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STAFF REPORT

Date: February 19, 2020
To: TRPA Governing Board
From: TRPA Staff
Subject: 2019 Annual Report

Summary and Staff Recommendation:

This item is for informational purposes only and no action is required.

Background:

TRPA has been carrying out strategic initiatives the Governing Board identified as work program priorities for agency staff. These initiatives align directly with the four objectives in the agency's Strategic Plan. At a strategic planning retreat in March 2018, the Governing Board reaffirmed its support for these high-priority initiatives and reviewed work plans and timelines for their completion. TRPA completed several of the planning initiatives in 2018 and has updated the 2019 Agency Work Program to reflect those accomplishments and several new strategic priorities.

This staff report outlines the accomplishments and progress made in 2019. It tracks to and expands upon summary information published in the 2019 Annual Report. It also provides additional annual performance reporting required by the Regional Plan and reporting on sustainability indicators.

Contact Information:

For questions regarding this agenda item, please contact Joanne Marchetta, at (775) 589-5226 or jmarchetta@trpa.org

Attachment:

2019 Regional Plan Performance Measures Report

2019 ACCOMPLISHMENTS AND FUTURE PRIORITIES

TRPA STRATEGIC INITIATIVES

TRANSPORTATION

The Transportation Strategic Initiative implements the actions from the Bi-State Transportation Consultation including the finance action plan, corridor planning, the U.S. Highway 50 Main Street Management Plan, public-private partnerships, and mega-region collaboration. Metropolitan Planning Organization certification and a new 2020 Regional Transportation Plan, together with an updated Tahoe Transportation Model, will serve as the foundation for transportation upgrades and the update of the air quality mitigation fee system.

2019 Accomplishments

- **U.S. 50 South Shore Community Revitalization Project Implementation:**
 - Kicked off the Main Street Management Plan, a component of the U.S. 50 South Shore Community Revitalization Project, a transformational and regionally significant project. The Main Street Management Plan will redesign the portion of U.S. 50 between the Stateline casino core and Pioneer Trail into a multi-modal, pedestrian friendly Main Street.
 - Convened a stakeholder working group to guide the policy and design of the Main Street Management Plan. The group includes business and property owners in the corridor, local agency and organization representatives, and residents. The group convened four times in 2019.
 - The stakeholder working group hosted three public open houses on the Main Street Management Plan to gain extensive community input on goals, objectives, and alternatives for the future design of the Main Street corridor.
 - In November, the stakeholder working group chose a preferred alternative based on public input for the Main Street design that includes a reconfigured walkable street with new bike lanes and a multi-use path, additional landscaping, outdoor dining opportunities, and multiple small flexible spaces for community events such as farmers markets and live music. These improvements will support the policies of the Regional Plan.
- **Awarded \$6.3 million** in congestion mitigation air quality grants, surface transportation block grants, and Nevada transportation alternatives program funds to fund eight transportation projects at Lake Tahoe. These projects include bicycle and pedestrian facilities, roadway projects that include bike and pedestrian improvements, free public transit, and the U.S. 50 South Shore Community Revitalization Project.

- Processed a **2019 Federal Transportation Improvement Program** amendment for continued implementation of the Tahoe Trail bike path along the East Shore Transportation Corridor, long-awaited pedestrian improvements along U.S. 50 on the South Shore, funding for the start of the U.S. 50 East Corridor Plan, furthering the development of a transit hub in Incline Village, and examining a new South Shore site for a transit yard.
- Finalized an agreement with the U.S. Forest Service to **complete a feasibility study for the Emerald Bay section of the Tahoe Trail**, the only portion of this bike path along the West Shore not yet completed. This section of the Tahoe Trail would run from Spring Creek Road in the south through Emerald Bay to Meeks Bay in the north.
- **Continued developing the State Route 89 Recreation Corridor Management Plan** in partnership with the U.S. Forest Service and the Tahoe Transportation District. The plan looks at three transportation corridor alternatives to shift more visitation from personal vehicles to transit and trails to reduce traffic and parking congestion, and improve public safety and recreation access in this highly visited area.
- **2020 Regional Transportation Plan:**
 - Launched the next Regional Transportation Plan update with presentations to the Governing Board, public meetings, print ads, and a new website. The Regional Transportation Plan sets the vision for Tahoe’s transportation system and focuses on transit, trails, technology, and communities to support the environment, economy, quality of life, and visitor experience. The update, expected to be completed by fall 2020, will outline goals to improve the Lake Tahoe transportation system through the year 2045.
 - With enhanced transit as the Regional Transportation Plan’s key goal, new data from the Streetlight company will help identify specific short-term transit improvements as well as longer-term transit and funding needs for Lake Tahoe, including public and private partnerships.
- **Hosted the “Next Generation Mobility in Mountain Towns” workshop** to explore new transportation modes ranging from electric bikes and scooters to micro-transit and autonomous shuttles.
- Launched a **new travel management program, “Commute Tahoe”**, in December that works with local employers to reduce visitor and employee trips.
- Teamed with the Lake Tahoe Bicycle Coalition to lead the **14th annual Tahoe Bike Challenge**. In the first two weeks of June, 285 people around the Basin biked 20,420 miles, preventing an estimated 6,945 pounds of carbon dioxide emissions.

Future Focus

Implementation of the Regional Transportation Plan and 2021 Federal Transportation Improvement Program. Corridor planning and strategic distribution of funding to prioritized projects. Continuing corridor work including completion of the State Route 89 Recreation Corridor, assisting the Tahoe Transportation District with implementation of the U.S. 50 South Shore Community Revitalization Project, assisting the Nevada Department of Transportation on development of the U.S. 50 East Corridor Plan, and working with Placer

County as it completes the Resort Triangle Transportation Plan for the State Route 89/28 corridor. Regional partnership alignment on a comprehensive transit vision for Lake Tahoe through the Bi-State Transportation Consultation Working Group led by the states of California and Nevada that will reconvene in 2020.

THRESHOLDS AND PERFORMANCE MANAGEMENT

The Threshold and Performance Management Strategic Initiative includes both the thresholds standards update as well as the development or revision of other performance measures, including regional plan performance measures, transportation performance measures, and Current Planning processing measures. The initiative also includes supporting the next phase of the Tahoe Science Advisory Council's operations.



2019 Accomplishments

- The TRPA Governing Board adopted the recommendation of the Tahoe Science Advisory Council for a **structured system for the review and amendment of threshold standards** and for evaluating adaptive management. The new system led to the first set of technical corrections and the removal of six narrative policy statements as threshold standards as they did not meet best practice standards of being measurable and specific. This new system provides a coherent and consistent framework for future updates to threshold standards and performance metrics.
- **Completed initial structural improvements to the system of threshold standards** by collocating the threshold standards with the Regional Plan. These updates provide a coherent and seamless connection between threshold standards and the Regional Plan and continue to bring the threshold standards in line with best practices.
- Developed a **work plan for the vehicle miles traveled air quality threshold standard**. The work plan addresses mobility and greenhouse gas (GHG) related concerns in the Tahoe Region.

Future Focus

Continue to work with the Tahoe Science Advisory Council, partners, and stakeholders to strengthen the threshold system in the priority focus areas of forest health, recreation, and stream environment zone restoration.

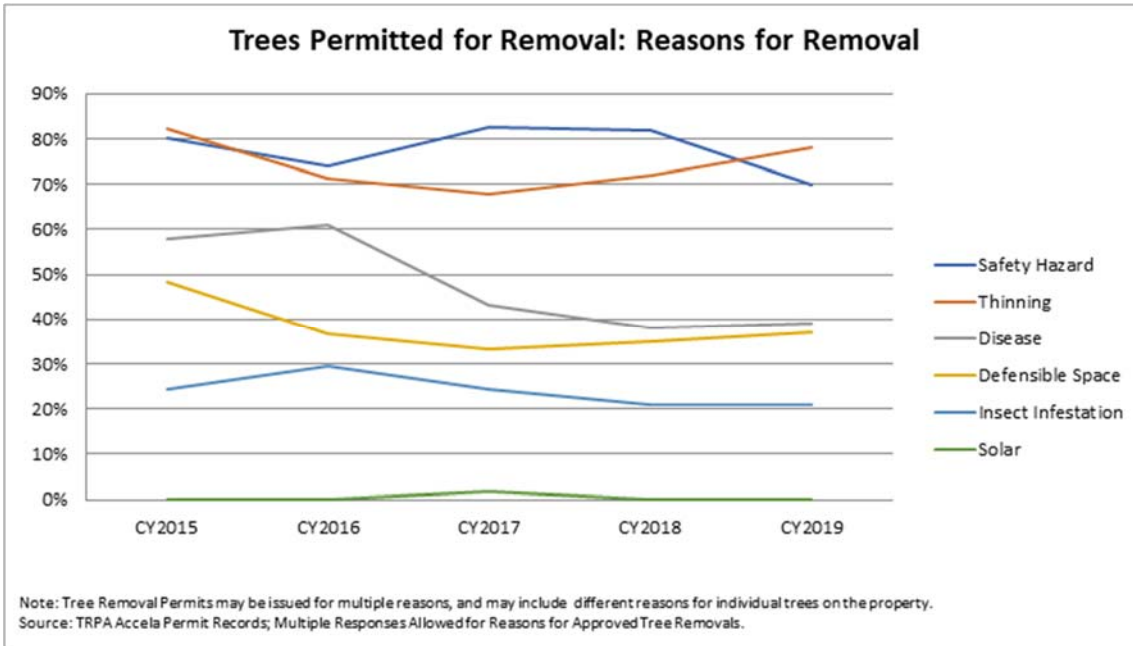
FOREST ECOSYSTEM HEALTH

The Forest Ecosystem Health Strategic Initiative supports the work of Basin partners engaged in the 10-Year Fuels Reduction Strategy and large landscape initiatives such as the Lake Tahoe West Restoration Partnership. Updating forest vegetation thresholds and forest practice code changes are key needs to accelerate forest health and fuels treatments on the landscape scale to meet the Region's growing threats.

2019 Accomplishments

- The U.S. Department of Interior awarded approximately **\$3.25 million to Lake Tahoe forest health projects** as part of Southern Nevada Public Land Management Act Funding Round 17, including \$3 million for Lake Tahoe West Restoration Partnership planning.
- Worked with the Lake Tahoe West Restoration Partnership to create a **Landscape Resilience Strategy**, outlining six overarching landscape goals with objectives and strategies for each goal for forest restoration on nearly 60,000 acres of the West Shore. The strategy identifies priority areas for treatment and serves as a roadmap for project implementation over the next 20 years.
- Partner organizations of the Tahoe Fire and Fuels Team released a **Forest Action Plan** in August. It includes a five-year program to minimize serious forest risks, including catastrophic wildfire, a potential beetle epidemic, and drought. The Forest Action Plan's three strategies target completing and maintaining all fuel reduction treatments in the wildland urban interface over the next five years, as well as implementing large landscape-scale forest restoration projects.
- Proposed **amendments to Chapter 61 of the TRPA Code of Ordinances** to align TRPA code and practices with new regulations set forth by both Nevada and California agencies. The changes will streamline the permitting process for prescribed burning while maintaining the necessary regulatory oversight. The changes have been endorsed by the TRPA Governing Board's Forest Health and Wildfire Committee and will be presented to the Governing Board for final approval in 2020.
- Held a **fire and defensible space workshop** for property owners and tree service companies. The free seminar provided an overview of tree removal rules, guidance on how to use TRPA's online tree removal application tool, and pointers on creating defensible space. Notably, the percentage of tree removal permits processed online has steadily increased, streamlining this important service for property owners and TRPA staff.
- Provided expert urban tree risk assessment and evaluation to the public and agency partners. TRPA received 992 tree removal applications and **issued 998 tree removal permits** in 2019. The number of tree removal permits issued continues to increase with most trees being removed for thinning and safety hazards. More than three-quarters (78 percent) of the tree removal applications are now received and processed online.

Summary of TRPA Tree Removal Application and Permitting Activity Calendar Year 2015 through 2019					
	CY2015	CY2016	CY2017	CY2018	CY2019
Tree Removal Applications Received	745	682	802	885	992
Number of Trees Permitted for Removal	3,212	2,974	3,117	3,806	4,523
Percent Applications Submitted Online	55%	55%	61%	72%	78%
<u>Source:</u> TRPA Accela Permit Records					



Future Focus

Support the Lake Tahoe West Restoration Partnership to collaboratively increase the pace and scale of forest restoration in the Tahoe Region, and implement actions for Tahoe that are consistent with statewide executive orders on mitigating catastrophic fire risk. Work with the TRPA Governing Board Forest Health and Wildfire Committee to update forest and vegetation management regulations.

TAHOE KEYS WEED MANAGEMENT

The Tahoe Keys Weed Management Strategic Initiative supports the stakeholder-driven collaborative process seeking solutions to control the noxious spread of invasive weeds in the Tahoe Keys and throughout Lake Tahoe. TRPA convened the collaborative and secured funds, facilitating stakeholder and community engagement essential to finding solutions to this long-standing and serious threat to Lake Tahoe’s water quality.

2019 Accomplishments

- TRPA convened a collaborative **stakeholder committee for the Tahoe Keys weed management project** to guide the development of treatment options and environmental analysis of the project, which aims to eradicate or greatly reduce populations of aquatic invasive weeds in the Tahoe Keys canals and lagoons and prevent spread into Lake Tahoe. The committee includes representatives from TRPA, the Lahontan Regional Water Quality Control Board, Tahoe Keys Property Owners Association, League to Save Lake Tahoe, Tahoe Water Suppliers Association, and Tahoe Resource Conservation District.

- Sought public input on the scope and content of the environmental study for the **Tahoe Keys weed management project test**. Circulated a notice of preparation and held public hearings. After the scoping period, TRPA and Lahontan Regional Water Quality Control Board revised the project to add an alternative requested by the public commenters that will investigate the potential to dredge and replace channel fill as a potential treatment method.
- Secured an expert environmental consultant to launch the environmental analysis of the project and alternatives. An administrative draft is expected in March 2020.

Future Focus

Push forward to complete environmental review of the Tahoe Keys weed management options and achieve broad support for a path to finally solve the most vexing water quality problem at Tahoe.

LIVABLE AND SUSTAINABLE COMMUNITIES

The Livable and Sustainable Communities Strategic Initiative includes housing policy and implementation support to partners working to solve the housing affordability and short-term vacation home rental pressures in the Tahoe Basin; area planning support; development rights and shoreline planning implementation activities; and executing the Plug-In Electric Vehicle Plan.

2019 Accomplishments

- **Housing:** The emphasis throughout 2019 has been on coordinated planning to solve Tahoe’s housing crisis and provide more housing options for local residents and employees.
 - Partnered with the Mountain Housing Council, Tahoe Prosperity Center, and multi-agency coalitions to collaboratively address the housing challenges the Tahoe Region faces and to **develop region-wide housing action plans**. The action plans are strategies needed to solve the undersupply and affordability of local resident and employee housing for Tahoe.
 - **Launched a new regional housing webpage** that identifies all incentives available for affordable, moderate, “achievable,” and market-rate housing projects at Lake Tahoe. The webpage also shows where the incentives apply, allowing developers to more easily access this important information (<http://www.trpa.org/permitting/housing/>).
- **Shoreline Plan Implementation:** The new Shoreline Plan, adopted by TRPA in 2018, authorizes new and existing shoreline structures for lake recreation access. The plan allows for a maximum of 10 new public piers and 128 new private piers around Lake Tahoe. Submittals are accepted and vetted, and through a lottery system for up to 12 new private piers, allocated to be permitted every two years. The plan also authorizes the registration of existing moorings, followed by permitting of new moorings up to allocated limits.

- As new shoreline regulations took effect, TRPA **launched a new online system for property owners to register existing moorings**. Over 1,200 mooring registration submittals were received in 2019 for more than 5,200 individual moorings (buoys, boat lifts, and slips).
- **TRPA initiated new pier permitting** in 2019. From June 1 to June 30, TRPA accepted preliminary proposals for new single-parcel and multiple-parcel piers. Of 117 submittals, 34 proposed a multiple-parcel (shared) pier and 84 requested a single-parcel pier. TRPA **held the bi-annual pier lottery** on July 17 and awarded pier allocations for seven new multiple-parcel piers and five single-parcel piers. These parcel owners may submit a new pier application for permitting.
- For boating safety of paddlers, the Shoreline Plan includes a “go slow” zone within 600 feet of shore. TRPA designed and launched a new **shoreline boating app** that is being used by over 1,200 users. The smartphone app allows boaters to see their location in regard to the 600-foot no-wake zone to help minimize the danger to swimmers and paddlers who generally recreate closer to shore.
- **Executing the Plug-In Electric Vehicle Plan:** A key strategy in the award-winning Tahoe Sustainability Plan for the reduction of regional greenhouse gas emissions is the deployment of electric vehicles. Progress is underway on this plan and includes:
 - Partners have **constructed 115 chargers in 45 locations** across the Region.
 - To connect Tahoe inter-regionally TRPA presented the Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan to the Mono County Local Transportation Committee. Mono County, California, is starting to develop a **readiness plan for the deployment of electric vehicle infrastructure**. The program will provide a critical link between California and Nevada’s charging networks, eventually connecting Lake Tahoe to Mono County via U.S. Route 395.
 - Completed three site visits and pre-project consultations for **new electric vehicle charging stations** in the Tahoe Basin. These consultations allow project proponents to plan infrastructure installations and to better understand permitting requirements up front.
- The TRPA Governing Board unanimously approved comprehensive updates to Lake Tahoe’s development rights system in late 2018. In support of implementation, in 2019 TRPA **launched new development rights and area plan webpages**. The webpages provide a user-friendly guide explaining recent development rights program changes. The guide includes information on how to acquire development rights, options for the conversion and transfer of development rights, and summaries of development incentives and bonus units. These changes make it easier for the private sector to invest in environmental redevelopment projects that benefit Tahoe’s environment, revitalize communities, and provide needed housing options for residents.
- **Sustainable Recreation:**
 - The Sustainable Recreation Working Group started a \$175,000 work program with the Tahoe Science Advisory Council to **develop new metrics and shared**

monitoring protocols for recreational activities in the Tahoe Region. The work program will lead to consistent metrics that better measure public recreation access, the quality of public recreation experiences, and natural resource conditions at Lake Tahoe, **leading to a comprehensive update of the Region's recreation threshold standards and performance measures.**

- Completed the annual **recreation user online survey**, receiving 519 responses that provide valuable data on recreation use and experience in the Tahoe Basin. The Sustainable Recreation Working Group will use the survey results to evaluate recreation threshold standards in the 2019 Threshold Evaluation Report.

Future Focus

Incentivize the California Tahoe Conservancy and Nevada Division of State Lands to implement recent changes to the transfer of development rights program. Collaborate with partners to implement the housing work plan and support ongoing housing initiatives. Implement phase two of the Shoreline Plan's mooring registration and permitting program, which will allow property owners to apply for new moorings.

ONGOING INITIATIVES AND ANNUAL ACTIVITIES

LONG RANGE & TRANSPORTATION PLANNING DIVISION

The Long Range Planning and Transportation Planning Division establishes the plans, programs, and regulations to achieve and maintain environmental thresholds and oversees the plans, programs, and projects that implement Tahoe Regional Transportation Plan.

2019 Accomplishments

- **Review of local jurisdictions' area plans and area plan amendments** that implement the Regional Plan. Area plans are under development in Douglas County and Washoe County, Nevada. Long Range and Transportation Planning staff are reviewing proposed amendments to the Tourist Core Area Plan in the City of South Lake Tahoe, California; the South Shore Area Plan in Douglas County; and the Tahoe Basin Area Plan in Placer County.
- TRPA, as the Tahoe Metropolitan Planning Organization, **initiated the 2020 Regional Transportation Plan Update**. Key objectives are improvements to regional transportation modeling to better estimate visitor travel patterns and enhancements to transit implementation.
- To meet Tahoe Metropolitan Planning Organization certification standards, **updated the Public Participation Plan for transportation**, which outlines strategies to ensure strong public involvement and engagement in transportation planning at Lake Tahoe. The plan outlines strategies to seek input on all transportation modes and provide a forum for public input on how transportation options influence and support social and economic vitality.

- Sponsored and convened an inter-regional western states forum for the exchange of best practices in environmental conservation and transportation planning by hosting the **Mountain and Resort Town Planners Summit**, participating in a national podcast series, and growing peer-collaboration on sustainable development in southern Chile.
- Developed guides, websites, and training forums to **educate the public and local partners on land use regulations** in the Tahoe Region.
- With partners, engaged first steps in **climate adaptation and resilience planning for the Tahoe Region**. Collaboratively developed a Climate Vulnerability Assessment for the Tahoe Region and a menu of adaptation strategies with agency partners.
- With the USDA Forest Service, initiated planning for **restoration of Meeks Bay Marina**, a significant stream environment zone enhancement and recreation amenity revitalization.

Future Focus

Support local jurisdictions in developing and implementing remaining area plans and updating existing area plans to accelerate environmental restoration and community revitalization. Build further partnerships for the implementation of the Lake Tahoe Sustainability Action Plan. Update the Regional Plan to reflect emerging challenges such as climate adaptation.

CURRENT PLANNING DIVISION

Environmental threshold standards are achieved and maintained through project implementation by both the public and private sectors. The Current Planning Division reviews projects to achieve environmental improvement and economic investment in Lake Tahoe communities and to serve the public.

2019 Accomplishments

- **Distributed 236 residential allocations to local jurisdictions.** Allocations are distributed to local jurisdictions based on performance review that considers whether the jurisdiction is meeting water quality Total Maximum Daily Load targets and Regional Plan criteria for location, enforcement, and operation of short-term rentals.
- The Governing Board added **short-term rental neighborhood compatibility** as a third code criterion to the performance review system for distribution of residential allocations to local jurisdictions. Jurisdictions receiving residential allocations are addressing the potential impacts of short-term rental location, operation, and enforcement through best practices set out in the new guidelines. A stakeholder working group that included TRPA staff, Governing Board members, representatives from neighborhood and environmental groups, the real estate community, the building industry, and other community members collaborated to develop the best practice guidelines.

- **Fully met goals for timely and consistent review of project applications.** Reviewed 872 project permit applications in 2019. Screened 100 percent of applications for completeness within the performance target of 30 days of receipt and issued 100 percent of permits within the Code of Ordinances’ review target period of 120 days of being found complete.

Summary of TRPA Application and Permitting Activity Calendar Years 2016 through 2019				
	CY2016	CY2017	CY2018	CY2019
Applications Received¹	879	792	939	872
Residential Projects ²	147	116	214	209
Commercial Projects ²	8	15	18	19
Recreation/Public Service Projects ²	40	36	40	36
Environmental Improvement Construction Projects	8	12	14	10
Shorezone/Lakezone Projects ²	27	25	31	40
Grading Projects	38	36	36	30
Verifications and Banking ³	479	442	425	396
Development Rights Transfers and Conversions	57	32	50	25
Other ⁴	75	78	111	107
Notes:				
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, Resource Management, 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				

- **Delegated additional TRPA permitting functions to El Dorado County**, which will begin in January 2020. For better “one-stop-shop” permit service, El Dorado County’s Community Development Services Department, in addition to reviewing residential projects for TRPA compliance, will now also process commercial verifications, which determine a property’s development potential; commercial qualified exempt activity permits for minor exterior and interior improvements; and permits for new signs and temporary activities.
- Released the annual **Local Government Coordination Report**. The report outlines progress made toward the development, adoption, and implementation of area plans in the Tahoe Region and makes recommendations whether or not to recertify permit delegation memorandum of understanding (MOU) agreements associated with area plans. The Governing Board recertified the City of South Lake Tahoe’s MOU.

Future Focus

Improve the land capability verification system with new data and best practices. Implement new “Welcome Mat” permitting improvements by making more parcel information essential to project applicants available online.

REGIONAL PLAN COMPLIANCE AND ENFORCEMENT

Once project permits are issued, TRPA’s permitting and compliance staff inspect properties and monitor project implementation for compliance with environmental standards.

2019 Accomplishments

- **Project Compliance Inspections:**
 - **Performed 702 compliance inspections.** TRPA opened 144 code enforcement cases; resolved, referred or recorded 113 cases; 28 cases resulted in the assessment of an administrative penalty; and three resulted in Governing Board approved settlements.
 - Instituted an **online inspection request** for pre-grade and final inspections.
 - **Completed all code case inspections within one week of intake**, meeting a TRPA performance measure. Code case investigations involve file research and field inspection.
 - **Completed all pre-grade inspections within three days of request** and all final inspections within 15 days.
- **MOU and Project Review Audits:**
 - **Audited 100 projects reviewed and approved by local MOU partners.** Ten percent of active projects are randomly selected annually and inspected for conformance with winterization guidelines. Additionally, each year at least 10 percent of projects where TRPA holds a financial security are randomly chosen and inspected for compliance with security release conditions. Local jurisdictions met requirements 90 percent to 96 percent of the time in both audit categories. Where needed, corrective action is agreed upon and monitored to completion.
- **Watercraft Team Action:**
 - TRPA’s expanded five-person watercraft team operates from May through October, assisting in threshold and aquatic invasive species monitoring, public education, and compliance with boating rules.
 - Crews educated boaters on TRPA boating rules such as the carbureted two-stroke engine prohibition, watercraft noise ordinances, shorezone regulations, and the 600-foot no-wake zone. The team led 20 education tours, completed three separate water quality tests, and assisted with noise and scenic quality monitoring, and compliance inspections.
 - The crew added for new Shoreline Plan Implementation engaged in over 1,000 hours of no-wake zone education, and the issuance of 200 verbal corrective actions for no-wake zone violations.

- Initiated Shoreline Plan mooring enforcement and assisted with the successful removal of 18 boats anchored without authorization.

Future Focus

Support the continued implementation of the Shoreline Plan. Continue to make Regional Plan compliance a top priority while providing good customer service in the field. Improve water quality BMP education with permit applicants and contractors.

ENVIRONMENTAL IMPROVEMENT PROGRAM DIVISION



The TRPA’s Environmental Improvement Division collaboratively leads and administers the Lake Tahoe Environmental Improvement Program (EIP), a public and private, multi-jurisdictional capital investment program to conserve and restore Lake Tahoe’s environment and enhance public recreation

opportunities. Under the EIP, 70+ partners work together in a collective impact model to set priorities, develop financing strategies, implement projects, and track results of the program. TRPA serves as the partnership’s backbone agency to convene, facilitate, and align partners to achieve program results that implement the Tahoe Bi-State Compact and Regional Plan.

2019 Accomplishments

EIP Leadership and Administration:

- Convened the annual **Tahoe Interagency Executives Steering Committee (TIE) retreat** to guide future EIP implementation. The retreat brings together agency executives in each EIP sector to discuss updated to EIP programs and priorities, sector alignment, and collective leadership of the EIP.
- The TIE Steering Committee finalized the **Lake Tahoe Restoration Act project priority list** for fiscal year 2020, requesting \$78.3 million in federal funding for EIP projects.
- The EIP Division continues to improve the shared measurement, monitoring, and reporting system for the EIP. TRPA partnered with Sitka Technology Group to update the homepage of the EIP Tracker (www.eip.laketahoeinfo.org) to showcase an **“Accomplishment Ticker”** for six key EIP performance measures that update in real time as partners enter accomplishments.
- In October, the EIP Division convened a workshop of over 30 partner organizations to launch the **new EIP logo and kick-off the 2019 EIP reporting**



A screenshot of the new EIP “Accomplishment Ticker.”

season. Each year from November 1 through January 15, EIP partners enter their EIP project spending and accomplishment data into the EIP Tracker so that TRPA can accurately track the Basin's progress toward threshold attainment.

- Launched updated EIP branding including a **new logo for the Lake Tahoe Environmental Improvement Program (EIP)**. The logo provides a modern look and feel for the EIP and was developed collaboratively with EIP partners. Created design and style guidelines for partners with the goal of consistent branding on project signs and materials Basin-wide.
- **Mitigation fund releases:** Released \$225,000 in mitigation funds to local jurisdictions for stream environment zone restoration projects, new stormwater maintenance equipment, and water quality improvement projects.
- Joined the facilitation team for the California Natural Resources Agency's new **"Cutting the Green Tape" Initiative**. Secretary Wade Crowfoot announced the need for bold systems change to improve permitting and program efficiencies for increased natural resources restoration statewide. The California Landscape Stewardship Network partnered with the California Natural Resources Agency for a series of roundtables in 2018-2019 to develop specific, actionable strategies and policy recommendations to improve existing programs. TRPA is recognized as an important regional voice in this initiative.

Aquatic Invasive Species Program:

Lake Tahoe faces a constant and serious threat from the introduction and spread of aquatic invasive species (AIS). Prevention programs are keeping new AIS out of waterbodies in the Tahoe Region and control programs manage AIS already established. TRPA leads the multi-sector AIS partnership at Lake Tahoe, but accomplishments are the result of the collective contributions of many organizations and individuals.

- **Control Projects and Funding:**
 - **Treated or retreated 20.2 acres of invasive aquatic weeds and clams** in Elk Point Marina, Sand Harbor, Emerald Bay, Lakeside Beach and Marina, the Truckee River, Ski Run Marina, Meeks Bay, and the Tahoe Keys.
 - **Completed the Lake Tahoe Aquatic Invasive Species Control Action Agenda**, setting a proactive path to address all aquatic invasive species in the Tahoe Region over 10 years, with targets and metrics for success and total costs to achieve goals.
 - The effectiveness of **ultraviolet light** as a control method for aquatic invasive species underwent continued testing this year. The second phase of the ultraviolet light pilot project started at Lakeside Beach along with small scale testing in the Tahoe Keys waterways. Results from the initial tests are promising with additional testing needed and underway.
 - Preliminary results from the **laminar flow aeration test** at Ski Run Marina show a significant reduction in invasive aquatic weed populations and a decrease of the organic layer at the bottom of the marina. While the

specific mechanism of the test that caused these desirable results is unknown, partners will continue to monitor and investigate the project and drivers of its results.

- **Prevention Program:**

- **Directed the clean and safe launch of 31,134 motorized watercraft in 2019.** A comprehensive inspection was performed on 7,499 watercraft, with 3,475 watercraft requiring decontamination. Boat inspections detected 40 boats carrying aquatic invasive species, preventing them from launching until cleaned, drained, dry, and decontaminated.
- Implemented a **modified watercraft inspection fee schedule** that the Governing Board approved. The fees more accurately reflect the amount of work needed for certain inspections and bring in additional funds to offer more competitive wages to inspectors and replace aging equipment in the watercraft inspection program.
- TRPA, Tahoe Resource Conservation District, and California Department of Fish and Wildlife worked with A&M Marine and Sierra Boat Company on **two mussel-infested boats that were intercepted before launch** at their facilities. This partnership ensured the boats were safe to launch on Lake Tahoe by disassembling and decontaminating each area and component of concern on the boats.

- **Monitoring Program**

- **A comprehensive survey of aquatic invasive species locations around Lake Tahoe** is underway. Program partners are reviewing the draft survey along with a monitoring plan that will allow for consistent updates to AIS survey information over time. This project used underwater diver transects, cutting-edge green light LiDAR, and high-resolution aerial imagery to create detailed maps of the nearshore bathymetry, helping to understand the scope and location of current AIS infestations. This survey enables the AIS partnership to target and design control projects.
- Completed a **diver survey of invasive aquatic weeds in the Taylor and Tallac marshes** to support control work that will begin in 2020. The U.S. Forest Service will lead the control project and the two marshes are high-priority treatment locations in the Aquatic Invasive Species Control Action Agenda.

Stormwater Management Program:

Reducing polluted stormwater runoff from urban areas and roads is a foundation of the EIP's water quality focus area. Area-wide solutions offer opportunities for the public and private sectors to partner and meet stormwater infiltration and erosion control requirements, generate funding for system maintenance, implement the Lake Tahoe Total Maximum Daily Load (TMDL) Program, and achieve other community goals.

- **Issued 342 new best management practices (BMP) certificates** to Lake Tahoe property owners who completed parcel-based stormwater infiltration and erosion control requirements: 294 certificates for single family residential parcels, 32 for multi-family

residential parcels, and 16 for commercial parcels. Of these certificates, three are for parcels participating in area-wide water quality treatment projects.

BMP Certificates issued from Jan. 1 to Dec. 31, 2019		
	Land Use	Total Certificates Issued
California	Single Family Residential	244
	Multi-Family Residential	6
	Commercial	9
	California Total	259
	Single Family Residential	50
Nevada	Multi-Family Residential	26
	Commercial	7
	Nevada Total	83
	Total Certificates Issued	342

- **Certified 66 new Tahoe businesses as Lake-Friendly.** By the end of 2019, 161 businesses (88 in California and 73 in Nevada) are participating members of the Lake-Friendly Business Program. The program encourages businesses to protect the lake by completing and maintaining stormwater BMPs. The program recognizes member businesses as good stewards of the lake through print advertisements and social media campaigns.
- **TRPA reissued 144 BMP certificates verifying BMP maintenance and effectiveness.** Staff helped property owners develop inspection and maintenance logs and completed on-site inspections to verify maintenance and ensure continued BMP effectiveness in reducing stormwater pollution.
- **Analyzed areawide water quality treatment opportunities at Tahoe.** TRPA staff evaluated regional data to identify site constraints that restrict stormwater infiltration and made recommendations to partners on establishing areawide treatment systems at 18 Tahoe locations.

Future Focus

The EIP Division will continue to strengthen collaborative EIP partnerships by working with all sectors to align priorities, develop multijurisdictional projects, and increase the pace and scale of restoration needed to implement the Regional Plan. The partnership will focus on funding strategies for the Forest Action Plan, the Aquatic Invasive Species Control Action Agenda, and watershed restoration projects through the Lake Tahoe Restoration Act and other state and local sources. Continue to investigate newly emerging solutions for the

prevention, control, and monitoring of AIS. Continue BMP compliance in TMDL priority areas to reduce stormwater pollution and its impact on lake clarity.

RESEARCH & ANALYSIS DIVISION

TRPA monitors hundreds of environmental threshold standards, performance measures, and management actions for progress and effectiveness. TRPA's Research and Analysis Division connects the science community to the implementation of the Regional Plan and provides the best possible information for policy decisions, operations, and accountability. The division organizes science inputs, builds data platforms, monitors and maintains current data, and analyzes information needed for policy development and decision making.

2019 Accomplishments

- **Released the 2018 Annual Monitoring Report.** It summarizes monitoring TRPA performed related to the threshold categories of streams, stream environment zones, air quality, noise, wildlife, Tahoe yellow cress, and bicycle/pedestrian path usage.
- **Completed annual field monitoring.** 2019 was a busy monitoring year gearing up and compiling data for the upcoming threshold evaluation report. Extra emphasis was placed on **stream environment zones**. Data was collected in nearly 240 meadows; over 20 miles of streams were assessed for streambank stability and erosion, and 60 bioassessment samples were collected in stream environment zones. TRPA also monitored **noise** for 35 plan area statements and eight transportation corridors, and at 10 sites as part of implementing the Shoreline Plan; maintained three **air quality and visibility** monitoring stations; for **wildlife**, worked with partner agencies to complete three basin-wide osprey breeding surveys, peregrine falcon surveys at five sites, and waterfowl habitat surveys; participated in the annual winter bald eagle count; completed an annual lake-wide survey of Tahoe yellow cress with partner agencies; completed **bicycle and pedestrian** monitoring at 22 sites around the basin using automated counters; and completed **scenic quality** monitoring for 33 shoreline units, 46 roadway units, and nearly 400 individual photo viewpoints.
- **Lake Tahoe Info Development:** Further improvements were made to the <https://laketahoeinfo.org/> website, the centralized information platform for the EIP partnership and vital regional data sets:
 - The system has over 1,200 registered users representing more than 155 state, federal, local, and private organizations. Most information on the website is viewable without a login.
 - The **Parcel Tracker** (<https://parcels.laketahoeinfo.org>) now has information on over 23,500 parcels in the Tahoe Region. Available parcel information includes land capability verifications, detailed ledgers of development rights transferred to or from a parcel, and TRPA permit and document history. On average, TRPA updates information on more than 30 parcels each week.



- The **EIP Project Tracker** (<https://eip.laketahoeinfo.org>) software is open source, allowing new participants to add technical improvements to the site without expense to TRPA. Eight other organizations — California Association of Conservation Districts, Clackamas Partnership, Idaho Soil and Water Conservation Commission, Peaks to People Water Fund, Puget Sound Partnership, Washington State Department of Natural Resources, John Day Basin Partnership, and the U.S. Bureau of Reclamation — now utilize the EIP Parcel Tracker software for their own program reporting.
- **Additional paper files converted to electronic formats for efficient access to permit information.** Staff converted an additional 2,137 paper project files to electronic formats and uploaded them to TRPA’s permitting database for easy, efficient access by staff and the public. More than 11,500 paper permit files have been converted and uploaded since 2013.
- Created a **new navigation system for use on TRPA owned watercraft.** The new system replaces outdated technology by deploying high accuracy GPS receivers with newly created bathymetric mapping layers that give the TRPA boat crew unprecedented navigation information.

Future Focus

Build the most comprehensive, reliable, up-to-date, and accessible regional information for policy, planning, analysis, and implementation of the Regional Plan and its programs. Continue work on the threshold update strategic initiative and produce a newly formatted online version of the 2019 Threshold Evaluation Report. Integrate data across applications on <https://laketahoeinfo.org/> to link actions to outcomes and enable additional data analysis, visualization, and reporting capabilities.

EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the Compact, Regional Plan, and Environmental Improvement Program. External Affairs leads public engagement initiatives in collaboration with a wide array of agency and nonprofit stakeholders.

2019 Accomplishments

- **Legislative Affairs:**
 - Worked with the Tahoe Partnership to secure **more than \$16 million in 2020 federal funding** through the Lake Tahoe Restoration Act.
 - TRPA organized nearly a dozen **field tours** for representatives and staff of California and Nevada’s congressional and state delegations.
 - The EIP partnership held a **presummit educational workshop** for U.S. Senate and House staffers, as well as California and Nevada officials, ahead of the Lake Tahoe Summit in August. TRPA and partner agency representatives briefed nearly 50 attendees on forest health and

- management initiatives, science, sustainable communities and recreation work, and aquatic invasive species programs.
- TRPA continues to play a leadership role at the annual **Lake Tahoe Summit**. The 23rd Summit was held at Valhalla in August and the team engaged hundreds of members of the public along with state and federal officials.
 - **Environmental Education:**
 - Coordinated the fourth annual **EpicPromise Winter Adventure Program**, helping more than 300 local fifth-grade students snowshoe at the top of Heavenly Mountain Resort's Aerial Tram. Students learn about snowmaking, avalanche safety, and winter wildlife survival through a series of stations with agency partners. Zephyr Cove Elementary School was added to the program this year for the first time.
 - Engaged with hundreds of people at the **2019 Fire Fest** event at the Hard Rock Hotel and Casino in September. The community event fostered knowledge about wildfire risk and prevention, community preparedness, and how TRPA and other partners on the Tahoe Fire and Fuels Team are working to reduce catastrophic wildfire risk and improve forest health.
 - **Public Outreach:**
 - **Tahoe in Depth:** Published two editions of this award-winning newspaper in 2019 featuring 43 articles. The publication provide homeowners, landowners, residents, visitors and policymakers with information about the Lake Tahoe environment. Tahoe in Depth is mailed to 36,000 Tahoe Basin homeowners and 7,000 copies are distributed to various visitor locations around Tahoe.
 - TRPA presented the annual **Best in Basin Awards** program to the Governing Board, publicly recognizing six exceptional public and private projects around the lake completed in 2018.
 - TRPA sits on the steering committee of the **California Landscape Stewardship Network** that convenes practitioners across the state to coordinate on policy, funding, and implementation of multijurisdictional environmental restoration programs. TRPA spoke as a panel member on the future of regional collaboratives and new ways of thinking to make these partnerships successful.
 - **Shoreline Plan Outreach:** Developed and executed broad-reaching strategic public outreach for the shoreline plan throughout the year. Outreach tactics included rack cards, opinion pieces, press releases, educational Tahoe TV no-wake zone spots and interviews, a TRPA front counter display, updated Tahoe boating map, and two mooring registration direct mail pieces to lakefront property owners.
 - **Increased local television news coverage** of various TRPA programs and accomplishments. All Reno television stations covered the launch of the new TRPA mobile boating application. TRPA's aquatic invasive species boat inspection program also garnered coverage during the summer after intercepting two boats with live mussels onboard. And KOLO-TV aired a

- feature story on the creation of a mural that was painted on the side of the boat inspection equipment container in Meyers.
- Purchase of a new camera has allowed the agency's communications staff to **expand their production of HD video to support outreach through social media.**

Future Focus

Continue to grow TRPA's role as a leader in collaborative outreach locally, regionally, nationally, and globally to help inspire and achieve conservation and stewardship at Lake Tahoe.

EXECUTIVE, LEGAL, FINANCE, INFORMATION TECHNOLOGY, HUMAN RESOURCES & FACILITIES

2019 Accomplishments

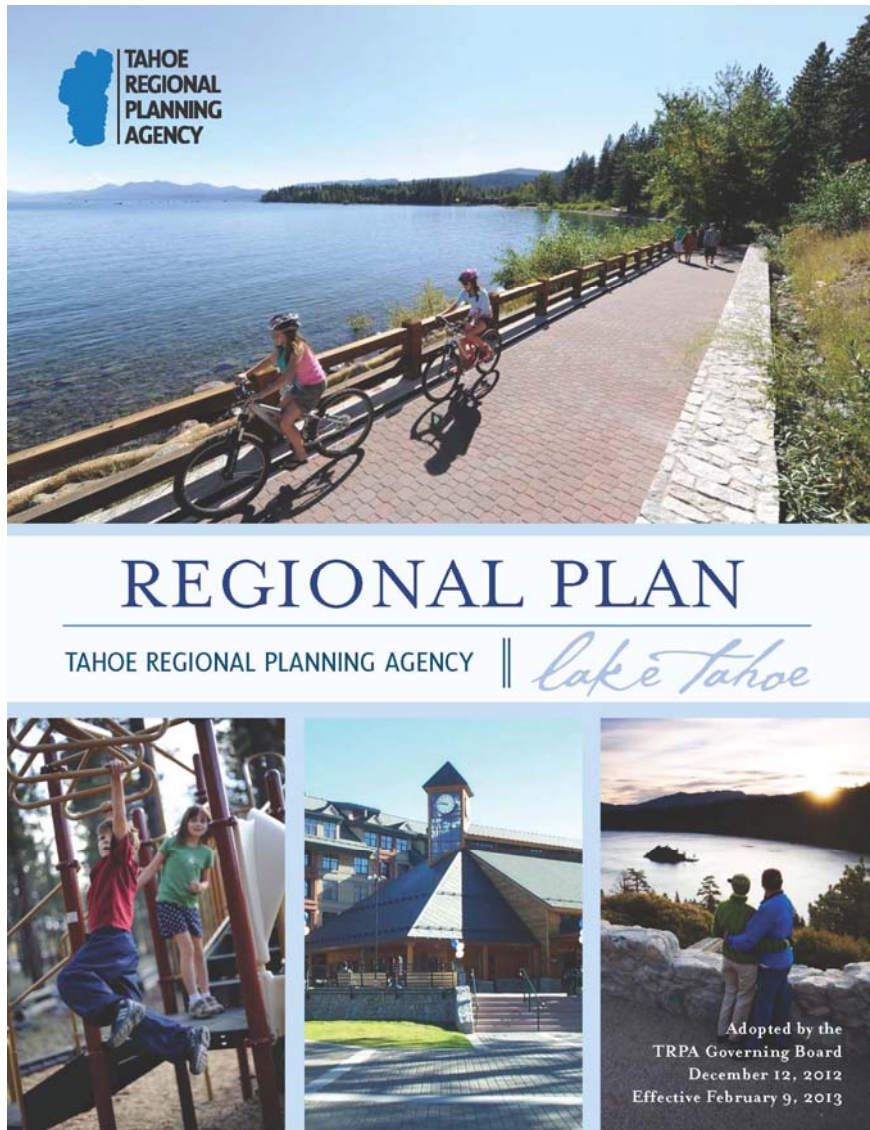
- **Executive:**
 - **Held the annual TRPA Governing Board retreat** in May in the Guinn room inside the Nevada State Capitol Building. Following Carson City Mayor Bob Crowell's welcome, Governor Steve Sisolak and Lieutenant Governor Kate Marshall made brief opening remarks about the importance of Lake Tahoe and TRPA's role in protecting it. The Governing Board and TRPA executive staff reviewed and discussed top priority initiatives in transportation, recreation, and sustainable communities throughout the daylong retreat. Governing Board members also toured Carson City's revitalized downtown area as an example of what's possible for Tahoe from the U.S.50 South Shore Community Revitalization Project. The Carson City revitalization project rerouted U.S. Route 395 around the downtown core to create a business, visitor, and pedestrian friendly main street that runs through the state capitol corridor.
- **Finance:**
 - TRPA's fiscal years run from July 1 to June 30, so the calendar year covers parts of two fiscal years. For the fiscal year ending June 30, 2019, TRPA ran a surplus of \$400,000 due to contract savings.
 - The independent external auditor completed its review of the agency's fiscal year 2018/19 financial audit and identified no issues or significant findings, resulting in a clean audit opinion.
 - The states of California and Nevada directly contribute over 40 percent of the TRPA's budget. Significant state budgeting activity occurred in 2019 as both California (annual) and Nevada (bi-annual) completed new budgets. California will provide \$5 million and Nevada will provide \$2.3 million.
 - TRPA obtained increased funding to provide annual salary increases equal to state employees, funds for 2019 Threshold Evaluation Report work, and

- funding to move toward equalization of TRPA's retirement plan compared to the two state's PERS plans.
- Grants managers administered 39 unique grants from 20 different funding sources during 2019, and total grant billings were \$4.3 million. TRPA received six new grants worth \$2.4 million during the year. Each grant required multiple billings and progress reports during the year.
 - The Finance Department received Governing Board approval for a balanced budget for fiscal year 2020. Revenues and expenditures are tracking well according to the budget. Internal budget priorities for 2020 include implementing the shoreline and development rights initiatives and U.S. 50 South Shore Community Revitalization project.
- **Information Technology:**
 - Installed a modern voice over internet protocol phone system. The system significantly enhances remote work, teleconferencing, and messaging throughout the agency.
 - Switched broadband vendors and doubled internet bandwidth for the agency. Upgraded all network switches, improving reliability, throughput, and manageability. A new storage area network was purchased and will be deployed in early 2020.
 - **Facilities:**
 - Major leasing activity occurred in 2019, filling excess space in the TRPA owned building. Lake Tahoe Epic Curling occupied the first floor of the building with a remodel that included expanding the building and installing two curling ice sheets. The General Services Administration tenant signed a new 10-year lease with a five-year option and all other tenants have renewed their leases.
 - Solar panels on the roof of the TRPA building generated over 400,000 kilowatt-hours of electricity in 2019, reducing carbon dioxide emissions by 300 tons.
 - **Human Resources:**
 - Selected Kronos as the new vendor for payroll, timekeeping, and human resources information, following a competitive request for proposals process. The Kronos product allowed TRPA to consolidate three software platforms into one cohesive system.
 - There were several employee learning and development events this year. Alison Gauden of the University of Nevada, Reno Reynolds School of Journalism returned for a "Writing for Results" refresher workshop. The University of Nevada, Reno Extended Studies program delivered a custom workshop on government and public finance. TRPA managers attended a workshop on harassment prevention that addressed federal and Nevada law and employer/manager responsibilities. To build stronger feedback skills, Combs Consulting delivered a two-part training session on "Powerful Non-Defensive Communications" to the entire TRPA staff.

ATTACHMENTS

Attachment 1 2019 Regional Plan Performance Measure Report

2019 REGIONAL PLAN PERFORMANCE MEASURE REPORT



Prepared by:



February 2020

INTRODUCTION

In May 2013, the Tahoe Regional Planning Agency's (TRPA) Governing Board approved 14 Regional Plan Performance Measures and associated sub-categories. Each performance measure has a level-1 and level-2 benchmark, or target, to be reported both annually and on a multi-year timeframe.

The approved measures relate directly to the intended implementation actions resulting from the 2012 Regional Plan amendments which incentivize compact environmental redevelopment in pursuit of threshold attainment as directed in the Bi-State Compact. Many level-2 measures are long-term land use or environmental goals and may take years or even decades to show measurable progress. In those instances, ongoing activities expected to lead to performance results are described. Also, the Governing Board established short-term level-1 benchmarks to indicate interim progress, and where information is available, progress is reported.

The entire suite of TRPA performance measures is under review as part of TRPA's performance management and threshold update initiative. This review of performance measures will enable TRPA to refine the measures evaluated in this report.

EXECUTIVE SUMMARY OF PERFORMANCE MEASURE STATUS

A brief summary of the status of the 14 Regional Plan Performance Measures follows.

REGIONAL LAND USE PATTERNS

1. *Distribution of development for land-use types*: In 2019, the distribution of commercial floor area, property improvement values, and residential units met the benchmarks to increase the percentage of development in town centers and reduce the percentage in remote areas. The sub-category for tourist accommodation units did not meet the benchmark.
2. *Annual average number of units transferred to town centers from sensitive and remote land*: In 2019, the benchmarks for transferring tourist accommodation units and potential residential units from stream environment zones and remote areas were met; all other transfer benchmarks were not met.
3. *Retirement rate for existing non-residential units of use*: The benchmark to remove commercial and tourist units from sensitive lands has not been met. Nonetheless, since 2012, 94 tourist units and almost 27,500 square feet of commercial floor area have been removed from stream environment zones. Rather than being retired, these units were subsequently banked and are available for future transfer. Dedicated funding or grants directed to offset the acquisition and retirement cost for these non-residential units, would likely increase the number of units permanently retired through these programs.

4. Housing availability for residents and workers: Affordable housing is a significant challenge state-wide. In the Tahoe Region, two multi-residential bonus units were used in 2019 for low- or moderate-income housing, so the performance measure benchmark has not been met. TRPA continues to support the housing initiatives spearhead by local governments and non-profits, including the Mountain Housing Council and South Shore Housing Task Force.

TRAVEL BEHAVIOR

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): Data for this measure is collected on a two-year cycle with the next update in 2020. The summer 2018 non-auto share of 25.4 percent exceeded both the level-1 and level-2 benchmarks. The combined annual average non-auto share including summer 2018 and winter 2016 values of 19.4 percent exceeded both the level-1 and level-2 benchmarks.
6. Automobile vehicle miles traveled per capita (excluding through trips): Data for this measure is collected on a four-year cycle with the next update in 2020. A working group is engaged on refining measurements for vehicle miles traveled to align better with state and regional polices.
7. Construction of pedestrian and bicycle improvements: An annual average of five miles of pedestrian and bicycle improvements have been constructed between 2013 and 2019, meeting the level-1 benchmark of 4.15 miles constructed per year, but below the level-2 benchmark of nine miles constructed per year.

ENVIRONMENTAL RESTORATION

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately funded): Since 2013, private property owners have transferred more than 0.4 acres of land coverage from stream environment zones, meeting the level-1 and level-2 benchmarks. The benchmarks for other sensitive lands were not met. In addition, TRPA identified more than 7.7 acres of previously existing land coverage removed from stream environment zones and another 3.9 acres removed from other sensitive lands since 2012.
9. Issuance of Best Management Practices (BMP) Certificates in conjunction with property improvements and area-wide BMP installations: In 2019, TRPA issued 259 BMP certificates in conjunction with property improvements and area-wide BMP installations. This total met the level-1 benchmark but was below the level-2 benchmark to increase the annual average rate of BMP certification in conjunction with property improvements by 25 percent. However, since 2013, TRPA has issued 3,550 BMP certificates, and 42 percent of these have been issued in conjunction with property improvements and area-wide BMP installations.
10. Total Maximum Daily Load (TMDL) performance benchmarks: The [Lake Tahoe TMDL Program 2019 Performance Report](#) found that local governments and highway departments at Lake Tahoe collectively met and exceeded their 2018 water year pollutant load reduction targets. Pollutant controls reduced fine sediment particulate load by over 18 percent, total phosphorus by 14 percent, and total nitrogen loads by over 10 percent.

11. *Scenic improvement rate on urban roadways*: A scenic evaluation was performed in 2019 as a part of the 2019 Threshold Evaluation Report monitoring. The scenic quality ratings based on that evaluation will be available later in 2020, but preliminary results indicate that scenic quality along urban roadways is generally improving.

EFFECTIVE REGIONAL PLAN IMPLEMENTATION

12. *Prepare and maintain area plans in conformance with the 2012 Regional Plan*: The Governing Board has approved five local area plans as of 2019, meeting benchmarks. The area plans cover 24 percent of the land in the region and area plans now cover more than three-quarters of town centers.
13. *Complete mitigation measures identified in the Regional Plan Update Environmental Impact Statement (EIS)*: The 2012 Regional Plan Update environmental impact statement called for mitigation measures covering four topic areas. All the Regional Plan Update mitigation measures have been completed and adopted by the TRPA Governing Board.

ECONOMIC VITALITY

14. *Rate of redevelopment*: TRPA approved 192 redevelopment permits in 2019, including 177 residential permits, and 15 commercial/tourist accommodation permits. The 2013 to 2019 average of 130 redevelopment projects exceeded the level-1 and level-2 benchmarks.

DISCUSSION & PERFORMANCE MEASURE STATUS

Detailed discussion and analysis of the status of all Regional Plan performance measures is set out below. The included summaries for each set of measure outline the adopted level-1 and level-2 targets as well as the 2019 status for each indicator. A discussion and analysis of the results follows for each. A detailed synopsis of the results is included in Table 13.

BACKGROUND

In May 2013, the TRPA Governing Board adopted performance measures to track the effectiveness of the 2012 amendments to the Regional Plan. This report covers activities for the calendar year 2019 and cumulatively since the Board's adoption of the measures.

PERFORMANCE MEASURE #1

Modify the distribution of development after 2012 compared to the distribution in 2012

This performance measure tracks the anticipated increase in the percentage of development within town centers, and the accompanying decrease in the percentage of auto-dependent development (defined as development located more than one-quarter mile from town centers and not at a ski area with transit service). Progress is tracked by measuring the distribution of residential units, tourist accommodation units, commercial floor area, and taxable market valuation of property/structural improvements.

Performance Measure #1: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Increase the percent of commercial floor area located within centers to more than 63.13% (level-1) and 63.23% (level-2)	Met	Met
Decrease the percent of commercial floor area in remote areas to less than 26.32% (level-1) and 26.22% (level-2)	Met	Met
Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	Met	Met
Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	Met	Met
Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	Not Met	Not Met
Decrease the percent of tourist accommodation units in remote areas to less than 10.44% (level-1) and 10.34% (level-2)	Not Met	Not Met
Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	Met	Met
Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)	Met	Met

* Close to target indicates that the performance measure is within 5% of the benchmark.

Table 1 outlines the changes in the distribution of commercial floor area, residential units and tourist accommodation units compared to the baseline. The regional distribution of development has changed as a result of the redevelopment and revitalization activity throughout the Region and the transfer incentives to promote the relocation of existing development to centers. In 2019, the distribution of commercial floor area, property improvement values and residential units met the level-1 and level-2 benchmarks to increase the percentages located in centers and to decrease the percentage in remote areas.

The distribution of tourist accommodation units was lower in town centers and higher in remote areas because numerous tourist units previously located in centers have been removed and banked in anticipation of transfers or conversions to projects, such as the Tahoe City Lodge, which is in a town center. In addition, the Edgewood Lodge redevelopment project constructed 154 tourist accommodation units—including 144 transferred from dated motels previously located in town centers. The South Stateline resort is just outside the town center boundary. Although the sending sites are environmentally improved (converted to community parks or open space), these transfers and restoration do not count toward the benchmarks. As a result, the share of tourist units in centers was below the level-1 and level-2 benchmarks.

Table 1: Distribution of development measured as percentage of units and commercial floor area			
Land Use	Baseline	2019	Net Change Since Baseline
Commercial Floor Area			
Town Centers	63.13%	64.64%	+1.51%
Neutral areas within ¼-mile of a Town Center	10.55%	9.44%	-1.11%
Remote Areas	26.32%	25.92%	-0.40%
Residential Units			
Town Centers	3.84%	4.67%	+0.83%
Neutral areas within ¼-mile of a Town Center	28.50%	28.47%	-0.03%
Remote Areas	67.66%	66.85%	-0.81%
Tourist Accommodation Units			
Town Centers	83.37%	76.67%	-6.70%
Neutral areas within ¼-mile of a Town Center	6.19%	3.85%	-2.34%
Remote Areas	10.44%	19.48%	+9.04%
<p>Source: TRPA Permit Records, LakeTahoeInfo.org/Parcel Tracker and TRPA Geographic Information System (GIS) Analysis for Town Centers. Neutral areas are properties located within one-quarter mile of town centers and ski areas that have transit service (Homewood Ski Area and Heavenly Mountain Resort California Base). Remote areas include auto-dependent locations that are more than one-quarter mile from town centers.</p>			

Overall total taxable value¹ of properties in the Lake Tahoe Region continues to rise, exceeding \$25.5 billion in 2019, an increase of 28 percent from 2012. The taxable value of

¹ Total taxable values for properties are sourced from County Assessors data for the assessed value of land and any property improvements.

property improvements² in the Lake Tahoe Region have increased 30 percent since 2012, to \$13.65 billion in 2019, as shown in Table 2. Improvement values in area plans have grown 38 percent since 2012. Taxable value of town centers located within the adopted area plans have grown by 37 percent. These increases in property improvement values suggest that the Regional Plan is among the factors encouraging redevelopment and investment in town centers.

Table 2: Change in property improvement values between 2012 and 2019, by location				
	Improvement Value Change 2012-2019			
Jurisdiction	All Areas	Town Centers	Area Plans	Town Centers in Area Plans
Carson County	71%	n/a	n/a	n/a
City of South Lake Tahoe	28%	36%	33%	36%
Douglas County	33%	36%	48%	36%
El Dorado County (exc. CSLT)	28%	34%	44%	44%
Placer County	38%	41%	38%	41%
Washoe County	18%	9%	n/a	n/a
Grand Total– Tahoe Region	30%	32%	38%	37%

Source: County Assessor Records, TRPA Geographic Information System (GIS) Analysis for Town Center and Area Plans.

Throughout the Tahoe Region, significant private and public investment in redevelopment, community revitalization, and environmental improvement occurred in 2019:

- In Placer County, CA, the SR 89/Fanny Bridge Community Revitalization Project, continued, with the installation of two roundabouts and a new bridge over the Truckee River in Tahoe City, new signage, and other improvements including new crosswalks. Also, construction work is underway on the \$60 million Tahoe City Lodge. In Kings Beach, construction is wrapping up on the Wood Vista Lodge project, a former motel that is being converted and redeveloped into seven residential units. The Tahoe Cedars project in Tahoma is under construction; this project will convert eleven tourist units into six residential units.
- In the City of South Lake Tahoe, CA, the Bijou Marketplace and the Bijou Park Creek Watershed restoration project in the Tourist Core Area Plan, at the corner of Ski Run Boulevard and Lake Tahoe Boulevard was completed and new businesses, including Whole Foods, have opened in that complex. The Y to Trout Creek improvements along Highway 50 in the Tahoe Valley Area Plan were also completed, including water quality improvements and new sidewalks. The Sierra Boulevard Complete Streets project was completed in 2019. This project rehabilitated the 0.6 mile stretch of Sierra Boulevard by redesigning the roadway and water quality improvements, the addition of a bike lane, a pedestrian path, and streetscape improvements such as pedestrian lighting and landscaping. This project provides a major link between pedestrian and bike trails along Highway 50 and will connect to the South Tahoe Greenway project at the end of Sierra Blvd. to be constructed in 2020.

² Improvements may include buildings, landscaping, or other development on the property.

- In Washoe County, NV, 2019 marked the opening of the East Shore Bike Trail between Incline Village and Sand Harbor State Park and the start of the planning phase for the Sand Harbor to Spooner portions of the bike trail through Washoe and Carson City counties. Progress continues on the Boulder Bay project, and plans are taking shape for the redevelopment and revitalization of the Cal Neva Hotel.
- In El Dorado County, CA, Caltrans completed the construction of a roundabout at the intersection of Highway 50 and State Route 89 in Meyers. This project will improve safety, walkability, traffic flow, and recreation access in this area.
- In Douglas County, NV, construction work is progressing on the Beach Club and Sierra Colina projects in the South Shore Area Plan. As a condition of approval, the Beach Club project permanently converted 54 existing residential units to deed-restricted affordable- and moderate-income housing. Harveys Casino recently announced a \$41 million renovation.

Table 3 reflects the changes to the distribution of taxable value of property improvements between town centers, neutral areas within one-quarter mile from a town center and remote areas. The value of improvements in town centers has increased and the value of improvements in remote areas have decreased as a percentage of overall value since 2012, meeting the level-1 and level-2 benchmarks.

Table 3: Percentage of taxable property improvement value by location			
Location	Baseline*	2019	Net percentage change since baseline
Town Centers	10.94%	11.21%	+0.27%
Areas within ¼-mile of a Center	17.67%	21.39%	-0.05%
Remote Areas	71.38%	71.17%	-0.21%
Total Market Value	100.00%	100.00%	

Source: County Assessor Records for Taxable Property Improvement Values, TRPA Geographic Information System (GIS) Analysis for Town Center and Area Plans.

PERFORMANCE MEASURE #2

Increase the annual average number of units transferred to town centers from sensitive and remote land compared to the annual average prior to 2012.

This measure complements the tracking of distribution of development in Performance Measure #1 by tracking the rate at which the transfer of units of use occurs from stream environment zones (SEZ), other sensitive areas, and remote lands to town centers. For this performance measure, tourist accommodation units, commercial floor area, and residential units, and potential residential units are tracked and reported separately. The benchmarks for beneficial transfers of tourist accommodation units and potential residential units were met, but the benchmarks for transfers of existing residential units and commercial floor area

were not met. This performance measure specifically tracks the transfer of development; not apparent in these outcomes are significant sums of previously existing development rights that have been removed from sensitive sites and are banked, awaiting transfer. Banked development rights are readily available sources of transferable rights to support beneficial redevelopment if projects can be matched to them. TRPA built a more transparent tracking of transferable rights, through the Lake Tahoe Info Parcel Tracker (<https://parcels.laketahoeinfo.org>) and an online marketplace (<http://tdr.trpa.org>) to connect project proponents with holders of banked development in order to spur progress toward meeting this performance measure.

The TRPA Governing Board unanimously approved changes to the development rights system in October 2018. The changes allow conversions between different types of development rights using environmentally neutral exchange rates. This will provide more flexibility and simplicity while also maintaining the overall cap on development potential in the Tahoe Region.

Performance Measure #2: Summary	2019 Level-1 & Level-2 Benchmarks
Transfer more than zero residential units to centers from SEZs	Not Met
Transfer more than 414.18 square feet of commercial floor area to centers from SEZs	Not Met
Transfer more than 0.36 tourist accommodation units to centers from SEZs	Met
Transfer more than zero potential residential units* to centers from SEZs	Met
Transfer more than zero residential units to centers from other sensitive lands	Not Met
Performance Measure #2: Summary (continued)	2019 Level-1 & Level-2 Benchmarks
Transfer more than 959.55 square feet of commercial floor area to centers from other sensitive lands	Not Met
Transfer more than zero tourist accommodation units to centers from other sensitive lands	Not Met
Transfer more than 0.18 potential residential units* to centers from other sensitive lands	Not Met
Transfer more than 0.09 residential units to centers from remote areas	Not Met
Transfer more than 470.18 square feet of commercial floor area to centers from remote areas	Not Met
Transfer more than zero tourist accommodation units to centers from remote areas	Met
Transfer more than 0.09 potential residential units* to centers from remote areas	Met

*Note: Potential residential units were formerly called Residential Development Rights (RDR)

In 2019, the benchmarks for transferring potential residential units and tourist accommodation units from stream environment zones and from remote areas were met; all other transfer benchmarks were not met. Overall, however, 31 transfers of development occurred in 2019, and each resulted in environmentally beneficial improvements. Tables 4 and 5 below outline the cumulative benefits of the 210 transfers that TRPA approved between 2013 and 2019. More than 73,000 square feet of coverage, 72 residential units, and 109 tourist units have been removed and transferred from sensitive stream environment zones to less-sensitive areas. In addition, more than 108,000 square feet of coverage, 16,700 square feet of commercial floor area and 23 residential units have been transferred from remote areas into town centers and the walkable areas near centers.

Table 4: Cumulative changes by land sensitivity from TRPA approved transfers, 2013-2019			
Development Right	Stream Environment Zones	Other Sensitive Areas	Non-Sensitive Areas
Coverage (sq. ft.)	- 73,393	+ 14,478	+ 58,915
Commercial Floor Area (CFA) (sq. Ft.)	0	-3,992	+3,992
Residential Units (ERU/RDR)	- 72	- 7	+ 79
Tourist Units (TAU)	- 109	0	+ 109

Table 5: Cumulative changes by location from TRPA approved transfers, 2013-2019			
Development Right	Remote Areas	Areas within 1/4 mile of a Town Center	Town Centers
Coverage (sq. ft.)	- 108,483	+ 15,523	+ 92,960
Commercial Floor Area (CFA) (sq. ft.)	0	- 16,791	+ 16,791
Residential Units (ERU/RDR)	- 23	+ 5	+ 18
Tourist Units (TAU)	- 12	0	+ 12

Additionally, TRPA analyzed banked development rights (Table 6) on both public and private parcels and identified 22,800 square feet of banked commercial floor area, 15 banked tourist accommodation units, 25 banked residential units, 98 banked potential residential units, and more than 484,800 square feet of existing coverage that has been removed from stream environment zones and is currently banked and ready to be transferred. And, 42,000 square feet of banked commercial floor area, 45 tourist accommodation units, 68 residential units, 217 potential residential units, and 1.2 million square feet of banked coverage was identified as ready to be transferred from remote areas. These rights may lead to the redevelopment of town centers in the future, as the 2012 Regional Plan encourages and incentivizes the relocation of sensitive and remote development to these centers.

Table 6. Estimated current inventory of banked development rights by location				
	Commercial Floor Area (sq. ft.)	Tourist Accommodation Units	Existing Residential Units/Potential Residential Units ¹	Coverage ² (sq. ft.)
All Banked Rights³	191,263	963	204 / 276	1,765,615
Banked in Stream Environment Zones	22,810	15	25 / 98	484,823
Banked in Remote Areas	42,068	45	68 / 217	1,255,223

Notes:
¹ Potential residential units were formerly called Residential Development Rights (RDR)
² Coverage includes banked hard and soft coverage (potential coverage is not included)
³ The categories of Banked in Stream Environment Zones and Banked in Remote Areas are not mutually exclusive and this table it not intended to be combined into an aggregated total.
Source: TRPA Permit Records and LakeTahoelInfo.org/Parcel Tracker

PERFORMANCE MEASURE #3

Accelerate the removal rate for existing non-residential units of use on sensitive lands

Historically, the Tahoe Region has relocated existing non-residential development but has not retired any non-residential units of use. The 2012 Regional Plan Update added policy language encouraging a publicly funded acquisition program targeted at acquiring and retiring excess existing non-residential development on sensitive lands. This performance measure tracks this program’s effectiveness at removing existing commercial floor area and tourist accommodation units from sensitive lands.

Performance Measure #3: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Remove existing tourist units of use from sensitive lands (Develop and fund a program to acquire and retire tourist units of use within 4 years – level 1) (acquire 10 TAUs – level 2)	Partially Met	Partially Met
Remove existing commercial floor area from sensitive lands (Develop and fund a program to acquire CFA within 4 years – level 1) (acquire 5,000 sf of CFA – level 2)	Partially Met	Partially Met

The benchmark to establish a program to remove commercial and tourist units from sensitive lands has not been met. Funded acquisition programs or similar strategies are needed for a significant number of units to be retired to meet this benchmark. TRPA made changes to the development rights program in October 2018 to reaffirm the role of land banks in achieving the goals of the development rights transfer system. In addition, TRPA will allow local governments and philanthropic non-profit organizations to form banks under a memorandum of understanding with TRPA in order to acquire, hold, disperse, retire or transfer development rights. These actions were designed to increase the effectiveness of the development rights removal/restoration, banking and transfer systems by accelerating the removal and relocation of development rights from sensitive and remote areas.

The California Tahoe Conservancy (Conservancy) developed the Tahoe Livable Communities Program to seek opportunities to acquire and restore properties and retire the associated non-residential development rights. Over the last five years, the Conservancy has acquired 10 developed or roadless subdivision properties, restored the environmentally sensitive portions of the properties, and banked the development rights to be used for future housing and other infill projects in town centers. The Conservancy has sold banked development rights for several Livable Communities projects, including a sale to support the conversion of an aging motel into a new housing development in Kings Beach and the relocation of tourist units from stream environment zones to a town center for the Tahoe City Lodge project. However, the Conservancy has not yet retired any non-residential units of use. Instead, these units have been deposited into the Conservancy’s asset land bank for future consideration. Due to very different development patterns on sensitive lands in Nevada, the Nevada Division of State Lands (NDSL) relies primarily on coverage removal rather than retirement of existing development. No non-residential units of use have been acquired from sensitive lands in Nevada by NDSL.

Additionally, incremental progress can be made in other ways. Since the adoption of the 2012 Regional Plan, private property owners have removed 94 tourist accommodation units from stream environment zones, and 42 of these units were transferred to non-sensitive land. Additionally, 27,500 square feet of commercial floor area has been removed and banked from stream environment zones since 2012. These development rights were subsequently banked and are available for transfer, rather than permanently retired, though it is likely that these units will be transferred into less sensitive areas and town centers due to the Regional Plan incentives for the relocation of sensitive development.

PERFORMANCE MEASURE #4

Improve housing availability for residents and workers

The 2012 Regional Plan Update Environmental Impact Statement (EIS) documented that housing in the Tahoe Region has become less affordable and quality housing is prohibitively expensive for essential workers, including teachers and police officers. This measure evaluates the utilization of multi-residential bonus units for affordable and workforce housing.

Performance Measure #4: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Average annual rate of multi-residential bonus unit utilization 20.23 units per year (level-1) and 21.24 units per year (level-2)	Not Met	Not Met

In the Tahoe Region, two multi-residential bonus units were used in 2019 for low- or moderate-income housing, so the performance measure benchmark has not been met.

To address regional affordable housing issues, TRPA is supporting proactive housing initiatives spearhead by local governments and non-profits, including the Mountain

Housing Council and South Shore Housing Task Force. These groups are evaluating larger systemic impediments, incentives, and potential changes to bonus unit allocation programs that could lead to the development of additional affordable and moderate housing.

The TRPA development rights initiative expanded the income eligibility for residential bonus units in 2018. These bonus units can now be used for affordable, moderate, and achievable housing, a change intended to help provide greater housing options for low-income residents up to the “missing middle,” people who earn above the area median income but cannot afford the median home price.

Despite the lack of multi-residential bonus unit utilization, resident and workforce housing has increased in the region. Since the adoption of the 2012 Regional Plan, approximately 372 multi-family residential units have been permitted or constructed. One hundred twenty-eight of these units have been deed-restricted for affordable or moderate-income residents, eight deed-restricted moderate-income residential units constructed on the second floor of the boathouse building at the Tahoe City Marina in 2019. In addition, as a condition of approval for the Beach Club project in Douglas County, 54 existing residential units have been deed-restricted for affordable-income residents (39 units) and moderate-income (15 units).

Several other large projects are in the planning phase that would include housing availability for residents and local workers throughout the region. California Governor Gavin Newsom recently signed Executive Order N-06-19 that requires the California Department of General Services (DGS) and the Department of Housing and Community Development (HCD) to identify and prioritize excess state-owned property, and aggressively pursue sustainable, innovative, cost-effective housing projects. As part of its implementation of the Executive Order, in September 2019, DGS selected two California Tahoe Conservancy asset land parcels in the City of South Lake Tahoe for housing projects. Planning and coordination efforts as well as public input, outreach and scoping are underway for this project. Also, the U.S. 50 South Shore Community Revitalization Project proposed to replace more than the 76 aging housing units displaced by the new highway alignment by building 109 new affordable housing units. All the new housing units will be built within one-quarter mile of the project area, served by transit, and remain affordable for residents through permanent deed restrictions. A stakeholder working group has been convened to guide the design of the Highway 50/Main Street Management Plan.

PERFORMANCE MEASURE #5

Increase percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian).

Non-auto mode share travel captures the percentage of people bicycling, walking, and using transit or other non-auto travel modes indicating the degree to which land-use patterns, policy, and funding decisions at Lake Tahoe influence travel behavior of residents

and visitors. Non-auto mode share at Tahoe is measured by intercept surveys at commercial and recreation sites in winter and summer.

Performance Measure #5: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Percentage of trips by auto/truck/motorcycle/other motorized vehicles below 80.93% (level-1) and below 80.68% (level-2)	Not Evaluated. Last Evaluation= Met	Not Evaluated. Last Evaluation= Met

Since 2006, TRPA has conducted basin-wide travel surveys every two years in order to better understand basic travel characteristics of both residents and visitors. The 2018 Summer Travel Survey was conducted in August 2018 (see http://www.trpa.org/wp-content/uploads/travel_survey_report.html). The data collected, which includes information such as mode share, origin-destinations, and trip purpose, is used for a variety of purposes at TRPA including regional performance metrics, project planning, and travel demand modelling. An updated Winter Travel Survey will be conducted in 2020.

Benchmarks are shown in Table 7 using data from the summer 2018 survey and winter 2016 surveys.

	2016 Winter Percentage of Trips	2018 Summer Percentage of Trips	Average 2016/2018	Average Mode Level-1 Benchmark	Average Mode Level-2 Benchmark
Auto, Truck, Motorcycle, Van	86.0%	74.6%	80.6%	80.93%	80.68%
Walk	8.0%	14.1%	10.9%	10.75%	n/a
Bike	1.0%	7.3%	3.9%	4.20%	n/a
Transit	2.0%	2.2%	2.1%	4.13%	n/a
Other*	3.0%	1.8%	2.4%	n/a	n/a
Total Non-Auto Mode Share	14.0%	25.4%	19.4%	19.07%	19.32%
Note: Other includes miscellaneous non-auto modes, such as skateboards, scooters, and skiing. Percentages may not add due to rounding. Source: Tahoe Regional Planning Agency, 2018 Summer Travel Survey, October 2018					

The summer 2018 non-auto share of 25.4 percent exceeded both the level-1 and level-2 benchmarks. The combined annual average non-auto share including summer 2018 and winter 2016 values of 19.4 percent exceeded both the level-1 and level-2 benchmarks.

PERFORMANCE MEASURE #6

Decrease in automobile vehicle miles travelled per capita (excluding through-trips).

Vehicle miles traveled (VMT) per capita is a measure of the efficiency of the transportation system and the degree to which the land use pattern affects personal motor vehicle travel. VMT per capita is measured through an activity-based computer model, which is updated with empirical data including traffic counts, population, and parcel-based land-use data. VMT per capita is analyzed for the Regional Transportation Plan update every four years. The next update and progress report for the performance measure will be part of the 2019 Threshold Evaluation Report and the 2020 Regional Transportation Plan, both scheduled for release later in 2020.

The level-1 benchmark is a decreasing average travel distance from 2013 levels (estimated at 33.7 miles per day). The level-2 benchmark is an additional one percent improvement (33.4 miles per day using the current transportation model). The last evaluation of this performance measure was based on data from the 2017 Regional Transportation Plan; regional VMT per capita (excluding through trips) met the level-1 target, and the level-2 benchmark was within one percent of the level-2 goal.

Performance Measure #6: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Decrease per-capita VMT below baseline average of 33.7 miles per day (level-1) and 33.4 miles per day (level-2)	Not Evaluated. Last Evaluation = Met	Not Evaluated. Last Evaluation = Close to Target

* Close to target indicates that the performance measure is within 5% of the benchmark.

Implementing the Regional Transportation Plan and Sustainable Communities Strategy continues to be the priority for the Transportation Program. The plan outlines key priorities to reduce vehicle miles traveled. This past year, TRPA and partners continued to complete gaps in the pedestrian and bike trail system around the lake, explore transit options such as micro mobility, address recreation travel through comprehensive corridor planning, and transportation design strategies that put pedestrians first and prioritizes safety for all users. Additionally, in 2018 the states of California and Nevada formed a bi-state transportation consultation group adopting a 10-year Bi-State Transportation Action Plan that includes a list of priority corridor, transit, technology and trail projects that address the Region's most critical transportation needs. Implementation of the 10-year Action Plan will make the Region's roadways safer and less congested; and, will make it easier for people to travel to, from and around Tahoe without their cars. In 2020, the bi-state transportation consultation group will again convene to explore priority actions for regional transit and funding.

PERFORMANCE MEASURE #7

Accelerate pedestrian and bicycle improvements

This measure is related to Regional Plan policies regarding sidewalks, trails, and public investment levels. The 2012 Regional Plan Update included coverage exemptions and other amendments intended to decrease costs for construction of these facilities and increase the number of improvements. The data used to calculate the average annual miles of pedestrian and bicycle facilities constructed was obtained from the Lake Tahoe Region Bicycle and Pedestrian Plan and the Environmental Improvement Program Project Tracker.

Performance Measure #7: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	Met	Not Met

The results of this analysis show that Tahoe implementing agencies constructed five miles of improvements in 2019, for a combined post-2012 annual average for this performance measure of 4.7 miles. This meets the level-1 benchmark of 4.15 miles per year derived from the Lake Tahoe Region Bicycle and Pedestrian Plan. The level-2 benchmark of nine miles of pedestrian and bicycle facilities constructed per year was not met.

Several pedestrian and bicycle trails were completed in 2019, including the Sierra Boulevard complete streets project, Baldwin Beach trail, and the East Shore Trail from Incline Village to Sand Harbor, which quickly became one of the most-used trails in the region. In addition, the U.S. Highway 50 Water Quality Improvement Project was completed in South Lake Tahoe which added sidewalks along Highway 50.

PERFORMANCE MEASURE #8

Accelerate privately funded coverage removal from stream environment zones and other sensitive lands.

This measure relates to policy amendments in the 2012 Regional Plan that seek to facilitate environmental improvements through redevelopment and private investment. The effectiveness of key amendments related to transfer incentives for coverage is tracked through coverage removal from stream environment zones, coverage removal from other sensitive lands, and collection of excess coverage mitigation fees.

The data to determine the average annual removal was obtained from coverage transfer records using the same methods as in Performance Measure #2; however, data transfers initiated as a result of public acquisitions were removed from the analysis.

Performance Measure #8: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Increase the amount of coverage removed and transferred from SEZs to more than 0.14 acres/year (level-1) and 0.17 acres/year (level-2)	Met	Met
Increase the coverage removed and transferred from other sensitive areas to more than 0.17 acres/year (level-1) and 0.2 acres/year (level-2)	Not Met	Not Met
Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	Met	Met

Privately funded coverage removal and transfer from stream environment zones and other sensitive lands continues to result in environmental restoration. However, this measure is dependent on project activity which requires transfers of land coverage and private investment decisions. Table 8 shows the post-2012 average coverage transferred from stream environment zones and sensitive areas compared to the baseline average calculated for the years 2002 through 2019.

Table 8: Private coverage transfer by year		
Year	SEZ Transfer (acres)	Sensitive Transfer (acres)
2019	0.06	0.00
2018	1.20	0.01
2017	0.19	0.09
2016	0.04	0.04
2015	0.12	0.03
2014	0.13	0.03
2013	0.00	0.08
2013 to 2019 Average	0.35	0.04
Baseline average	0.14	0.17
Source: TRPA Permit Records and LakeTahoelInfo.org/Parcel Tracker		

As referenced in Performance Measure #2, banked development rights were evaluated as a measure of future transfer potential. TRPA identified more than 7.7 acres of previously existing land coverage removed from stream environment zones and another 3.9 acres removed from other sensitive lands since 2012. This land coverage is currently banked and will likely be transferred in the future to non-sensitive areas and town centers because of 2012 Regional Plan policies that provide incentives to relocate development in these areas. In addition to these figures, more than 33,000 square feet of previously existing land coverage from stream environment zones has been permanently retired by private property owners since 2012, as a condition of project approval.

For excess coverage mitigation (ECM) fees, the baseline is an annual average of \$693,738 collected per year. The post-2012 annual average of \$708,144 meets the level-1 benchmark to increase ECM fees collected above the pre-2012 average but was slightly below the level-2 benchmark to further increase collections by five percent above the benchmark.

Numerous projects in 2019 paid the entirety of their excess coverage mitigation fees in order to be eligible for coverage exemptions. These coverage exemptions exempt certain structures—including decks, sheds, or pervious driveway pavers –from the calculation of land coverage on high-capability, non-sensitive lands. To receive an exemption, the property must also have a certificate of completion for water quality Best Management Practices (BMPs).

Table 9: Annual average excess coverage mitigation fees collected in 2013 -2019 compared to baseline		
Annual Year	Total Excess Coverage Mitigation Fees	Post-2012 Excess Coverage Mitigation Fees
2002	\$941,189	
2003	\$618,351	
2004	\$677,895	
2005	\$332,921	
2006	\$837,451	
2007	\$404,932	
2008	\$1,932,739	
2009	\$291,533	
2010	\$287,305	
2011	\$613,066	
2012	-	
2013		\$335,632
2014		\$451,103
2015		\$996,804
2016		\$1,025,772
2017		\$874,386
2018		\$593,825
2019		\$679,483
Baseline annual average	\$693,738	
Post 2012 annual average		\$708,144
Source: TRPA Permit Records and TRPA Financial Records		
Note: These baseline figures have been restated to match the baseline originally adopted by the TRPA Governing Board in May 2013. Data for 2012 was not included in the baseline. Prior year reports included erroneous baseline information that has been corrected here. In addition, the data for 2013-2016 were also recalculated using updated methodology to ensure consistency and accuracy of the calculations.		

PERFORMANCE MEASURE #9

Accelerate issuance of water quality BMP certificates in conjunction with property improvements.

This performance measure tracks the private investment to mitigate the impacts of development through implementation of water quality BMPs associated with development permits. The measure seeks to evaluate the rate of issuance of certifications for the control of stormwater through permits issued by TRPA and MOU partners for property improvements (new construction, redevelopment, additions, remodels, etc.). The level-1 benchmark is an increase in the rate of certification from permitting, as a percentage of all

remaining properties without certification, from the baseline of one percent. The level-2 benchmark calls for a 25 percent improvement upon the baseline average.

Performance Measure #9: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Increase the rate of BMP Certificates issued in conjunction with property improvements: issue BMP certificates to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	Met	Close to target*

* Close to target indicates that the performance measure is within 5% of the benchmark

Certificates issued as a result of permitted projects, as well as the certification rates for single-family residential, multi-family residential, and commercial properties by all methods as shown in Table 10, were obtained directly from the TRPA BMP database.

Performance Measure	2019	Average per Year (2013 to 2019)
Percent of total outstanding properties issued BMP certificates in conjunction with property improvements	1.18%	1.00%
Certification of single-family residential parcels all methods	288	382
Certification of multi-family residential parcels all methods	38	135
Certification of commercial parcels	16	39
Total number of certifications issued in area-wide BMPs	3	14
Completed area-wide BMP projects	0	1
Approved and funded area-wide BMP projects	0	1

Source: TahoeBMP.org BMP Database

The post-2012 annual average percentage of uncertified parcels that receive BMP certificates through permitting was 1.18 percent, above the level-1 benchmark. The level-2 benchmark, a 25 percent increase in the annual average rate of BMP certificates issued in conjunction with property improvements, was not achieved.

In 2019, TRPA staff identified 18 potential locations in the Tahoe Region where area-wide BMPs treatments are deemed feasible. Currently, 16 of these potential locations have existing treatments that could support additional properties and two would require planning, design, and construction.

As described in the excess coverage mitigation section above, in recent years, TRPA has seen an increase in property owners installing their BMPs on residential parcels in order to be

eligible for TRPA’s special coverage exemptions. These exemptions allow property owners to exempt certain structures, including decks, pervious driveways and sheds, from land coverage calculations for properties located on high capability lands that have installed water quality BMPs. In addition, TRPA’s new mooring registration and permitting program requires that properties are compliant with the requirements to install stormwater BMPs in order to apply or register moorings. In 2019, 34 of the properties that received BMP certificates during the year installed their BMPs to be able to register their moorings.

PERFORMANCE MEASURE #10

Achieve Lake Tahoe Total Maximum Daily Load performance benchmarks.

This measure tracks the performance benchmarks set by the Lake Tahoe Total Maximum Daily Load (TMDL) program, which is a water quality program adopted and administered directly by the states of California and Nevada for Lake Tahoe. TRPA’s 2012 Regional Plan and land use regulations play a critical part in the overall implementation system relied on to achieve the TMDL and attain TRPA water quality threshold standards. The TMDL performance benchmarks are tracked by the Lahontan Regional Water Quality Control Board and the Nevada Division of Environmental Protection. For this performance measure, there is no level-2 benchmark.

Performance Measure #10: Summary	2019 Level-1 & Level 2 Benchmarks
Completion of required TMDL load reductions as established by State TMDL programs	Met

The Lake Tahoe TMDL Program 2019 Performance Report released in August 2019 (see <https://clarity.laketahoeinfo.org/Document/Index>), found that local governments and highway departments at Lake Tahoe collectively met and exceeded their 2018 water year pollutant load reduction targets. Pollutant controls reduced fine sediment particulate load by over 18 percent, total phosphorus by 14 percent, and total nitrogen loads by over 10 percent.

The report states that TMDP implementers completed 38 registrations and awarded 2,214 credits in 2018 water year, well above the target of 1,735 credits. The TMDL program efforts are now over 80 percent of the way to achieving the 2021 milestone, equivalent to a 21 percent fine sediment particle load reduction from baseline levels.

PERFORMANCE MEASURE #11

Accelerate Scenic Threshold attainment on urban roadways.

Scenic conditions in the Tahoe Region’s less intensely developed areas generally meet adopted threshold standards. Scenic quality along roadways in developed areas is generally

out of attainment. The 2012 Regional Plan included amendments to accelerate redevelopment activity that is expected to also achieve scenic improvements in town centers. This performance measure analyzes the average annual improvement in developed areas, especially community centers.

Within the Tahoe Region, 14 of the scenic roadway units have portions that are within urban areas. The level-2 benchmark for this performance measure is to increase the average annual scenic improvement rate for urban roadway units by 20 percent.

The last scenic evaluation was completed for the 2015 Threshold Evaluation Report. Based on that report, the cumulative improvement in these 14 units was not enough for the annual average scores to meet the level-1 or level-2 benchmarks. A scenic evaluation was performed in 2019 as a part of the 2019 Threshold Evaluation Report monitoring. The scenic quality ratings based on that evaluation will be available later in 2020, but preliminary results indicate that scenic quality along urban roadways is generally improving in part because of highway projects in South Lake Tahoe and Kings Beach and because of redevelopment projects on private property. Redevelopment activity is occurring (see discussion of Performance Measure #1 above) that may be improving roadway unit scenic conditions, and scenic quality progress along roadways in developed areas will be analyzed and reported in the upcoming 2019 Threshold Evaluation Report.

Performance Measure #11: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Accelerate scenic improvement on urban roadways by increasing annual scenic scores for urban roadway units by 1.45 points/year (level-1) and 1.74 points/year (level-2)	Not Evaluated. Last Evaluation = Not Met	Not Evaluated. Last Evaluation = Not Met

PERFORMANCE MEASURE #12

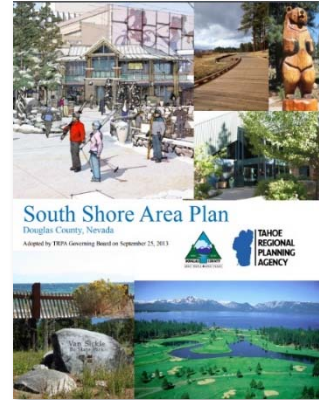
Prepare and maintain area plans in conformance with the 2012 Regional Plan.

Under the 2012 Regional Plan, area plans, once approved by local governments and found to be in conformance with the Regional Plan by TRPA, replace community plans and plan area statements. There are three indicators evaluated under this measure: the number of acres included in new area plans; the recertification rate for area plans; and the number of public meetings for each area plan under development.

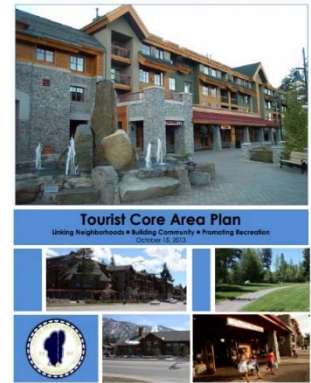
Performance Measure #12: Summary	2019 Level-1 and Level-2 Benchmarks
Include 20% of private land in new area plans (level-1 and -2)	Met
100% recertification rate for area plans (level-1 and -2)	Met
At least two public meetings for each area plan under development (level-1 and -2)	Met

To date, five area plans have been approved, covering more than 24 percent of the land area of the Lake Tahoe Region, including 76 percent of Centers (Town Centers, Regional Centers, and the highest density commercial district) in the Region. This exceeds the 20 percent benchmark.

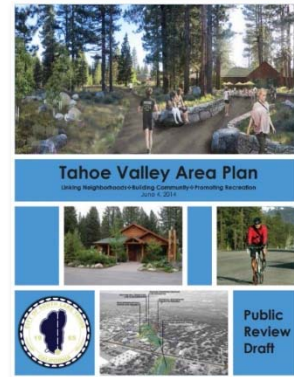
- The Governing Board adopted the **South Shore Area Plan** and an associated delegation memorandum of understanding (MOU) on September 25, 2013. The area plan includes approximately 667 acres in Douglas County, Nevada. Due to resource constraints at Douglas County, the MOU is not in effect and the county is not delegated project review; TRPA continues to issue permits within the area plan.



- The Governing Board adopted the City of South Lake Tahoe’s **Tourist Core Area Plan** on November 11, 2013. It includes approximately 282 acres (excluding roadways) in the City of South Lake Tahoe. An MOU for the plan was adopted by the TRPA Governing Board on December 17, 2014. The MOU covers the entire City, including areas within and outside of existing and future Area Plans. The MOU took effect in September 2015. The City is currently processing two applicant-initiated requests to amend the Tourist Core Area Plan. The first request is to annex 49 parcels located north of US Highway 50 near its intersection with Johnson Boulevard and Fairway Avenue. Existing uses within this area include the Beach Retreat, Lakeshore Lodge, Howard Johnson, and CVS. The purpose of the proposed amendment is to encourage redevelopment of densely developed parcels by providing the incentives (height, density and coverage) available to parcels within Town Centers. The second request is to annex three parcels at the intersection of Pioneer Trail and Ski Run Boulevard. The purpose of the proposed amendment is to facilitate the development of affordable community housing, and the amendment would enable an increase in land coverage, height, and density.



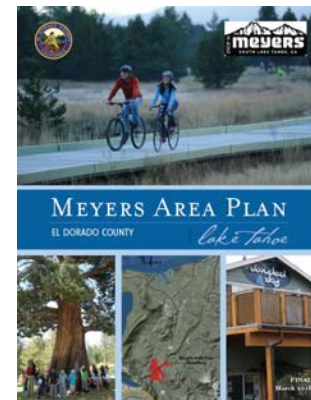
- The Governing Board adopted the City of South Lake Tahoe’s **Tahoe Valley Area Plan** on July 22, 2015. The plan includes a 337-acre mixed-use area, centered on the U.S. Highway 50 and State Route 89 “Y” intersection. The plan’s focus is on accelerating transfers of development out of sensitive lands and promoting more vibrant and walkable community centers through redevelopment and expansion of the bike/pedestrian system. The MOU adopted by the City in September 2015 includes the Tahoe Valley Area Plan.



- The Governing Board adopted the **Placer County Tahoe Basin Area Plan** on January 25, 2017. The plan covers all 46,162 acres (72.1 square miles) of Placer County, California, located within the Region. The area plan and implementing regulations update and replace six previous TRPA community plans and 57 TRPA plan area statements within the Tahoe Region, as well as County general plans, land use regulations, and development standards and guidelines. The plan contains policies that concentrate development and enhance mobility within the Kings Beach and Tahoe City Town Centers, ensure transit is a viable alternative to automobile travel, and encourage environmentally beneficial redevelopment and restoration of sensitive land. The Governing Board approved a delegation MOU in October 2017 and it went into effect in May 2018. Placer County is currently processing amendments to the area plan related to housing policy. Following TRPA Code amendments in 2018 to remove barriers to workforce housing, Placer County has compiled a list of suggested housing-related updates to the Placer County Tahoe Basin Area Plan Implementing Regulations to review with RPIC. These proposed changes would bring the TBAP more closely into alignment with California law and TRPA Code while improving the County’s capacity to provide affordable, moderate, and achievable housing options in the Tahoe Basin.



- The Governing Board adopted the **Meyers Area Plan** on February 21, 2018. This Area Plan includes approximately 669 acres in the Meyers community in El Dorado, California. A delegation MOU that covers the Meyers Area Plan and future Area Plans, as well as the rest of El Dorado County in the Tahoe Region, was adopted by the Governing Board in November 2018. The MOU went into effect in January 2020.



Based on an annual audit of the previously adopted area plans and implementation of delegated permitting authority, the TRPA Governing Board reviewed and recertified all existing area plans and associated MOUs on October 16, 2019, meeting the benchmark of 100 percent area plan recertifications.

Table 11 summarizes the number of public meetings that occurred in 2019 related to the development and update of area plans. Currently, the City of South Lake Tahoe and Washoe County are preparing new or modified area plans. Public meetings were held in 2019 for amendments to the City of South Lake Tahoe’s Tourist Core Area Plan and on the draft Washoe County Area Plan, which includes all area under the jurisdiction of Washoe County in the Lake Tahoe Basin.

Table 11: Number of public meetings and workshops held in 2019 in support of the development and update of area plans	
Area Plan	Number of Public Meetings/Workshops
Washoe County Area Plan	4
CSLT, Tourist Core Area Plan Amendments	3
Placer County Tahoe Basin Area Plan Amendment	1

PERFORMANCE MEASURE #13

Complete mitigation measures identified in the Regional Plan Update EIS

This measure is related to the mitigation measures called for in the 2012 Regional Plan Update Environmental Impact Statement (EIS). The mitigation measures address construction best practices for air quality and noise, Region-wide traffic noise reduction, noise policy for mixed-use development, and greenhouse gas emissions reduction. The benchmark for this performance measure is to develop and adopt the mitigation measure identified in the Regional Plan Update EIS.

Performance Measure #13: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Complete mitigation measures identified in the Regional Plan Update EIS	Met	Met

Mitigation programs for all the specified categories were developed and the TRPA Governing Board adopted these programs in November 2013.

PERFORMANCE MEASURE #14

Increase rate of redevelopment

An objective of the 2012 Regional Plan is to improve economic vitality through accelerated property improvement and redevelopment associated with environmental improvement. This performance measure tracks the average annual rate of permits issued for rebuild, addition, and remodel projects (Table 12). The level-1 benchmark requires an increase in redevelopment from the 2002 to 2012 baseline. The level-2 benchmark seeks a 10 percent increase in redevelopment from the baseline.

Performance Measure #14: Summary	2019 Level-1 Benchmark	2019 Level-2 Benchmark
Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	Met	Met

* Close to target indicates that the performance measure is within 5% of the benchmark.

TRPA approved 192 redevelopment permits in 2019, including 177 residential permits and 15 commercial/tourist accommodation permits. The 2013 to 2019 average of 129.9 redevelopment projects exceeds the level-1 and level-2 benchmarks.

Additions/Modifications/Rebuilds	2019	2013-2019 Average	Level-1 Pre-2012 Baseline Average (2002 – 2012)	Level-2 10% Increase from Level 1
Residential Permits	177	121.1	n/a	n/a
Commercial/Tourist Permits	15	8.7	n/a	n/a
Total	192	129.9	108	119

Table 13: Summary of regional plan performance measures and indicators with 2019 status

Category	Performance Measure	Indicator	Level-1 Benchmark	2019 Level-1 Results	2019 Level-1 Status	Level-2 Benchmark	2019 Level-2 Results	2019 Level-2 Status
Regional Land Use Patterns	PM1. Distribution of development for land-use types	Increase the percent of commercial floor area located within centers to more than 63.13% (level-1) and 63.23% (level-2)	63.13%	64.64%	102% = Met	63.23%	64.64%	102% = Met
		Decrease the percent of commercial floor area in remote areas to less than 26.32% (level-1) and 26.22% (level-2)	26.32%	25.92%	102% = Met	26.22%	25.92%	101% = Met
		Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	3.84%	4.67%	120% = Met	4.24%	4.67%	110% = Met
		Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	67.66%	66.85%	101% = Met	67.26%	66.85%	101% = Met
		Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	83.37%	76.67%	92% = Not Met	83.47%	76.67%	92% = Not Met
		Decrease the percent of tourist accommodation units in remote areas to less than 10.44% (level-1) and 10.34% (level-2)	10.44%	19.48%	53% = Not Met	10.34%	19.48%	53% = Not Met
		Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	10.94%	11.21%	103% = Met	11.14%	11.21%	101% = Met
		Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)	71.38%	71.17%	100% = Met	71.18%	71.17%	100% = Met
	PM2. Annual average number of units transferred to town centers from sensitive and remote land	Transfer more than zero residential units to centers from SEZs	>0	0	Not Met	No Level 2 Benchmark		
		Transfer more than 414.18 square feet of commercial floor area to centers from SEZs	>414.18 sf	0 sf	Not Met	No Level 2 Benchmark		

Table 13: Summary of regional plan performance measures and indicators with 2019 status (continued)

Regional Land Use Patterns	PM2. Annual average number of units transferred to town centers from sensitive and remote land	Transfer more than 0.36 tourist accommodation units to centers from SEZs	>0.36	12	Met	No Level 2 Benchmark	
		Transfer more than zero potential residential units* to centers from SEZs	>0	2	Met	No Level 2 Benchmark	
		Transfer more than zero residential units to centers from other sensitive lands	>0	0	Not Met	No Level 2 Benchmark	
		Transfer more than 959.55 square feet of commercial floor area to centers from other sensitive lands	>959.55 sf	0 sf	Not Met	No Level 2 Benchmark	
		Transfer more than zero tourist accommodation units to centers from other sensitive lands	>0	0	Not Met	No Level 2 Benchmark	
		Transfer more than 0.18 potential residential units* to centers from other sensitive lands	>0.18	0	Not Met	No Level 2 Benchmark	
		Transfer more than 0.09 residential units to centers from remote areas	>0.09	0	Not Met	No Level 2 Benchmark	
		Transfer more than 470.18 square feet of commercial floor area to centers from remote areas	>470.18 sf	0 sf	Not Met	No Level 2 Benchmark	
		Transfer more than zero tourist accommodation units to centers from remote areas	>0	12	Met	No Level 2 Benchmark	
		Transfer more than 0.09 potential residential units* to centers from remote areas	>0.09	2	Met	No Level 2 Benchmark	
	PM3. Removal rate for existing non-residential units of use	Remove existing tourist units of use from sensitive lands (Develop and fund a program to acquire and retire tourist units of use within 4 years – level 1) (acquire 10 TAUs – level 2)	Develop/fund program	Program developed, not funded	Partially Met	Remove 10 TAUs	94 TAUs have been removed from SEZs since 2012. None have been permanently retired.

Table 13: Summary of regional plan performance measures and indicators with 2019 status (continued)

Regional Land Use Patterns	PM3. Removal rate for existing non-residential units of use	Remove existing commercial floor area from sensitive lands (Develop and fund a program to acquire CFA within 4 years – level 1) (acquire 5,000 sf of CFA – level 2)	Develop/ fund program	Program developed, not funded	Partially Met	Remove 5K sf CFA	More than 27,450 sf of CFA have been removed and banked from SEZs since 2012. None have been permanently retired.	Partially Met
	PM4. Housing availability for residents and workers	Average annual rate of multi-residential bonus unit utilization 20.23 units per year (level-1) and 21.24 units per year (level-2)	20.23 units/year	2 units	10% = Not Met	21.24 units/year	1.74 unit/year	8% = Not Met
Travel Behavior	PM5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian)	Increase percentage of trips by non-auto modes (transit, bicycle, pedestrian) above 19.07% (level-1) and above 19.32% (level-2)	19.07%	Not Evaluated	Last Evaluation: 102% = Met	19.32%	Not Evaluated	Last Evaluation: 100% = Met
	PM6. Automobile vehicle miles traveled per capita (excluding through trips)	Decrease per-capita VMT below baseline average of 33.7 miles per day (level-1) and 33.4 miles per day (level-2)	33.7 miles/day	Not Evaluated	Last Evaluation: 101% = Met	33.4 miles/day	Not Evaluated	Last Evaluation: 99% = Close to target
	PM7. Construction of pedestrian and bicycle improvements	Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	4.15 miles/year	5 miles	120% = Met	9 miles/year	4.7 miles/year	53% = Not Met
Environmental Restoration	PM8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded)	Increase the amount of coverage removed and transferred from SEZs to more than 0.14 acres/year (level-1) and 0.17 acres/year (level-2)	0.14 acres/year	0.35 acres/year	250% = Met	0.17 acres/year	0.35 acres/year	206% = Met
		Increase the coverage removed and transferred from other sensitive areas to more than 0.17 acres/year (level-1) and 0.2 acres/year (level-2)	0.17 acres/year	0.04 acres/year	24% = Not Met	0.2 acres/year	0.04 acres/year	20% = Not Met

Table 13: Summary of regional plan performance measures and indicators with 2019 status (continued)								
Environmental Restoration	PM8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded)	Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	\$693,738 /year	\$708,144 /year	102% = Met	\$728,425 /year	\$708,144 /year	97% = Close to target
	PM9. Issuance of best management practices (BMP) certificates in conjunction with property improvements and area-wide BMP installations	Increase the rate of BMP Certificates issued in conjunction with property improvements: issue BMP certificates to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	1.00%	1.18%	118% = Met	1.25%	1.18%	95% = Close to target
	PM10. Lake Tahoe Total Maximum Daily Load (TMDL) performance benchmarks	Completion of required TMDL load reductions as established by State TMDL programs	Achieve Reductions	Achieved Reductions	Met	No Level 2 Benchmark		
	PM11. Scenic improvement rate on urban roadways	Accelerate scenic improvement on urban roadways by increasing annual scenic scores for urban roadway units by 1.45 points/year (level-1) and 1.74 points/year (level-2)	1.45	Not Evaluated	Last Evaluation: 86% = Not Met	1.74	Not Evaluated	Last Evaluation: 72% = Not Met
Effective Regional Plan Implementation	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	Include 20% of private land in new area plans (level-1 and -2)	20%	24%	120% = Met	No Level 2 Benchmark		
		100% recertification rate for area plans (level-1 and -2)	100%	100%	100% = Met	No Level 2 Benchmark		

Table 13: Summary of regional plan performance measures and indicators with 2019 status (continued)								
Effective Regional Plan Implementation	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	At least two public meetings for each area plan under development (level-1 and -2)	2	1	200% = Met	No Level 2 Benchmark		
	PM13. Complete mitigation measures identified in the Regional Plan Update environmental impact statement	Complete mitigation measures identified in the Regional Plan Update EIS	Complete Measures	Completed Measures	Met	No Level 2 Benchmark		
Economic Vitality	PM14. Rate of redevelopment	Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	108.2	192	177% = Met	119	129.9	109% = Met

Note: Close to target indicates that the performance measure is within 5% of the benchmark.