPA considers this coverage. In their efforts to encourage charging stations particularly at commercial centers they run into issues with many of these places being over covered. Most of these commercial areas are not going to give up their parking for charging stations. He recommended that if you are going to streamline, staff should look at exempting coverage or giving coverage incentives for the creation of charging stations.

Mr. Middlebrook said that is on the radar and staff will be reviewing as part of the permit streamlining process through the second California Energy Commission grant.

Ms. Krause said she agreed with Mr. Hitchcock. Washoe County was approached by Tesla to take 15 parking spaces out of their most congested parking area to make 10 Tesla-only parking spaces.

Mr. Buelna asked what the plan is to address when someone is using the charging station space to just park or the person who stays in a space after charging.

Mr. Middlebrook said that is in the toolkit to address the parking enforcement.

Mr. Buelna said there are many locations that have limited parking and if they are converted to charging-only, it is going to be a significant impact in already overcrowded parking lots. We need to ensure that this is addressed early in the process.

Mr. Middlebrook said staff will consider locations for the chargers.

Mr. Weavil asked if there is consideration being given to making standardized charging plugs.

Ms. Cannon said currently there isn't an industry standard, but there is discussion about standardizing so that there could be more cross compatibility.

Mr. Weavil asked what are the economic incentives for companies such as EVgo. Will the industry eventually initiate a pay program for charging?

Ms. Cannon said they are seeing more people turn to payment for the charge, but there are places such as hotels that may not ever charge. Also, level two chargers are not as expensive to maintain.

Mr. Weavil said even if the charging is free, if someone had to put in a credit card, and then, after the charging is complete, they will be charged if they do not leave the space.

Ms. Cannon said this is an issue and will be addressed with enforcement.

Mr. Teshara said something that could heighten the awareness of our region's leadership in this area is to have a conference to discuss some of these issues.

Public Comments & Questions

None

Commission Comments & Questions

Mr. Teshara said something that could heighten the awareness of our region's leadership in this area is to have a conference to discuss some of these issues.

VI. REPORTS

A. Executive Director

No report.

B. General Counsel

Mr. Marshall said last month, the US Supreme Court decided on a case with Murr v. Wisconsin. Murr was a takings case where two lots were purchased at different times that were then passed down from the parents to descendants. They received a permit to build a house on one with an access road across the second one to connect the properties. Subsequently, they were denied an application to build on the second lot because current regulations determined that it was non-conforming in size. They sued for a taking because they alleged that there was no use or value left in that second lot. The local jurisdiction's stand was that they had use of their entire ownership of both lots. The question the Supreme Court decided was can the government combine lots in that fashion or the alternative, can the landowner slice their ownership interest in such a way that part of their holdings have no active use or value. Then, the per se takings test would apply and not the balancing test where the government typically wins. The court held that in this case, the ownership pattern was acquired in such a way that there was a merger of the two Lots, so they became one lot. They were conveyed at one time to the same trust for the children. At that point, the ownership merged and effectively became one lot for regulatory purposes, but two lots for tax purposes. Therefore, under the parcel of the whole doctrine you had to look at the entire holding, not the two individual Assessor Parcel Numbers. There are a lot of situations where that is active in the Tahoe Basin.

The second case was decided last week in the California Supreme Court, Lynch v. the California Coastal Commission. In this case, the California Supreme Court upheld the Court of Appeals holding, which was a battle over a bluff revetment and stabilization permit in Encinitas, California. There was an existing permit from California State Lands for the encroachment for the seawall. State Lands agreed to update it under the conditions that it was only good for 20 years because they didn't know what was going to happen if there was sea level rise and to have the option to impose other conditions." They built the seawall and challenged the permit. The land owner said the conditions of the permit resulted in a taking and is inconsistent with several other authorities in terms of the

July 12, 2017

substance of the permit. The California Supreme Court held that they waived the ability to challenge the terms of the permit by accepting its benefits. If a landowner accepts those benefits from the permit then they waive the opportunity to challenge the merits of those conditions. The permit was issued in 2013 and it took four years to litigate. The landowner was in a situation of how could they not accept the permit to protect their investment and not challenge at the same time? The California Supreme Court said that they could have applied for an emergency permit to maintain the status quo while they were challenging the terms of the permit. Most emergency type permits are temporary to allow further consideration of the total effects of a project.

VII. APC Members

Mr. Teshara congratulated Ms. Ferris on her promotion to Planning Manager at Douglas County.

Ms. Krause thanked Mr. Marshall for the information on the Lynch v. California Coastal Commission.

Mr. Hymanson said the Tahoe Science Council will meet on July 20th at the Tahoe Environmental Research Center in Incline Village. The Bi State Executive Committee will meet on August 21st in the same location.

Ms. Carr said the Nevada Division of Environmental Protection's Bureau of Water Quality Planning has their annual release of the Nonpoint 319 Grant funding cycle. Applications are open until August 25th for a total of approximately one million dollars.

Mr. Buelna said Placer County promoted Rick Eiri to the Assistant Director of Community Development Resource Agency. This position will manage the Tahoe operations.

Ms. Beryl, TRPA Transportation Department introduced TRPA's new Assistant Transportation Planner, Kira Smith.

VIII. PUBLIC COMMENT

None

IX. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 10:57 a.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above

ADVISORY PLANNING COMMISSION
July 12, 2017

mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review.



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MEMORANDUM

Date: August 2, 2017

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Notice of Preparation for an Environmental Impact Statement for the Proposed Lake Tahoe Shoreline Plan

Requested Action: No action is required. This is an information/comment item only.

Staff Recommendation: Staff recommends that the Advisory Planning Commission review the Notice of Preparation (NOP) and provide comments on the scope and contents of the Environmental Impact Statement (EIS) for the Proposed Lake Tahoe Shoreline Plan.

Project Description: The Tahoe Regional Planning Agency (TRPA) is preparing an EIS for the proposed Lake Tahoe Shoreline Plan. This document will meet the environmental review requirements of the TRPA Compact, Code of Ordinances (Code), and Rules of Procedure. This notice meets the TRPA noticing requirements for an NOP to provide responsible agencies and interested persons with sufficient information to make meaningful responses as to the scope and content of the EIS. This notice is also available at: www.shorelineplan.org

The Lake Tahoe Shoreline Plan will update goals, policies and regulations focused on structures (marinas, piers, buoys, ramps and slips) to support water-dependent recreation along the Lake Tahoe shoreline and effective resource management to ensure environmental threshold attainment. The Shoreline Plan addresses new development affecting five policy areas: boating, access, marinas, piers, and low lake level adaptation. The geographic area for planning purposes will be the defined Shorezone in TRPA's Code of Ordinances, Chapter 83 and as shown in the attached Shoreline Plan Project Area Map in the Notice of Preparation.

Process Overview: In 2016, the Tahoe Regional Planning Agency (TRPA) launched a collaborative process to develop a Shoreline Plan to enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for the future. TRPA and partner agencies and organizations initiated planning by engaging the Consensus Building Institute (CBI), a third-party mediation firm, to conduct a stakeholder assessment, convene stakeholders and develop a consensus based plan.

TRPA and CBI convened a Steering Committee to oversee the process and develop policy proposals. In addition, a Joint Fact Finding Committee made up of scientists and technical experts was convened to provide recommendations on the best available information and science to use in the Shoreline Plan and EIS.

A public outreach and engagement campaign was also launched to inform the public of proposed

planning policies and provide an opportunity for the public to offer input on key issues. A project website (shorelineplan.org), workshops, and local organizational briefings have kept the public informed.

The Steering Committee relied on the Stakeholder Assessment, recommendations of the Joint Fact Finding Committee, continuing stakeholder input, technical memos, and public comment to develop a project scope, overarching goals and organizing principles, and to identify key policy issues. The Steering Committee then developed specific policy proposals for consideration and endorsement by the TRPA Regional Plan Implementation Committee (RPIC).

Over a series of meetings, the Steering Committee presented to RPIC the project scope, organizing principles, and a comprehensive set of policy proposals. RPIC considered, modified, and ultimately endorsed a set of proposals addressing water-dependent structures that provide access to Lake Tahoe, including marinas, ramps, buoys, and piers, as well as measures for low lake level adaptation. The proposed shoreline policies, endorsed by RPIC, have been advanced forward as the Shoreline Plan project description outlined in the NOP. With scoping input, alternatives to the proposed Shoreline Plan will be developed and analyzed in the EIS.

TRPA staff presented the Shoreline Plan proposal and Notice of Preparation to the Governing Board at its July 26th meeting as an informational item during the public scoping period. Public comments received during that meeting have been placed into the record and will be summarized in the Scoping Report once the public scoping period closes.

The project scope memo, policies memos, a series of technical memos, summaries from public workshops, and written public comment used to inform the development of policy proposals included in the Shoreline Plan project description are available on shorelineplan.org.

Next Steps:

- Environmental Review: TRPA has begun scoping for the Lake Tahoe Shoreline Plan EIS. Conceptual EIS alternatives, described generally in the NOP, are in development. TRPA is seeking public input on the range of alternatives to be evaluated and the environmental impact topics to be analyzed. The proposed alternatives will be brought to RPIC for general endorsement before work commences on the preparation of the draft EIS. A draft EIS will then be prepared analyzing the environmental impacts of the proposal and the alternatives.
- Shoreline Plan: Goals, policies and code will be drafted based on the Shoreline Plan policy proposals endorsed by RPIC.
- Organizational Briefings: Over the summer, TRPA is conducting information and outreach meetings at existing organizations, as requested. The purpose of these briefings is to provide information about the Shoreline Plan, including how the public and stakeholders can stay involved and informed and to solicit input on policy proposals.

Public EIR/EIS Scoping Meetings and Public Workshops: The 30 day public scoping period began on July 12, 2017, and will end on August 16, 2017. TRPA staff distributed the NOP to all responsible and trustee agencies, to the California and Nevada State Clearinghouses, and to all stakeholders that have been involved or expressed interest in Shoreline Planning. The Notice was posted in the newspapers, on the

TRPA website and on Shorelineplan.org.

In addition to the opportunity to submit written comments, public scoping meetings provide the public the opportunity to learn more about the proposed project and to comment about the content of the EIS. Public scoping meetings have been or will be held at the following locations:

Tahoe Regional Planning Agency

July 26, 2017 9:30 a.m.

TRPA Governing Board, North Tahoe Events Center,
8318 N Lake Blvd, Kings Beach, CA

August 9, 2017 9:30 a.m.

TRPA Advisory Planning Commission (APC), TRPA
Offices, 128 Market Street, Stateline, NV

Contact Information: For questions regarding this item, please contact Rebecca Cremeen, Associate Planner, at (775) 589-5214 or rcremeen@trpa.org.

Attachments:

- A. Notice of Preparation

Attachment A
Notice of Preparation



Mail

PO Box 5310
Stateline, NV 89449-5310

Location

128 Market Street
Stateline, NV 89449

Contact

Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

NOTICE OF PREPARATION

DATE: July 12, 2017

TO: California State Clearinghouse
Nevada State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Statement (EIS) for the Lake Tahoe Shoreline Plan

LEAD AGENCY:

Tahoe Regional Planning Agency

P.O. Box 5310

128 Market Street

Stateline, NV 89449

Contact: Rebecca Cremeen

Phone: (775) 589-5214

Email: rcremeen@trpa.org

PROJECT TITLE: Lake Tahoe Shoreline Plan

PROJECT APPLICANT: Tahoe Regional Planning Agency

PROJECT LOCATION: See the attached Shoreline Plan Project Area Map

REVIEW PERIOD: July 12 to August 16, 2017

The Tahoe Regional Planning Agency (TRPA) is preparing an EIS for the proposed Shoreline Plan. This document will serve as an EIS pursuant to the TRPA Compact, Code of Ordinances (Code), and Rules of Procedure. This notice meets TRPA noticing requirements for an NOP to provide responsible agencies and interested persons with sufficient information to make meaningful responses as to the scope and content of the EIS. This notice is also available at: www.shorelineplan.org

PROJECT DESCRIPTION: The Lake Tahoe Shoreline Plan will update goals, policies and regulations focused on structures (marinas, piers, buoys, ramps and slips) to support water-dependent recreation within the Lake Tahoe shoreline and effective resource management to aid in environmental threshold attainment. The Shoreline Plan will include five policy areas that focus on boating, access, marinas, piers, and low lake level adaptation. The geographic area for planning purposes will be the defined Shorezone in TRPA's Code of Ordinances, Chapter 83 and as shown in the attached Shoreline Plan Project Area Map. The detailed project description is also provided below.

NOP COMMENT PERIOD: Written comments should be sent no later than 5:00 p.m. on **August 16, 2017** to: Rebecca Cremeen, Associate Planner, TRPA, P.O. Box 5310, Stateline, NV 89449 or rcremeen@trpa.org.

SCOPING MEETINGS: In addition to the opportunity to submit written comments, public scoping meetings are being conducted to provide an opportunity to learn more about the proposed project and to express comments about the content of the EIS. Public scoping meetings will be held at the following times and locations:

Tahoe Regional Planning Agency

- | | |
|----------------|---|
| July 26, 2017 | 9:30 a.m., TRPA Governing Board, North Tahoe Event Center, 8318 N. Lake Blvd, Kings Beach, CA 96143 |
| August 9, 2017 | 9:30 a.m., TRPA Advisory Planning Commission (APC), TRPA Offices, 128 Market Street, Stateline, NV |

The TRPA APC and Governing Board meetings will begin at 9:30 a.m.; however, the proposed project is not time certain. Please refer to the meeting agenda posted at <http://www.trpa.org/calendar/> up to one week prior to the meeting for updated information.

SHORELINE PLAN PROJECT DESCRIPTION

1.1 BACKGROUND

Development along the shoreline of Lake Tahoe has been the subject of decades of study and controversy. Multiple agencies with jurisdiction over Lake Tahoe, including TRPA, U.S. Army Corps of Engineers, California State Lands Commission, and Nevada Division of State Lands, have worked together through multiple iterations of shorezone ordinances, plans and environmental studies.

TRPA began regulation of the shoreline in 1976 with the development of a Shorezone Plan and adoption of a shorezone ordinance. The shorezone was delineated into “Tolerance” zones which reflected the distribution of shorezone resources and features of varying sensitivity and importance. Following adoption of the ordinance, California State Lands, the U.S. Army Corps of Engineers and TRPA began studying the environmental effects of shorezone development, particularly on fisheries. This ultimately led to a Regional Plan policy and revised ordinance in 1987 that prohibited new structures in fish habitat and the requirement to conduct additional studies to monitor these effects. Over time, the studies found no definitive correlation between shorezone structures and impacts to fish populations. TRPA, therefore, initiated multiple shorezone planning efforts and released environmental analyses to the public in 1995, 1999, and 2004 in an attempt to update the 1987 ordinance.

This work culminated in 2008 with the adoption of a TRPA shorezone ordinance that incorporated contemporary science and addressed most, but not all, stakeholder concerns. However, the EIS supporting adoption of this ordinance was challenged, and in 2010 the 9th Circuit Court of Appeals remanded the EIS back to TRPA to address deficiencies in that document.

2016 -Present (Current Shoreline Plan)

In 2016, TRPA launched a collaborative process to develop a Shoreline Plan to enhance recreation and protect the 72 miles of Lake Tahoe’s shores. TRPA, along with partner agencies and organizations, engaged the Consensus Building Institute (CBI), a third-party mediation firm, to convene stakeholders and develop a consensus based planning process. As part of this process, CBI and TRPA convened a Steering Committee to frame key issues, identify the approach and develop policy recommendations. The Steering Committee is comprised of representatives from the California State Lands Commission, Lahontan Regional Water Quality Control Board, Lake Tahoe Marina Association, League to Save Lake Tahoe, Nevada Division of State Lands, Tahoe Lakefront Owner’s Association, and TRPA.

TRPA also convened a Joint Fact Finding (JFF) Committee to provide scientific and technical input and recommendations on the best available information and science to use in the Shoreline Plan. JFF Committee tasks included identifying existing scientific studies to inform the Shoreline Plan and EIS, outlining data collection needs for the 2016 Boating Season (baseline year), identifying information gaps and the methodology to fill those gaps, providing recommendations to the Steering Committee on topics such as lifting the existing fish habitat ban, dredging, and low lake level adaption, and providing input on the proposed approach to analyzing potential environmental impacts (recreation, scenic, fisheries, etc.) in the EIS. JFF Committee meetings were open to the public, and committee composition included representation of different interests to the degree possible.

The Shoreline planning team provided opportunities for public involvement in a variety of forums. The intent of this outreach was to provide information and solicit input to identify key components and issues to be included in the Plan and addressed in the environmental analysis. TRPA staff facilitated public workshops in Kings Beach, CA, and in Stateline, NV, and conducted over 20 organizational briefings with interest groups such as homeowner associations, littoral property owners, realtors, chambers of commerce, and boating associations. A Shoreline Plan website www.shorelineplan.org was also launched that includes all Steering Committee and JFF Committee membership, meeting materials, background information, project scope, policy memos, technical memos, public feedback, scientific studies, and an on-line interactive Shoreline Plan Map with GIS layers (structures, natural features, and environmental constraints) being used to inform the Shoreline Plan and EIS.

1.2 PROJECT OBJECTIVES

The overarching goal of the Shoreline Plan is to enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for future conditions. According to the Organizing Principles agreed to by the Steering Committee, the Shoreline Plan will: 1) provide a fair and reasonable system of access; 2) protect and where possible, enhance the environment; and; 3) be predictable and simple to implement. General principles of the Plan also include respecting the responsibility of each of the responsible and interested agencies, preserving a quality recreation experience, ensuring public safety and safe navigation, recognizing both public and private interests, and addressing changing lake level conditions.

1.3 SHORELINE PLAN CONTENT

The Lake Tahoe Shoreline Plan will update goals, policies and regulations focused on structures to support water-dependent recreation within the Lake Tahoe shoreline and effective resource management to ensure environmental threshold attainment. The Shoreline Plan includes five policy areas that focus on boating, access, marinas, piers, and low lake level adaptation. The geographic area for planning purposes is the defined shorezone in TRPA's Code of Ordinances, Chapter 83. The Shoreline Plan addresses the following:

Boating/Lake Access Structures: All forms of lake access structures and boat moorings including buoys, buoy fields, piers, boat lifts, ramps, and slips. The Plan addresses other structures including breakwaters, jetties, and rock crib and sheet pile piers; and includes policies on enforcement, allocation, eligibility, design and location standards and permitting for private and public facilities.

Marinas: Existing and planned capacity for boating access structures at the 14 marinas located on Lake Tahoe, 12 in California and two in Nevada.

Motorized Boating: Lake access for motorized-boating, such as boats, cruise boats, fishing charters, charter boats, water taxis and jet skis.

Non-Motorized Boating: Lake access for non-motorized water craft, such as paddleboards and kayaks.

Streamlined Permitting: Strategies for coordinating and streamlining shoreline permitting among the multiple permitting agencies.

Low Lake Level Adaptation: Strategies for adapting lake access to low lake levels.

Green Infrastructure: Planning for infrastructure that will support environmental goals, such as charging stations for electric boats.

Enforcement: Strategies to coordinate and ensure enforcement of shoreline regulations, including the 600-foot No-Wake Zone.

Tolerance Districts and Permissible Uses: The Shoreline Plan will maintain the existing tolerance districts and permissible uses.

Concessions Operations: Planning for consistent regulation and permitting of concessions operations in the shoreline.

Dredging: Evaluating if, and when new dredging related to shoreline structures would be appropriate and ensuring coordination between agencies to ensure adequate mitigation.

Environmental Improvement: Including incentive programs to implement environmental improvement of existing shoreline infrastructure, particularly at marinas.

1.4 OUTSIDE THE SCOPE OF THE SHORELINE PLAN

Upland Uses/Structures: Upland areas are addressed through more specific levels of planning –Area Plans or specific project applications. Upland uses and structures include a wide breadth of issues, such as parking capacity at public beaches, concession and commercial space needs, retail uses, and other associated land use amenities. Upland facility development generally requires a detailed site-specific proposal and evaluation, and does not lend itself to lake-wide shorezone programmatic review.

Aquatic Invasive Species (AIS): The Shoreline Plan will recognize the region’s ongoing basin-wide program addressing AIS as governed and guided by the Lake Tahoe AIS Management Plan for CA and NV <http://www.trpa.org/programs/invasive-species/>
The Shoreline Plan EIS will use information on boating collected at AIS inspection stations.

Transportation: The Shoreline Plan will recognize and incorporate the region’s ongoing transportation and transit programs with its multiplicity of existing and developing plans (the Regional Transportation Plan (RTP); modal plans for transit, trails, and technology; implementing Corridor Plans; and local government Area Plans). These transportation plans will address public transit improvements, bike/pedestrian connections around Lake Tahoe and to/from the shoreline, as well as waterborne transit for the Lake Tahoe Region.

Nearshore Threshold and Policy Development: Nearshore conditions and the science needed to explain nearshore ecosystem dynamics is an emerging area of scientific inquiry for the Region. The nearshore is defined as the area of the lake with a depth shallower than 30 feet or to a minimum width of 350 feet from the shoreline (Lahontan RWQCB). A Nearshore Agency Working Group (TRPA, EPA, Lahontan RWQCB, and NDEP) is currently preparing a nearshore work plan, called the Nearshore Resource Allocation Plan (NRAP) to guide nearshore monitoring and coordination needed to understand and manage nearshore conditions. Nearshore research is ongoing and the Shoreline EIS will incorporate the best information available

Tahoe Keys: The Tahoe Keys, including its lagoons and docks, present distinct planning issues and its structures do not impact Lake Tahoe in the same ways as on-lake structures. This planning effort

will account for the boat usage associated with the Tahoe Keys docks and slips in the overall boat usage calculations and environmental analysis. The Tahoe Keys Marina will be subject to provisions in the Shoreline Plan applicable to all marinas on Lake Tahoe.

1.5 ALTERNATIVES

The EIS will evaluate a reasonable range of project alternatives that meet most of the basic project objectives, are feasible, and have the potential to avoid or reduce environmental impacts, as compared to the proposed alternative, in accordance with the TRPA Rules of Procedure and Section 3.7.2 of the TRPA Code. Preliminary alternatives are as follows:

Shoreline Plan (Proposed Alternative): The general goal of this alternative is to enhance and balance recreational access along Lake Tahoe's shores while protecting the environment and responsibly planning for potential future development along the shoreline. This alternative is the Steering Committee's policy recommendations as endorsed by the Regional Plan Implementation Committee (RPIC).

Piers: The Proposed Alternative incentivizes the development of multiple-parcel piers (accessible to multiple property owners) over single-parcel piers (single owner), facilitates the fair distribution of a maximum of 128 new private piers around the lake, and includes provisions intended to ensure environmental impacts are avoided or mitigated and thresholds attained. The policy proposal includes the following key components:

- The overall development potential would be reduced by giving priority to multiple-parcel piers (80%) over single-parcel piers (20%). Application priority would be given for new piers that serve multiple parcels or retire development potential. Those parcels that already have access to a homeowner's association or similar pier would be eligible to apply for a multiple parcel pier, but given lowest priority for permitting.
- There are currently about 762 existing piers on Lake Tahoe. A maximum of 128 new private pier permits would be allowed under the plan in two phases. The initial phase would meter out 96 pier permits with a maximum of 12 pier applications accepted every two years. After the initial release, three new pier allocations would be metered out for every eight parcels that retire pier development potential (including those retired during the initial phase).
- Piers would be distributed around the lake by defined quadrants and based on scenic sensitivity. New piers could potentially be placed in areas mapped as fish habitat, provided that a fish study and mitigation is developed to ensure no impacts to fisheries. The most environmentally sensitive areas of shoreline would be protected.
- Ten additional public piers would be allowed.
- The maximum length of single-use piers would be 6,219' or the pierhead line, whichever is more limiting. The maximum length of multiple-use piers would be 6,219' or 30' past the pierhead line, whichever is more limiting. For both types of piers, an additional 15' may be allowed to increase functionality during low lake level conditions.
- Flexibility in pier design at marinas would be allowed based on site-specific navigation and environmental considerations. For marina piers, an additional 15' may be allowed to increase functionality during low lake level conditions.

Buoys/Moorings: The proposed system will recognize existing permitted buoys, adapt to changing lake levels and provide flexibility for marinas and public land managers. Key policy recommendations include:

- Initially, TRPA would work with all existing permittees, both approved and pending, to review and update their permits. Up to three existing buoys may be grandfathered in.
- An allocation system for approximately 1,430 additional buoys would be distributed to private property owners, homeowner’s associations, and marinas for a cap of 6,316 total buoys. An initial release of 800 buoy permits would be issued with the remaining 630 placed in a reserve pool, with 330 of these specifically reserved for marinas.
- All lakefront property owners could be allocated two moorings (buoys, slips, boathouse), provided setback requirements are met. Three buoys would be allowed if previously permitted or in place prior to 1972.
- To more easily adapt to low lake levels, an additional buoy anchor or row of anchors (marinas and homeowner’s association buoy fields) could be located lakeward to move buoy floats. At marinas and at facilities on public land, buoy allocations could be exchanged for slips.
- Buoys that are currently permitted or pending approval by TRPA or California and Nevada State Lands would be given priority in the allocation pool.
- Allocation of all buoys, including the reserve pool and allocation to association, would be revisited every five years through an adaptive management process.

Public Boat Ramps: Two additional public boat ramps could be added to the six existing for a total of eight. If new public ramps are proposed or existing ramps relocated, these would be permitted only in areas that have adequate depth for navigability during low lake levels.

Marinas: The Shoreline Plan policies would encourage access at Marinas (through marina buoy fields, slip rentals and ramps as applicable), particularly during times of low lake level. Instead of developing a Marina Master Plan, marinas seeking upgrades or reconfiguration would be required to be certified by a “Clean Marina” program, have an Aquatic Invasive Species Management Plan in place, and include other environmental improvements in their project design.

Concessions: All concessions located within the shorezone with a valid TRPA permit would continue to operate under existing permit conditions, while new operations would be subject to requirements in the Shoreline Plan.

Low Lake Level Adaptation: The Shoreline Plan will include strategies to adapt to changing lake levels at various defined phases as follows:

- Phase 1: 6,223 feet. This is the natural rim and the current legal low used in regional planning.
- Phase 2: 6,220 feet. This elevation is the historic low. During this phase, boating access would be directed to marinas and other public ramps that are operational. The plan policies would allow adaptation of marina facilities (such as pier extensions or floating structures) to the extent feasible.
- Phase 3: Below 6,220 feet. At this level, boating and other access may no longer be reasonably provided at the majority of facilities.

Dredging-New dredging would only be considered at marinas, the five essential public health and safety facilities, and the six existing public boat ramps (if increased functionality of the ramp can be demonstrated).

Adaptive Management- The Shoreline Plan would require review of the program under both the Threshold Evaluation process (every four years) and an eight-year pier and buoy permitting activity report.

TRPA Existing Shorezone Regulations (No Project Alternative). This alternative continues the direction of the 1987 Regional Plan. The alternative prohibits the placement of new structures, including piers, boat ramps, and buoys, in areas identified as prime fish habitat. Under the terms of the 2010 injunction, the Partial Permitting Program, which prohibits new structures that could increase boating capacity, would cease.

Additional Alternatives for Consideration: The EIS will evaluate 2-3 additional alternatives that meet the objectives of the Shoreline Plan and that either avoid or mitigate impacts to environmental thresholds.

Detailed alternatives will be developed based on public and agency input during this scoping period and further refined and endorsed by TRPA's Regional Plan Implementation Committee. Concepts that will be considered for inclusion in the range of alternatives include elements from the 2008 adopted plan such as: density limits for piers, varying limits on the number and distribution of shoreline structures and moorings, prohibiting new piers in areas served or eligible to be served by an HOA piers, etc.

1.6 PROBABLE ENVIRONMENTAL EFFECTS

The Shoreline Plan EIS will include an analysis of the environmental effects of new shoreline structures and motorized boating on TRPA's environmental thresholds (Water Quality, Air Quality, Soil Conservation, Vegetation, Fisheries & Wildlife, Noise, Scenic Quality, and Recreation) as well as strategies and mitigation measures needed to ensure these thresholds are maintained. The 2008 EIS evaluated several potential environmental impacts related to shoreline development and boating use. These, in addition to other potential impacts identified by the Shoreline Steering Committee, Joint Fact Finding Committee and public will be analyzed in the EIS including, but not limited to the following:

Water Quality

- Discharge of Nutrients from Dredging Activities
- Discharge of Petroleum Products from Operation of Motorized Watercraft and Fueling Activities
- Degradation of Water Quality from Emissions and Atmospheric Deposition of NOX
- Discharge of Sediments from Motorized Watercraft Launches
- Water Quality Degradation from Increases in Backshore Access-Related Impervious Coverage and Disturbance

Recreation

- Reduced lateral shorezone pedestrian access from new shorezone structures
- Obstacles to navigation from construction of new piers or extension of existing piers

- Degradation of the recreational experience from motorized boating noise
- Barriers to top-line fishing areas from construction of new piers or expansion of existing piers and placement of new buoys
- Conflicts between motorized and non-motorized boating

Scenic Resources

- Degradation of nonattainment shoreline units
- Increase in visible mass
- Degradation of attainment status for roadway units and recreation areas.

Air Quality

- Increased NOX emissions from motorized watercraft
- Increased reactive organic gas emissions from motorized watercraft
- Increased CO emissions from motorized watercraft

Fisheries

- Affects to prime fish habitat
- Disturbance during spawning
- Substrate removal obstructions to fish migration
- Native riparian vegetation removal
- Introduction of invasive aquatic weeds related to boating activity
- Disruption of littoral drift processes

Noise

- Increases in noise levels from motorized boating
- Increased noise from vehicle traffic accessing public facilities.

Soil Conservation

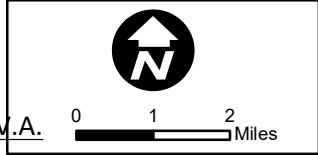
- Loss of sensitive environmental zones and increased erosion
- Increase in land coverage from new access paths or structures
- Disruption to littoral drift processes along the shorezone
- Addition of shoreline protective structures and retaining walls

Written comments on the proposed scope and content of the Shoreline Plan should be sent no later than 5:00 p.m. on **August 16, 2017** to: Rebecca Cremeen, Associate Planner, TRPA, P.O. Box 5310, Stateline, NV 89449 or rcremeen@trpa.org. This notice is also available at: www.shorelineplan.org



SHORELINE PLAN PROJECT AREA

LAKE TAHOE REGION AGENDA ITEM NO. V.A.



MEMORANDUM

Date: August 2, 2017

To: TRPA Advisory Planning Commission, Transportation Measures Working Group

From: TRPA Staff

Subject: Transportation Measures Working Group: Draft white paper

Requested Action: Working Group review, discussion and formal transmittal of the report to the TRPA Governing Board.

Background: In February of 2017, the Environmental Improvement Program (EIP) committee of the Tahoe Regional Planning Agency (TRPA) Governing Board endorsed the creation of a transportation measures working group to survey the transportation measures landscape. The committee identified the TRPA Advisory Planning Commission (APC) as the convening body for the working group. The working group was charged with surveying the transportation measures landscape to identify the state of the practice for measuring and reporting on a range of transportation-related issues. The committee tasked the working group with surveying the transportation measures landscape and summarizing the findings in a white paper on the state of the practice to inform future discussions. The August meeting will be the fifth and final meeting of the Transportation Measures Working Group. A brief overview of the meetings is provided below.

April – Review of existing and required measures

The discussion highlighted gaps in the existing performance measures relative to the Region’s transportation goals and priorities which included congestion, parking, and measures of non-automobile system efficacy.

May – Identification of focus areas

The working group meeting included discussion on evaluation factors for the performance measures and further clarified focus areas for technical expert presentations in June.

June – Expert presentations on focus areas;

The working group meeting included discussion on evaluation factors for the performance

- (1) Measures of roadway efficacy and traveler experience (“auto measures”),
- (2) Measures of non-auto efficacy and traveler experience (“non-auto measures”) and
- (3) Measures of transportation’s impact on the environment.

July- Overview of White Paper

Staff presented an overview of the Report.

The focus of the August meeting will be an overview of the final Transportation Performance Measures State of the Practice Report (Report). Staff will present an overview of the edits to the report and next steps for the application of the report. The anticipated applications include:

Congestion Management Process, RTP Annual Performance Monitoring, identification of project selection criteria (e.g., EIP project ranking and development conditions of approval/mitigation measures) and the review and update of Threshold Standards. The final Report will be provided to the Governing Board in August.

The report can be found on the initiative webpage:

<http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/regional-transportation-plan-update/>

Contact Information: If you have any questions, please contact Michelle Glickert, Principal Transportation Planner at mglickert@trpa.org or (775) 589-5204; or Dan Segan, Principal Natural Resource Analyst at dsegan@trpa.org or (775) 589-5233.

2017 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY
Second Quarter: April – June 2017



TAHOE
REGIONAL
PLANNING
AGENCY

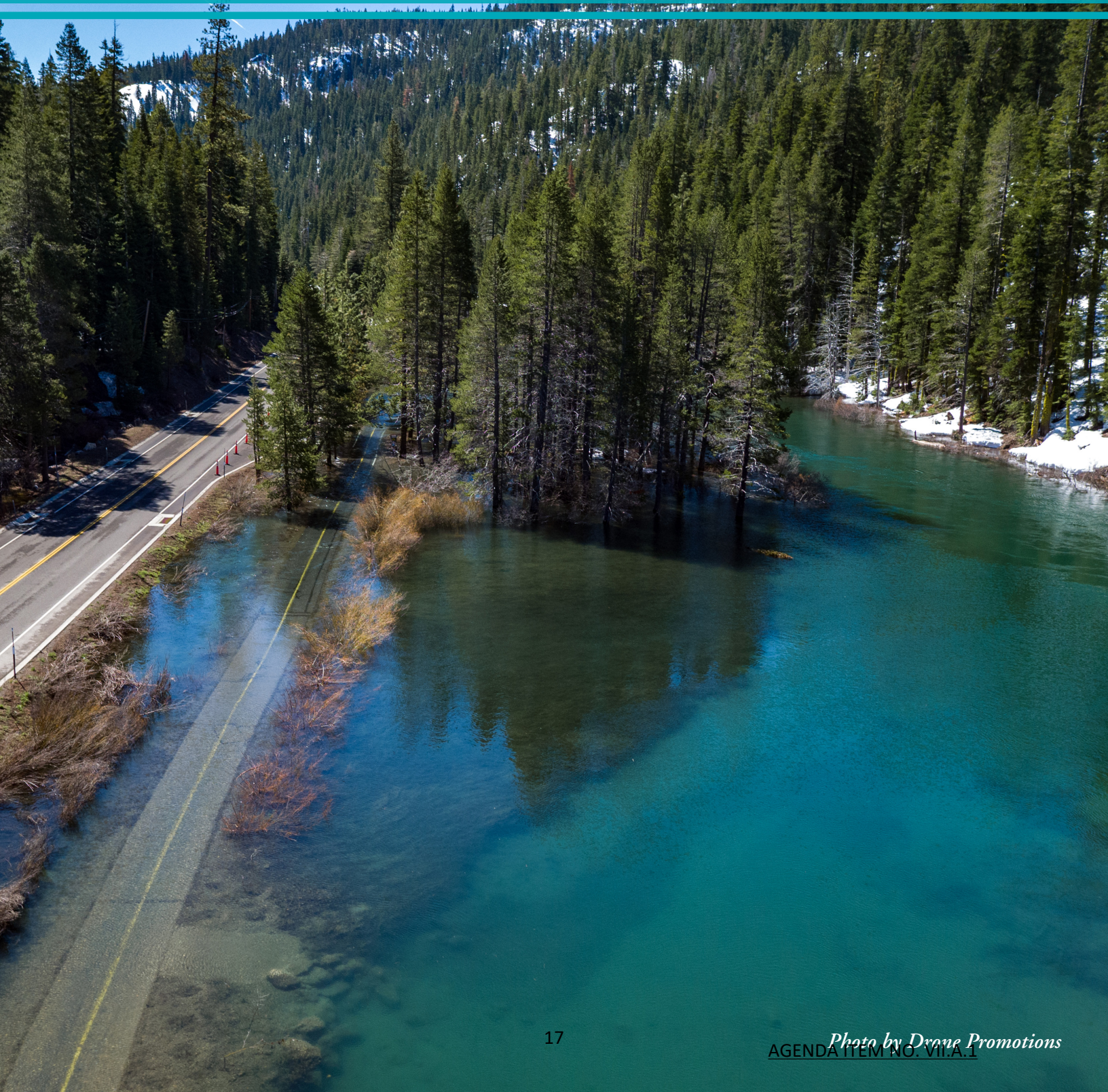


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TRPA STRATEGIC INITIATIVES

The Tahoe Regional Planning Agency (TRPA) is moving forward with strategic initiatives the Governing Board identified in 2015 as priorities over the next five years. These initiatives align directly with the four objectives in the agency's Strategic Plan.

THRESHOLDS UPDATE STRATEGIC INITIATIVE

Most of the threshold standards TRPA adopted in 1982 are based on science that is now over 30 years old. The cost of fully and consistently monitoring and measuring the existing threshold system has also proved unsustainable. A broad bi-state consensus supports considering updates to the thresholds and monitoring systems. TRPA is working with the new Bi-State Tahoe Science Advisory Council and science community to create a sustainable, prioritized, and relevant monitoring plan, and to review and consider modifying the threshold standards to reflect the latest science and the significant values in the Lake Tahoe Region.

Strategic Initiative Desired Outcomes: Relevant and scientifically rigorous threshold standards and a cost-efficient, feasible, and informative, comprehensive monitoring and evaluation plan.

In the initiative's first phase, the existing threshold standards are being comprehensively assessed against best practice to highlight aspects of the system that are well-designed and identify where improvements may be needed. The Tahoe Science Advisory Council collaborated with TRPA during the first quarter of 2017 to develop the assessment methodology, and TRPA presented the draft results of the assessment to the TRPA Advisory Planning Commission (APC) in May. The assessment methodology and findings were open for public comment for a month before returning to APC in June with a plan to finalize the assessment findings. Based on the guidance received from the APC, the next step is to develop proposals for future action. Both the assessment findings and the draft work plan will go to the TRPA Governing Board in August for review.

SHORELINE PLAN INITIATIVE



TRPA launched the shoreline initiative to enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for potential future development in the shorezone. TRPA and partner agencies initiated planning by engaging the Consensus Building Institute (CBI), a third-party mediation firm, to convene stakeholders and complete a stakeholder issue assessment. The assessment aided the development of a planning process and work program accepted by the TRPA Governing Board in April 2016.

The shoreline plan scope of work focuses on the extent of allowed development of shoreline structures (marinas, piers, buoys, slips, and boat ramps) to support water-dependent recreation and effective resource management to ensure threshold attainment. The scope of work is detailed in the scope memo on www.shorelineplan.org.

Strategic Initiative Desired Outcomes: *The shoreline plan initiative will result in updated goals and policies in TRPA's Regional Plan and new regulations in the TRPA Code of Ordinances (Chapters 80 to 86) aimed at enhancing recreation and protecting the 72-miles of Lake Tahoe's shoreline.*

Last fall, the Steering Committee began developing a recommended Shoreline Plan project scope and policy proposals for consideration by the Regional Plan Implementation Committee (RPIC), a committee of the TRPA Governing Board. Over a series of meetings, RPIC voted to endorse the project scope and a comprehensive set of policy proposals regarding low lake level adaptation, ramps, buoys, marinas, and piers to include in the Shoreline Plan project description. Having met this critical milestone, TRPA is starting environmental review of the proposed Shoreline Plan. Public scoping has begun for the environmental impact statement to provide input for a range of alternatives that will be evaluated before finalizing the Shoreline Plan by the end of 2018.

DEVELOPMENT RIGHTS STRATEGIC INITIATIVE

Private investment in environmentally beneficial redevelopment is critical to implementing the Regional Plan. The development rights strategic initiative is evaluating the effectiveness of the existing transferable development rights system in accomplishing Regional Plan goals. The initiative is considering potential changes to the development rights system to better manage growth, support environmentally beneficial and economically feasible redevelopment, and improve the effectiveness and predictability of the development rights system. This initiative is evaluating commercial, tourist accommodation, and residential development units; the timing of development rights allocations; and related codes and policies. It will also examine alternative systems to implement Regional Plan policies while considering existing development rights. Affordable housing and vacation home rentals are being addressed primarily by local governments and in this TRPA initiative will be addressed only in terms of the quantity and type of development rights and allocations available.



Strategic Initiative Desired Outcomes: *Facilitate greater understanding of Tahoe's growth management system. Assess and update the commodities growth management system with the goal of encouraging environmentally beneficial redevelopment of legacy properties and removal of development from sensitive lands. Involve relevant stakeholders with the goal of mutual and inclusive engagement.*

The status briefing to the TRPA Governing Board in June marked the halfway point of phase two tasks of the initiative's work program. The Development Rights Working Group held four productive meetings leading to the selection of a range of options for more detailed evaluation. Best practices and ideas from discussions are synthesized in a report presented to the TRPA Governing Board in June.

A fiscal impact analysis needed to support the future evaluation of the Working Group's selected options was completed this quarter. It was funded by the California Strategic Growth Council

Proposition 84, Sustainable Communities Planning and Monitoring Program technical assistance grant. The report describes the fiscal impact of alternative growth patterns that reflect potential changes to the Tahoe Region’s development rights system, including revenue and expenditure impacts for the City of South Lake Tahoe and Placer County.

A further GIS-based analysis completed this quarter showed how existing maximum-allowable densities, often referred to as zoning, in adopted local plans (area plans, community plans, or plan area statements) would compare to the allowable development under the existing development rights system. The analysis found that densities allowed in the adopted local plans would allow substantially more development when compared to available development rights. Consequently, the Working Group did not recommend pursuing a purely zoning based option.

More information about the development rights strategic initiative is on the project website at: <http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/development-rights/>

TRANSPORTATION STRATEGIC INITIATIVE

TRPA’s transportation initiative will enhance Lake Tahoe’s transportation system with improved trails, transit, and technology. Completing the 2017 Regional Transportation Plan, Linking Tahoe, is a first essential step.

Strategic Initiative Desired Outcomes: Accelerate threshold attainment by implementing the Regional Transportation Plan, reducing air pollution, improving water quality, enhancing recreational opportunities and mobility, and shifting people to biking, walking, and transit use.

2017 Linking Tahoe: Regional Transportation Plan Approved

The TRPA Governing Board unanimously approved the 2017 Regional Transportation Plan, Linking Tahoe, this quarter. The regional transportation plan is updated every four years and acts as a blueprint to prioritize investments needed to improve Lake Tahoe’s transportation system over the next 20-plus years.

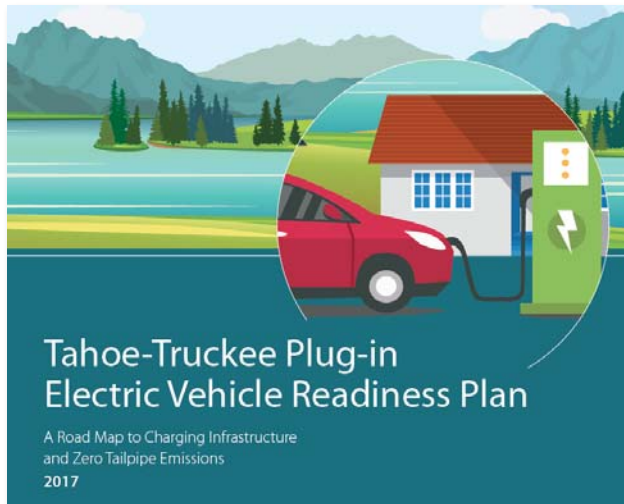
The priority investments of the 2017 update key in on enhanced transit, trails, and technology. The Plan’s policies and projects promote seamless, frequent, and free-to-the-user bus transit service throughout the Tahoe Region. The updated plan will also close gaps in the active transportation network of trails, bike lanes, and sidewalks, and will enhance real-time information, electric vehicle charging infrastructure, and incentive programs using technology to better link community centers and high-use recreation sites with non-automotive travel options. A bi-state task force to aid in accelerating implementation of the Plan’s priorities is expected to convene next quarter.



Electric Vehicle Readiness Planning

The Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan was completed and released this quarter. This plan assesses the existing and forecasted electric vehicle growth and the corresponding infrastructure needs. It prioritizes electric vehicle charging locations in the Tahoe-Truckee Region for workplace, destination, and home charging and outlines goals, recommendations, and an action plan to accelerate infrastructure development, permitting, outreach, and the adoption of electric vehicles over the next 10 years. The goal is to establish the Tahoe Region as an electric vehicle destination, gateway, and leader in mass deployment with robust education and engagement, a convenient network of charging infrastructure, streamlined charger installation, and standardized policies.

This planning was guided by a cross-regional coordinating council and participation from different localities and interests. Public outreach and educational materials include a new project website, www.tahoealternativefuels.com, a new brochure addressing 10 common myths about electric vehicles, new fact sheets, and regular email updates.



Implementation of the readiness plan has begun through a second California Energy Commission grant. Activities include the creation of a regional ombudsman, site-specific analyses, public outreach, and permit streamlining. This grant will identify locations, partners, and funding for the construction of charging infrastructure.

Safe Routes to School

TRPA led the development of the Safe Routes to School educational program to implement the 2016 Active Transportation Plan. After a successful 2016 Bike to School event, the Safe Routes to School educational program expanded the focus of the annual Tahoe Bike Challenge to promote alternative modes of getting to school. The educational program for 2017 included presentations on pedestrian, bicycle, and traffic safety for all second, fourth, and sixth-grade classes in the Lake Tahoe Unified School District. In addition to in-class lessons, TRPA and the Lake Tahoe Bicycle Coalition organized an extensive bike rodeo for the South Tahoe Middle School. More than 800 students participated, learning about nutrition, bike fit and repair, and riding skills. With the success of this program, TRPA is looking to include the North Shore schools in next year's program.

Transportation Performance Measures

This quarter, TRPA convened a transportation measures working group in collaboration with the APC. TRPA has initiated the development of a comprehensive white paper that surveys the field of transportation measures and identifies those measures most suitable for tracking progress towards regional transportation objectives. The final white paper will be released in coming months.

Partnerships and Collaboration

TRPA transportation staff partnered with Caltrans, the Town of Truckee, Placer County, and Nevada Department of Transportation to host a June 14 peer exchange. This was a special statewide

audience of Caltrans personnel who are supporting implementation of the statewide Intersection Control Evaluation Policy in their respective districts and regions of the state.

This quarter, TRPA assembled a stakeholder group to coordinate and discuss upcoming bike share pilot programs being launched by the Truckee Airport District, Squaw Valley, and the League to Save Lake Tahoe. These pilot programs are part of the larger transportation demand management program being implemented as part of the 2017 Regional Transportation Plan.

Transportation staff presented to the Governing Board Environmental Improvement Program Committee this quarter on actions needed to accelerate implementation of the 2017 Regional Transportation Plan. The committee and the public had an opportunity to discuss and add to the list of needed actions that could lay the framework for a future committee focused on transportation. The next step will be convening again to continue working on the framework and possible actions for the future transportation committee.

STORMWATER MANAGEMENT OPERATIONS & MAINTENANCE STRATEGIC INITIATIVE

TRPA's stormwater initiative will improve water quality and advance threshold attainment by helping local governments establish sustainable long-term funding for stormwater operations and maintenance. A Tahoe Resource Conservation District stakeholder assessment is being used to develop a financial outlook and unified action plan for California local governments to fund stormwater operations and maintenance. TRPA is assisting stakeholders from Nevada that want to join the process.

Strategic Initiative Desired Outcomes: A sustainable structure and action plan to secure regional funding for stormwater management operations and maintenance that will help to maintain threshold and federal water quality standards.

BMP Certificates Issued

TRPA issues best management practices (BMP) certificates to recognize a parcel's compliance with BMP requirements in TRPA's Code of Ordinances. The Stormwater Management Program targets properties for BMP compliance in coordination with the local jurisdictions to achieve the greatest pollutant load reduction. This includes concentrating on commercial and large multi-family (six units or more) properties that the Total Maximum Daily Load Program shows generate more pollutant load compared to single family residential properties.

BMP Certificates issued from January 1 to June 30, 2017					
California	Land Use	Total Certificates Issued Year to Date	Certificates Issued Through Permitted Projects	Certificates Issued Through Voluntary Compliance	Certificates Issued Through Enforced Compliance
	Single Family Residential	19	12	7	0
	Multi-Family Residential	14	11	3	0
	Commercial	3	1	0	2
	California Total	36	24	10	2
Nevada	Single Family Residential	15	8	6	1
	Multi-Family Residential	4	0	4	0
	Commercial	1	0	0	1
	Nevada Total	20	8	10	2
	Total Certificates Issued	56	32	20	4

Lake-Friendly Business Program

At the end of June, 80 businesses were members of the Lake-Friendly Business Program, up from 57 businesses at the same time last year. The program recognizes local businesses that install and maintain their BMPs by publicly acknowledging them as good stewards of the lake through print advertisements and social media campaigns.

Stormwater Strategic Initiative

The California "Road to Blue" initiative sent out property owner surveys to assess support for different stormwater funding mechanisms. Results are being analyzed and will be reported back to TRPA and other members of the initiative's core team by the end of July. The results aim to inform what options may gain public support for funding stormwater infrastructure operations and maintenance as well as for funding the Environmental Improvement Program, transportation, road maintenance, and snow removal.

Building on the approach for the California portion of the Region, Nevada jurisdictions are undertaking their own processes to evaluate funding options and TRPA is developing a Sustainable Funding Strategy to address its own program funding needs.

Education and Outreach

Stormwater management program staff assisted at the Tahoe Truckee Earth Day Festival at Squaw Valley on April 22. Staff reached out to locals and visitors at the event, discussing a wide variety of topics and answering questions about TRPA policy.

TRPA staff helped organize, presented at, and served on a panel for partner jurisdiction training on April 24 and April 25. Washoe County, Placer County, City of South Lake Tahoe, and El Dorado County attended the training, which addressed general TRPA background, permitting, coverage, land capability, BMPs, compliance, and how to inspect properties.

FOREST HEALTH STRATEGIC INITIATIVE

TRPA's forest health strategic initiative includes two objectives consistent with the Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy: Completing fuels reduction treatments in the wildland-urban interface and extending forest management actions into the general forest to accomplish large, landscape-scale, multi-benefit restoration through a collaborative multi-agency process. Other objectives include building a shared vision for forest management in the Tahoe Region, making Tahoe a good investment for the public and private sector for forest/watershed restoration, and identifying and addressing current and future threats to Tahoe's forest and watersheds.

Strategic Initiative Desired Outcomes: Reduce the threat of fire in the wildland-urban interface and implement forest restoration at a large-landscape scale.

Lake Tahoe West Restoration Partnership

The Lake Tahoe West (LTW) Restoration Partnership is a multi-jurisdictional, science-based approach for planning large landscape forest restoration on the West Shore of the Tahoe Basin. The goal of the LTW Partnership is to build resilience on the West Shore to wildfire, drought, climate change and other stressors through a collaborative process. The planning area includes 59,013 acres of federal, state, local, and private lands, from Emerald Bay to Squaw Valley.

TRPA is a member of the Core Team along with the California Tahoe Conservancy, California State Parks, and the U.S. Forest Service. TRPA leads the Design Team and co-leads the Documentation and Permitting Team. The teams work closely with the Science Team and Stakeholder Science Committee.

The Planning Scenarios and Essential Management Questions developed collaboratively by LTW agency teams and scientists were finalized and accepted by the Executive Team during the past quarter. The planning scenarios are possibilities of what conditions might look like in the Tahoe Basin 40 to 50 years in the future allowing decision-makers to better anticipate and manage uncertainty, and thereby improve restoration outcomes. The essential management questions identify the primary issues of concern and provide sideboards to guide the inquiry and information used to develop the Landscape Resilience Assessment, Landscape Restoration Strategy, and Restoration Project Planning, as well as future monitoring activities.

The Interagency Design Team made major progress on the Landscape Resilience Assessment which assesses the West Shore's current conditions and resilience to stressors. TRPA was a lead organizer for a Lake Tahoe West field trip in June. The field trip visited sites on the West Shore that demonstrate challenging resource management issues, including steep slopes, stream



Lake Tahoe West Stakeholders and agency representatives during their field visit on June 7, 2017. Photo by Mason Bindl.

environment zones, and difficulty to access. The sites provided an opportunity for meaningful discussions among the group on management goals, forest ecology, principals of resilience, and potential trade-offs. The field trip was well attended by Lake Tahoe West Community and Science Stakeholder Committees, agency Teams, and Executive Team.

Forest Health Funding

The Tahoe Fire and Fuels Team (TFFT) has been collaboratively preparing and submitting SNPLMA Round 17 funding proposals. The main proposal this round was for \$3,171,730 to support the Lake Tahoe West Partnership. The TFFT also collaboratively updated the Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy to add large landscape forest restoration, such as the Lake Tahoe West Partnership, to the strategy.

Angora Commemoration Wildfire Awareness Month

June was Wildfire Awareness Month at Lake Tahoe and was also the 10-year anniversary of the Angora Fire. TRPA leads the TFFT Fire Public Information Team, and TRPA staff worked closely with the Lahontan Regional Water Quality Control Board and Cal Fire to prepare a summary of the status of accomplishments and responses to all 90 recommendations issued by the California-Nevada Tahoe Basin Fire Commission shortly after the Angora Fire. The responses are summarized in a 57-page report issued by TFFT for the Angora Commemoration event. TRPA presented at the Angora Fire 10 Years Later Symposium on changes in policy, attitudes, and understanding of wildfire issues related to the Angora Fire and the results of the California-Nevada Tahoe Basin Fire Commission.

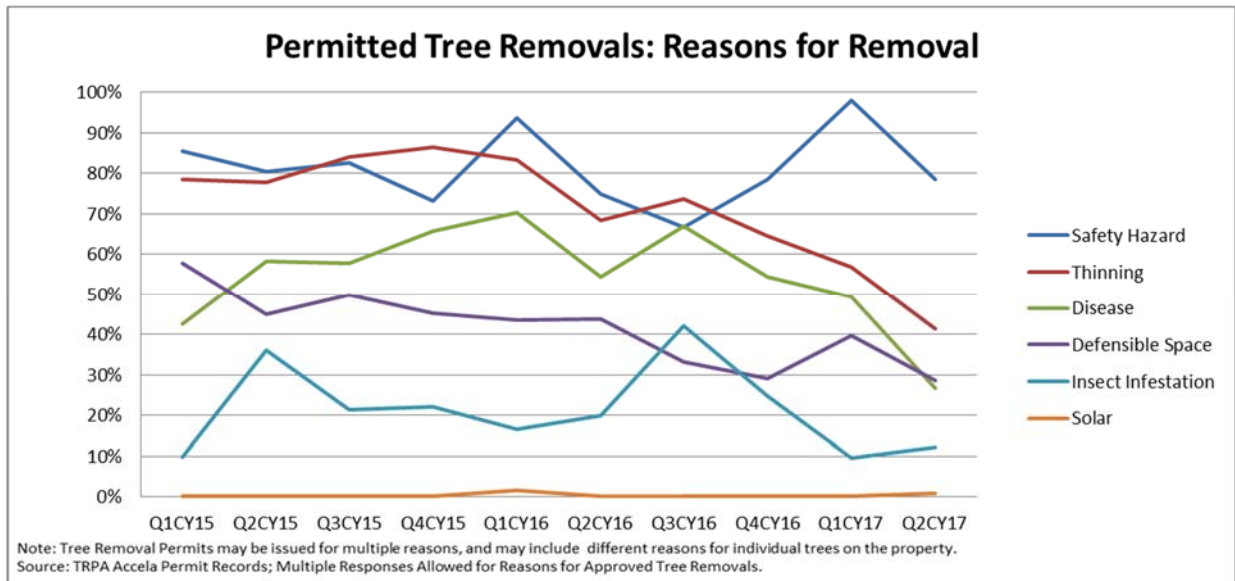
Urban Forestry/Tree Removal Permits

TRPA foresters provide expertise in tree risk assessment and serve the Tahoe Basin with thorough tree evaluations. The table below summarizes tree removal applications by quarter since the beginning of 2016. In the second quarter of 2017, TRPA received 1,032 tree removal applications.

**Summary of TRPA Tree Removal Application and Permitting Activity
Q1 2016 through Q2 2017**

	Q1 CY2016	Q2 CY 2016	Q3 CY2016	Q4 CY2016	Q1 CY2017	Q2 CY2017
Tree Removal Applications Received	57	250	262	120	47	270
Number of Trees Permitted for Removal	265	1,022	1,225	489	164	1,032
Percent Applications Submitted Online	58%	64%	58%	60%	49%	61%

Source: TRPA Accela Permit Records



AQUATIC INVASIVE SPECIES STRATEGIC INITIATIVE

Control of existing aquatic invasive species (AIS) is one of three core AIS programs, complementing the well-known prevention program as well as early detection/rapid response. Last year, TRPA successfully filled the AIS prevention program funding gap by securing stable funding from California and Nevada to continue the boat inspection prevention program. The primary need going forward is to secure AIS control program funding to implement Tahoe’s science-based AIS Control Implementation Plan and prioritize effective projects to push back existing populations of AIS.

***Strategic Initiative Desired Outcomes:** Secure funding for the AIS control program, implement the prioritized implementation plan, and align control projects to reduce existing AIS. Control is important to enhance and restore Tahoe’s unique ecosystem impacted by the introduction of invasive weeds, clams, and fish. In addition to environmental protection, the program protects Tahoe’s recreation and tourist-based economy.*

AIS Program Funding Awarded

TRPA was awarded approximately \$400,000 from Nevada Division of State Lands to survey and control Asian clams at Sand Harbor. Work at Sand Harbor began this quarter and is expected to continue for the next 12 months. TRPA was also awarded approximately \$48,000 from the U.S. Fish & Wildlife Service to implement control work with the primary goal of testing innovative Asian clam removal techniques. TRPA will be working with partners to implement this trial. The Lahontan Regional Water Quality Control Board notified TRPA that they will be amending an existing agreement with TRPA to include \$300,000 of SB630 funds from California to perform lake-wide surveillance monitoring of AIS.

AIS Program 2017 Season Prevention and Control

Tahoe boat inspection stations opened for the 2017 summer season this quarter. Within the first two months of operations, 14 boats with AIS were intercepted and prevented from entering Lake Tahoe, including two boats with quagga mussels attached to the vessel.

Asian clam control work began at Sand Harbor State Park in Nevada, and plant control work began at the Lakeside Beach & Marina and the Tahoe Vista boat ramp. The Lakeside Beach & Marina locations will also include tests this summer of ultraviolet light as a potential tool to control invasive aquatic plants.

TRPA and Lahontan jointly selected a consultant to perform the environmental analysis of a proposed Tahoe Keys Property Owners Association project that seeks to test herbicide use as an aquatic invasive plant control method as part of an integrated approach with other control methods.

AIS Program staff finalized seal inspection contracts for 2017 with marina and ramp partners and provided seal inspection trainings. This includes working with new partners who have not operated launch ramps in the past but can this season because of higher water levels.

AIS Code Amendments

The TRPA Governing Board this quarter adopted amendments to the TRPA Code of Ordinances to provide additional protections and deterrents to prevent aquatic invasive species from entering the Region. These amendments clarified code language to require authorization for the launching of watercraft by a trained and certified inspector before each launch, as well as prohibiting the unauthorized use of program materials and willful attempts to launch without a Tahoe inspection seal.

The Governing Board also adopted a Code of Ordinances amendment that requires boaters to remove drain/bilge plugs from a vessel after exiting the lake. This rule is consistent with new Nevada state law and will help prevent the spread of AIS within the lake and the Region.

ONGOING INITIATIVES AND ANNUAL ACTIVITIES

LONG RANGE PLANNING DIVISION

Long range planning priorities are established by TRPA's Governing Board annually and reviewed based on evaluations of progress toward achieving and maintaining environmental threshold standards every four years.

Tahoe Basin Area Plan Awards

The Sacramento Valley Section of the American Planning Association awarded the Placer County Tahoe Basin Area Plan its Award of Excellence in Comprehensive Planning: Small Jurisdiction. The award recognizes outstanding achievement in planning. The Tahoe Basin Area Plan was nominated for the award by Ascent Environmental, the consulting firm that prepared the environmental impact statement for the plan.

The plan, developed in cooperation with TRPA, took five years to complete and included more than 100 public meetings, and replaces all other planning documents for Placer County's portion of North Lake Tahoe. It seeks to improve the fragile ecosystem of Lake Tahoe by encouraging environmentally-beneficial redevelopment in town centers, away from outlying and environmentally-sensitive areas. The plan was unanimously approved by the county board of supervisors in December and TRPA in January.



The Outstanding Environmental Document award for the Tahoe Basin Area Plan and Tahoe City Lodge EIS/EIR.

The final environmental impact report for the Tahoe Basin Area Plan and Tahoe City Lodge Project also was recently recognized with an Outstanding Environmental Document Award by the Association of Environmental Professionals.

Sustainable Communities Program

Last year, the Tahoe Interagency Executive Steering Committee authorized the EIP partnership to convene a multi-sector Sustainable Recreation Working Group to increase coordination and alignment around recreation management policies and practices for the Region. The work group, co-led by the USFS and TRPA, met for the first time this quarter. Accomplishments to date include the formation of the working group structure, issue identification, and a start on identifying goals and objectives.



Ribbon-cutting ceremony for the new science center at Zephyr Cove Elementary School.

TRPA staff played a critical role in securing funding and supplies for a new science center at Zephyr Cove Elementary School. The center is helping Lake Tahoe students take their understanding of the environment around them to the next level. The classroom helps to expand environmental education programs taking place on the South Shore into Douglas County.

TRPA staff worked with the City of South Lake Tahoe to adopt a resolution to achieve 100 percent renewable electricity by 2032. This resolution aims to bring large scale renewable energy to Lake Tahoe and reduce greenhouse gas emissions from one of Tahoe's three largest sources. The resolution directly implements multiple actions of the award-winning Lake Tahoe Sustainability Action Plan.

TRPA hosted 25 delegates from Africa through UC Davis and the Mandela Washington Fellowship for Young African Leaders. The delegation spent six weeks learning about U.S. energy policy and sustainability actions being implemented at Lake Tahoe.



Delegates from Africa at the Heavenly Gondola mid-station.

CURRENT PLANNING DIVISION

TRPA achieves environmental threshold benefits through project implementation by the public and private sectors. The Current Planning Division reviews applications in a timely and consistent manner to serve the public and help facilitate environmental improvement and economic investment in Lake Tahoe communities.

Permit Application Review

The number of permit applications received this quarter is slightly down compared to the same time in 2016.

**Summary of TRPA Application and Permitting Activity
Q1 2016 through Q1 2017**

	Q1 CY2016	Q2 CY 2016	Q3 CY2016	Q4 CY2016	Q1 CY2017	Q2 CY2017
Applications Received¹	166	235	291	187	152	225
Residential Projects ²	37	38	45	27	34	34
Commercial Projects ²	2	2	3	1	3	3
Recreation/Public Service Projects ²	16	10	9	5	10	8
Environmental Improvement Construction Projects	2	3	1	2	6	5
Shorezone/Lakezone Projects ²	2	14	6	5	9	7
Grading Projects	4	14	18	2	3	10
Verifications and Banking ³	78	116	166	119	63	132
Transfers of Development	6	20	25	6	10	10
Other ⁴	19	18	18	20	14	16
<u>Notes:</u>						
1 Does not include Exempt projects, Qualified Exempt declarations, Tree Removal applications, or Administrative applications.						
2 Includes New Development and Additions/Modification						
3 Includes Soils/Hydrology Verifications, IPES, Land Capability Verifications, Land Capability Challenges, Verifications of Coverage, Verifications of Uses, Site Assessments and Standalone Banking Applications						
4 'Other' includes Historic determinations, Lot Line Adjustments, Temporary projects, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Sign, Allocation Assignments, and other miscellaneous project types						
<u>Source:</u> TRPA Accela Permit Records						

Permitting Assistance/Welcome Mat Development

TRPA’s Current Planning Division launched the “Welcome Mat” initiative in fall 2015. This important initiative aims to improve customer experience and streamline permitting across the Lake Tahoe Basin.

Permitting process improvements are not only “good business,” they help get environmentally beneficial projects on the ground and spur our local economies. The initiative is ongoing and iterative continually identifying needed improvements in collaboration with stakeholders and local partners, prioritizing and refining solutions, and implementing projects to reach our goals.



Welcome Mat projects and improvements during the last quarter include:

- Launched an express permitting program for minor projects and activities and a self-help survey tool for applicants to assess their eligibility.
- Hosted workshops for customer input on process improvements.
- Presented at community forums for local real estate groups.
- Facilitated an environmental review refresher course for local jurisdictional partners.

- Restructured the TRPA applications web page.
- Hosted bi-monthly permitting process improvement coordination meetings with local jurisdictions.

Residential Allocation Distribution

In May, the Governing Board adopted a resolution distributing residential allocations to local jurisdictions for 2017 and 2018. Distribution is based on results from a performance review of Total Maximum Daily Load implementation and an audit of memorandum of understanding permit monitoring and compliance. The results are reviewed by a performance review committee who then recommends allocation distribution to the Governing Board. One hundred and twenty allocations will be distributed each year. Limiting new residential units to 120 per year is part of TRPA's growth management system.

ENVIRONMENTAL IMPROVEMENT PROGRAM ADMINISTRATION

TRPA's Environmental Improvement Division leads the Lake Tahoe Environmental Improvement Program (EIP), a collaborative public and private, multi-jurisdictional capital investment program to conserve and restore Lake Tahoe's environment and enhance public recreation opportunities. The division leads the development of new financing strategies for future projects and programs, sets priorities so limited funding achieves maximum threshold gain, and builds new associations beyond the Tahoe Region to improve implementation and leverage new funding sources.

EIP Working Group Briefings

EIP Working Group representatives briefed the Tahoe Science Advisory Council at its meeting on May 11. TRPA coordinated the briefings to exchange information with the council on science needs and the role of science in EIP programs.

California Land Stewardship Network Workshop in Tahoe

In June, TRPA and the League to Save Lake Tahoe jointly hosted a workshop in Tahoe for the California Land Stewardship Network. The Network, formed in late 2016, promotes information and resource exchange, relationship building, and innovation among land stewardship practitioners. Six collaborative networks attended the workshop: the Tamalpais Lands Collaborative, Peninsula Working Group, Santa Cruz Mountains Stewardship Network, Lake Tahoe Environmental Improvement Program, Redwoods Rising, and the Irvine Ranch Conservancy.

The specific purposes of the workshop were:

- To review history of convening and planning to date
- To increase understanding of goals, structures, challenges, and opportunities
- To build relationships within the network
- To launch the California Land Stewardship Peer Exchange Network, and reach agreement on the Network's purpose, desired outcomes, and membership
- To discuss possible models for the Network's structure
- To share best practices
- To plan next steps and draft a strategy for achieving desired outcomes

The participants affirmed the potential value of the Network for advancing landscape-scale stewardship. The next meeting is scheduled for November in the San Francisco Bay Area.

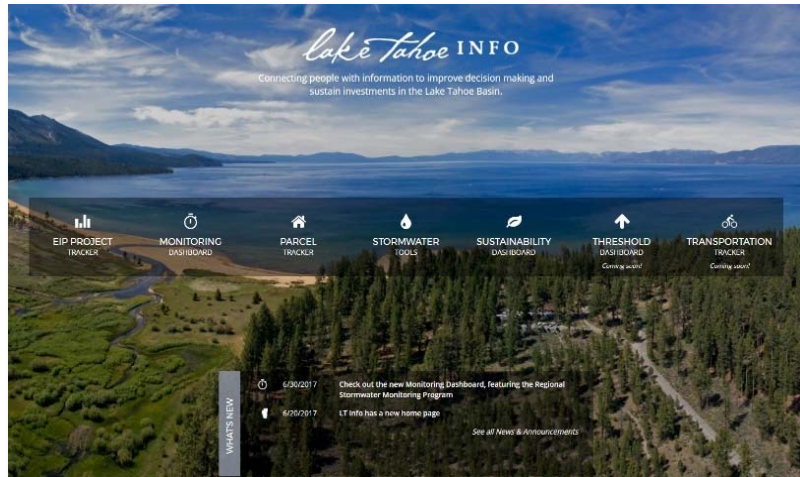
RESEARCH & ANALYSIS DIVISION

TRPA monitors hundreds of environmental threshold standards, performance measures, and management actions for progress and effectiveness. The agency formed a Research and Analysis Division to strengthen its relationship with the science community and provide the best possible information for policy decisions, operations, and accountability.

LakeTahoeInfo.org Development

TRPA continued to develop the laketahoeinfo.org website this quarter. Highlights and new features include:

- The home page on www.laketahoeinfo.org has been redesigned to accommodate additional information portals for monitoring and transportation. It also includes a “What’s New” section to highlight new additions and information on the website.



New homepage for www.laketahoeinfo.org

- The EIP Project Tracker software is available as open source, allowing new participants to add technical improvements to the site at no charge to TRPA. This past quarter, a group of 12 California Resource Conservation Districts have joined and will be utilizing the EIP Project Tracker software for annual reporting of greenhouse gas emission reductions and watershed restoration projects within their districts.
- Launched a new Monitoring Dashboard. TRPA partnered with the Tahoe Resource Conservation District to display data from the Regional Stormwater Monitoring Program, data considered essential to tracking the effectiveness of the TMDL. The dashboard is designed to allow future expansions that will highlight other monitoring programs and data.

2017 Threshold Monitoring Field Season

TRPA’s annual threshold monitoring field season started May 15 and will continue through October 15. Monitoring scheduled for this field season includes:

- 40 stream bio-assessment sites (20 long-term trend sites and 20 one-time status sites).
- Stream environment zone assessments at 41 monitoring sites (21 long-term trend sites and 20 one-time status sites) using the California rapid assessment method.
- Community noise equivalent monitoring for 34 plan area sites, eight transportation corridor (highway) sites, and 10 shorezone single-event noise sites.
- Three basin-wide osprey surveys.
- Peregrine falcon surveys at five sites (Castle Rock, Luther Rock, Echo Summit, North Maggie’s Peak, and Eagle Falls).
- Weekly maintenance and filter replacements at two air quality stations (Lake Tahoe Community College and TRPA).

- Bicycle and pedestrian monitoring at 15 to 20 sites around the basin using automated bicycle and pedestrian counters.

For this year’s field monitoring, TRPA-created tools improve the osprey, peregrine falcon, and stream environment zone field monitoring. The new tools on mobile applications allow TRPA field staff and monitoring partners to securely enter monitoring data in the field, saving time and data entry needs in the office.

EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the 2012 Regional Plan. The External Affairs team leads public engagement initiatives in collaboration with a wide variety of agency and nonprofit stakeholders. During this past quarter, TRPA continued ongoing education and outreach in the Lake Tahoe Region to raise public awareness about issues at Lake Tahoe and improve public understanding about the role of TRPA.


Remembering Angora: TRPA worked with Tahoe Fire and Fuels Team partners to publish a special “Remembering Angora” edition of the award-winning Tahoe In Depth newspaper to mark the 10-year anniversary of the Angora Fire. Stories focused on the fire and the impact it had on Lake Tahoe’s landscape and communities, rebuilding after the fire, and how agencies and residents are working to prevent wildfires, reduce hazardous fuels in Tahoe’s forests, improve wildfire preparedness, and create fire adapted communities.



Outdoor Explore: External Affairs staff participated in the South Tahoe Environmental Education Coalition’s Outdoor Explore program, helping hundreds of South Shore elementary students learn more about Lake Tahoe’s hydrologic cycle and why the lake needs environmental protections.

Public Opinion Survey: In June, TRPA surveyed local residents and part-time homeowners on a host of environmental education topics. The results from the annual questionnaire showed support for the Agency from local residents is up three percentage points at 54 percent favorable. Support from Bay Area part-time homeowners continues to be at an all-time high of 73 percent favorable.


SAVE THE DATE *June 24, 2017*
 ANGORA FIRE COMMEMORATION 10:30 a.m. to noon



SATURDAY, JUNE 24, 2017 MARKS THE 10TH ANNIVERSARY OF THE ANGORA FIRE, the most destructive wildfire in memory at Lake Tahoe. Local, state, and federal agency executives, fire chiefs, elected officials, and others will gather on the shore of Lake Tahoe to discuss the fire and its impact, the recovery of the community, lessons learned, and actions that have been taken to improve fire preparedness at Lake Tahoe.

WHAT: ANGORA FIRE COMMEMORATION, sponsored by the Tahoe Fire and Fuels Team
WHEN: Saturday, June 24, 2017, 10:30 a.m. to noon
WHERE: Valhalla Grand Lawn, 1 Valhalla Road, SR 89, South Lake Tahoe

For more information, contact Tom Lotshaw at tlotshaw@trpa.org or 775-589-5278



Angora Commemoration: TRPA and Tahoe Fire and Fuels Team partners organized a wide range of community events and activities to promote wildfire education and preparedness as part of Lake Tahoe Wildfire Awareness Month in June. Events included an Angora Commemoration that brought together local, state, and federal partners to discuss the impact of the Angora Fire and how partners are working to improve wildfire preparedness and forest health.

Lake Spirit Awards: In April, TRPA recognized four people with Lake Spirit Awards for their passion and dedication to the conservation and restoration of Lake Tahoe's environment. This year's award winners are Karen Mullen-Ehly, Forest Schafer, Nicole Cartwright, and Karen Fink. TRPA also executed an advertising campaign to highlight the contribution of these award winners to raise public awareness and help inspire the next generation of Tahoe's stewards.

Aquatic Invasive Species Advertisements:

External Affairs staff worked with other members of the Lake Tahoe Aquatic Invasive Species Program to create new advertisements and public service announcements for the program. These highlight the importance of boaters showing up to Lake Tahoe with their watercraft "Cleaned, Drained, and Dry" to prevent the introduction and spread of harmful aquatic invasive species.

3 steps closer to fun

CLEAN DRAIN DRY



Clean, drain, and dry all watercraft before arriving at a Lake Tahoe watercraft inspection station. A friendly, certified inspector will ensure your boat is free of invasive species and get you and your family on the water.

TahoeBoatInspections.com • 888-824-6267



Legislative Affairs:

Following the submittal of the Lake Tahoe EIP Priority List to the US Congress in March, TRPA worked with basin partners to advocate for up to \$46.6 million in Lake Tahoe Restoration Act funding for Tahoe in the next federal budget. Given the fiscal constraints of current federal spending, obtaining additional federal funding will be challenging. On the state level, however, TRPA gained support for \$500,000 in additional funding from the states of California and Nevada for the Shoreline Plan Strategic Initiative. In May, the External Affairs team played a key role in a "Tahoe Day at the Capitol" in Sacramento. TRPA visited with staff and members of the California legislature to educate them about critical Tahoe issues in pursuit of the goal to grow new legislative champions for Lake Tahoe.

FINANCE, INFORMATION TECHNOLOGY, HUMAN RESOURCES, & FACILITIES

Finance Update

The California and Nevada state budgets are now final, and TRPA has secured funding for the 2017-18 fiscal year. This year's budget requests to the states included \$500,000 in supplemental funding to support the shoreline plan strategic initiative. Internal budgets for fiscal year 2017-18 were developed and approved by the Governing Board in June and TRPA's Finance Department completed all fiscal year quarter three invoices and status reports for grantors. TRPA's financial audit for the current fiscal year is underway.

Facilities Update

During the second quarter of 2017, TRPA called \$2.9 million of its long-term debt which will significantly reduce interest expense over the next 10 years. The debt was originally issued to finance the purchase of the TRPA office building. Several routine maintenance projects are underway for the TRPA building, including updating the BMPs. These projects will be completed in the third quarter.

Human Resources Update

TRPA continues to experience strong employee retention. The turnover rate through the first half of this year is five percent.

In May, TRPA hosted a three-day Project Management Essentials class for 20 TRPA staff. The class was customized and delivered through the University of Nevada, Reno's Extended Studies Program. Since the class, a group of attendees formed an implementation team to put processes, tools, and skills from the class to good use in planning and implementing agency projects.

The focus of TRPA's staffing efforts during the second quarter of 2017 was the realization of a robust intern program, designed to create a pipeline of strong talent, build relationships with universities that have accredited planning programs, and get important work done for the agency. We are excited to welcome a great group of talented interns for a variety of summer work assignments:

- **Jordan Pruitt** recently completed her bachelor of science with distinction in biology and honors from University of Nevada, Reno. She has experience in scientific aquatic research and data analysis as well as extensive office administration skills. She is interning in the Research and Analysis Division.
- **Haley Proehl** is interning in the Long Range Planning Division. She has a bachelor of science degree in environmental analysis and planning with a minor in

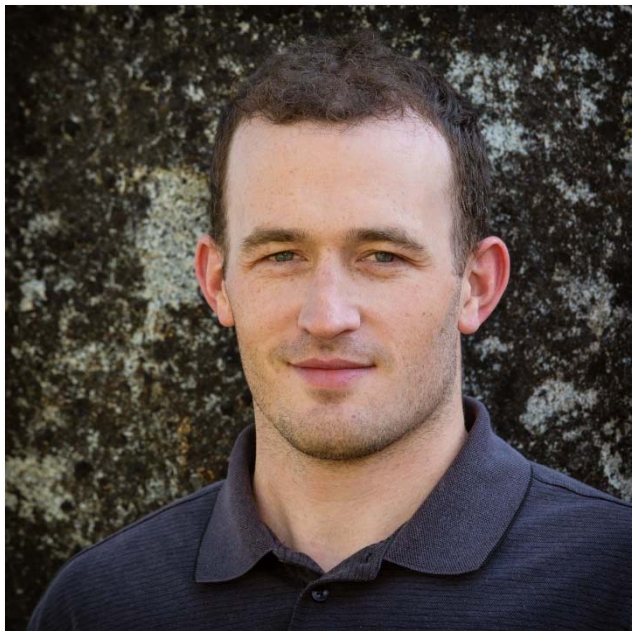


TRPA's summer 2017 interns (from left to right) Jordan Pruitt, Carlie Teague, Rachel Ward, Haley Proehl, and Mikaela Hiatt.

communications from University of California, Davis. She is working on a master's degree in environmental science and policy at the University of Chicago.

- **Mikaela Hiatt** is enrolled at University of California Berkeley, working on a bachelor's degree in landscape architecture with a minor in city planning. Her intern role this summer is in the Transportation Planning Division.
- **Carlie Teague** is interning this summer and putting her GIS skills to work in the Research and Analysis Division. She graduated from the University of Utah with three bachelor of science degrees: Urban planning, geography, and environmental and sustainability studies.
- **Rachel Ward**, who is studying environmental science at University of Nevada, Reno, has a "split" internship assignment supporting both External Affairs and the Research and Analysis Division.

NEW TRPA STAFF



Reid Haefer, Research & Analysis Division

Reid Haefer joined TRPA in June as a data modeler/analyst in the Research and Analysis Division. Reid is responsible for maintaining TRPA's transportation travel demand model, regional plan development right inventories, and other key datasets. He has a master's degree in urban planning from the University of Washington and several years of work experience in transportation planning and data analysis at the Puget Sound Regional Council. He also has a bachelor of science degree in environmental studies. His experience will be invaluable in helping TRPA with transportation data modeling as well as expected roles in support of the transportation measures working group and transportation project environmental reviews. His work in transportation funding while at

the Puget Sound Regional Council will align well with the build out of www.LakeTahoInfo.org and future work to better integrate transportation information into the web platform.

Strategic Initiatives Monthly Report - August 2017

Strategic Initiatives	Status
1. Development Rights	<p>Progress/Accomplishments:</p> <ul style="list-style-type: none"> • Presented options to the Advisory Planning Commission and Governing Board • Completed a GIS-based analysis showing how existing maximum-allowable densities would compare to the allowable development under the existing development rights system • Finalized a fiscal impact report describing the fiscal impact of alternative growth patterns that reflect potential changes to the development rights system, including revenue and expenditure impacts for the City of South Lake Tahoe and Placer County
	<p>Future Focus:</p> <ul style="list-style-type: none"> • Evaluate options up against working-group identified goals and criteria and economic, legal, and fiscal considerations
	<p>Team Lead: Jennifer Cannon, Senior Planner, (775) 589-5297 or jcannon@trpa.org</p>
2. Forest Health & Fuels Management	<p>Progress/Accomplishments:</p> <ul style="list-style-type: none"> • TRPA staff continues to work with the Lake Tahoe West Restoration Partnership Core Team, the Interagency Design Team Lead, and the Documentation and Permitting Coordination Team • The Tahoe Forest Fuels Team (TFFT) submitted proposals for Round 17 SNPLMA funds and are in the planning phase for 2017 projects
	<p>Future Focus:</p> <ul style="list-style-type: none"> • The Lake Tahoe West Restoration Partnership Core Team continues directing the larger effort under the direction of the Project Coordinator • The TFFT will finish planning and move into implementation of 2017 projects • TRPA will continue to work with partners toward a sustainable forestry program for the Tahoe Basin through coordination among partners and the Lake Tahoe West Restoration Partnership
	<p>Team Lead: Mike Vollmer, Environmental Improvement Program Manager, (775) 589-5268 or mvollmer@trpa.org</p>

Strategic Initiatives	Status
<p>3. Aquatic Invasive Species Control</p>	<p>Progress/Accomplishments:</p> <ul style="list-style-type: none"> • Funding from the following sources has been awarded to AIS Program partners: <ul style="list-style-type: none"> ○ SB 630 (CTC) ○ Prop 1 (CTC) ○ License Plate (NDSL) ○ USFWS ○ Truckee River Fund ○ Tahoe Fund ○ Integrated Regional Water Management (CA DWW) <p>Total funding awarded is approximately \$1.3 million.</p>
	<p>Future Focus:</p> <ul style="list-style-type: none"> • Continue to pursue funds through the following: <ul style="list-style-type: none"> ○ Bureau of Reclamation ○ US Army Corps of Engineers ○ NDEP • TRPA, Lahontan and other stakeholders continue to work with the Tahoe Keys POA on their efforts to control invasive aquatic weeds in the lagoons and channels
	<p>Team Lead: Dennis Zabaglo, Aquatic Resources Program Manager, (775) 589-5255 or dzabaglo@trpa.org</p>
<p>4. Stormwater Management Operations & Maintenance</p>	<p>Progress/Accomplishments:</p> <ul style="list-style-type: none"> • The Road to Blue survey to gage property owner interest in different funding mechanisms for stormwater operations is in the process of being collected and analyzed.
	<p>Future Focus:</p> <ul style="list-style-type: none"> • The consulting team will complete an analysis of survey results and present to stakeholders for additional input/direction
	<p>Team Lead: Shay Navarro, Stormwater Program Manager, (775) 589-5282 or snavarro@trpa.org</p>

Strategic Initiatives	Status
5. Shoreline	Progress/Accomplishments: <ul style="list-style-type: none"> • Received endorsement from RPIC on a comprehensive set of policy proposals for inclusion in the Shoreline Plan • Started the scoping process for the Environmental Impact Statement (EIS) • Completed approximately 20 organizational briefings to bring awareness to the planning effort
	Future Focus: <ul style="list-style-type: none"> • Develop alternative descriptions to analyze in the EIS and take to RPIC for review and endorsement • Start preparing the Draft EIS
	Team Lead: Brandy McMahon, Principal Planner, (775) 589-5274 or bmcMahon@trpa.org
6. Transportation	Progress/Accomplishments: <ul style="list-style-type: none"> • Transportation Planning OWP 17/18 Approved at GB • Experts lined up for APC Measures Working Group 6/2017 • Initiated Development of LT Info Transportation Portal • Began scope of work development for Safety Plan
	Future Focus: <ul style="list-style-type: none"> • Regional Transportation Plan (RTP) Implementation <ul style="list-style-type: none"> ○ Funding allocation/distribution ○ Bi-State Transportation Task Force ○ Mega Region Summer Meeting ○ APC Measures Working Group ○ Supporting Bi-State Task Force ○ Transportation Demand Management Programs ○ Lake Tahoe Region Safety Plan
	Team Lead: Michelle Glickert, Principal Transportation Planner, (775-589-5204) or mglickert@trpa.org
7. Streamline Monitoring & Update Thresholds	Progress/Accomplishments: <ul style="list-style-type: none"> • Threshold assessment methodology revised in conjunction with the Tahoe Science Advisory Council • Conducted partner and stakeholder outreach on threshold assessment • Tahoe Science Advisory Council began a review of best practices for the establishment of standards and monitoring and evaluation programs
	Future Focus: <ul style="list-style-type: none"> • Revise threshold assessment findings and strategic direction for the initiative
	Team Lead: Dan Segan, Principal Natural Resource Analyst, (775) 589-5233 or dsegan@trpa.org

