

TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION  
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the **Advisory Planning Commission** of the Tahoe Regional Planning Agency will conduct its regular meeting at **9:30 a.m.** on **Wednesday, April 11, 2018** at the **TRPA Offices**, located at **128 Market Street, Stateline, NV**. The agenda for the meeting is attached hereto and made a part of this notice.

April 4, 2018

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

Joanne S. Marchetta  
Executive Director

TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

TRPA  
Stateline, NV

April 11, 2018  
9:30 a.m.

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AGENDA

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

Any member of the public wishing to address the Advisory Planning Commission on any item listed or not listed on the agenda may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both.

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

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

- IV. DISPOSITION OF MINUTES
- V. PLANNING MATTERS

A. Critical TRPA Priorities and Advisory Planning Commission Involvement **Informational Only**

B. Sustainable Recreation Working Group Status Report **Informational Only** Page 1

C. Lake Tahoe Aquatic Invasive Species (AIS) Program Update: 2017 Achievements, and Priorities for Building Future Success **Informational Only** [Page 3](#)

VI. REPORTS

A. Executive Director **Informational Only**

1) 2017 Annual Report **Informational Only** [Page 5](#)

2) Strategic Initiatives Monthly Status Report **Informational Only** [Page 75](#)

B. General Counsel **Informational Only**

C. APC Members **Informational Only**

VII. PUBLIC COMMENT

VIII. ADJOURNMENT



TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

TRPA  
Stateline, NV

January 10, 2018

**Meeting Minutes**

I. CALL TO ORDER AND DETERMINATION OF QUORUM

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

Members present: Mr. Alling, Ms. Beckman for Mr. Buelna, Mr. Kuchnicki for Ms. Carr, Mr. Drew, Mr. Esswein Mr. Ferry, Ms. Ferris, Ms. Hill, Mr. Hitchcock, Mr. Young for Ms. Krause, Mr. Larsen, Mr. Plemel, Mr. Teshara

Members absent: Mr. Donohue, Mr. Guevin, Mr. Hymanson, Ms. McClung, Washoe Tribe representative, Mr. Weavil

II. APPROVAL OF AGENDA

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

III. PUBLIC INTEREST COMMENTS

None

IV. DISPOSITION OF MINUTES

Mr. Teshara said he provided Ms. Ambler his minor clerical edits.  
Mr. Larsen moved approval of the November 8, 2017 minutes as amended.  
Mr. Ferry seconded the motion.  
Ms. Beckman and Mr. Plemel abstained.  
Motion carried.

V. PLANNING MATTERS

A. APC appointment of three members to the Thresholds Update Initiative Stakeholders Working Group

TRPA team member Mr. Kasman provided the overview.

Mr. Kasman said the purpose of this agenda item is to designate members of Advisory Planning Commission to participate in a stakeholder working group for the threshold update initiative.

The threshold standards established a shared vision for environmental restoration in the region and help set priorities for the Environmental Improvement Program. The challenge is that most of these goals and threshold standards were identified in the early 1980s and there is a need to revisit them and ensure they still reflect the best values and are based on the latest science.

The work plan that was presented to the Advisory Planning Commission and Governing Board in the Fall of 2017 was a two-pronged approach. The first was to address system wide issues, technical cleanup of redundant areas that were identified through the assessment of the threshold standards by the Tahoe Science Advisory Council. That assessment identified that one in four standards overlapped and staff is working with the Science Council to address those overlaps. In the past threshold evaluations, the peer reviews and evaluation recommendations have identified a goal of bringing the standards out of their silos and categories and look at a more integrated structure across multiple categories and evaluate the system as a whole.

The second step of that evaluation is to look at ways to re-imagine the system and the interconnection between threshold standards to identify within these four focus areas; vegetation preservation, soil conservation: stream environment zones, air quality: vehicle miles traveled, and recreation where there is opportunity to drive action through existing partnerships in the Basin. They've been able to leverage that existing work to address these threshold categories; Vegetation, primarily through the work of Lake Tahoe West, soil conservation and the work under the EPA grant that was awarded to TRPA to address stream environment zones, and air quality standard for vehicle miles traveled, using the Bi-State Transportation Consultation and other ongoing work with TRPA's Transportation Division and the Regional Transportation Plan.

This is an aggressive timeline for reviewing and updating the standards. The first action targeted for Spring, will be a proposal for technical cleanup of the standards, driven off the work that will be provided by the Tahoe Science Advisory Council. Next, there will be the modifications of vegetation standards related to forest health in the Fall of 2018, as well as modifications to the vehicle miles traveled, air quality standard. Towards the end of 2018, staff will bring forward a modification to the stream environment zone restoration standard and in 2019, bring forward the output of the recreation working group and address those standards.

The public input will be from the stakeholder working group that's being discussed today, along with members of the Advisory Planning Commission that would be appointed to provide that forum. This working group will be three members of the APC, two representatives of the Governing Board, a representative of the environmental community, and one representative of the business community. It's anticipated that there will be five to eight meetings over the next twelve to eighteen months. This working group will be leveraged for their local knowledge and context to provide suggestions on the appropriateness of the options that are emerging from the initiative and to work with those

partners and stakeholders to ensure requirements have been fulfilled. The working group will provide feedback on the content of the proposal, but staff is not anticipating this group to be involved in the writing of the environmental threshold standards or evaluating the scientific credibility of either the existing or the proposed. Also, this does not replace the full public review process, there will be public forums at future APC and Governing Board meetings.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-V.A-Threshold-Update-Initiative.pdf>

#### Commission Comments & Questions

Mr. Larsen said he spoke with Ms. McClung, Forest Service representative and she confirmed that there is a role for the Lake Tahoe Basin Management Unit in this working group. She is participating on the Advisory Planning Commission on behalf of a Senior Planner position at the Lake Tahoe Basin Management Unit and when that position is filled, there may be another representative assigned to the APC.

Mr. Larsen said he would like to participate as he has been involved in the threshold review process and looking at opportunities for improvement of tracking what is done on the ground and how the policies influence environmental outcomes.

Mr. Drew asked for clarification on what this group is going to be reviewing and how the recommendations will be considered and utilized.

Mr. Hester referred to the chart on page five of the power point presentation. Once it goes through that process, it will go through a formal adoption process with the Advisory Planning Commission, the Regional Plan Implementation Committee, and the Governing Board. There's a science group for every one of these focus areas, a policy group and then they anticipate that the working group would vet what's come out of those other two groups and ensure that everyone's been consulted with that needs to be.

Mr. Larsen said the science community will provide some recommendations for staff and they will put forward policy recommendations, and this working group will vet how these things fit into the broader process, how it influences different segments of the community, whether it's business, environment, or a regulatory aspect. He feels that there is going to be a relatively high level of involvement from some Governing Board members, to ensure that this is on track, before time and energy is spent at the formal level to carry these things forward.

Mr. Drew said if it is six to eight meetings over the year, that's much more viable to him.

Mr. Ferry said he is interested in participating since he has experience in local government and the Total Maximum Daily Load process. He's worked a lot on vehicle miles traveled, recreation, and transportation issues.

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Mr. Teshara said he tried to contact Ms. Carr, Nevada Division of Environmental Protection representative to ensure that there is engagement from the State of Nevada.

Mr. Teshara is interested in participating and is willing to be a representative for the business community.

Mr. Young suggested that alternates be appointed.

Mr. Hester said that is a good suggestion. Also, there is a request to designate a chair of the working group.

Mr. Plemel asked if three members was a fixed number and suggested that Mr. Donohue could also be considered for a Nevada representative.

Mr. Kuchnicki said he spoke with Ms. Carr and she was interested but concerned with the commitment of time. If she were to be a representative and could not make a meeting, he would probably be the backup and would have an interest in that as well.

Mr. Hester said staff has spoken with some of the Governing Board members and although not confirmed, it is anticipated that there will be a Nevada representative from the Governing Board.

Mr. Larsen asked if it will be a similar process to previous working groups in that the core members can bring other staff or technical experts to participate in specific subject matters.

Mr. Hester said yes, that was correct. Staff anticipates that these meetings would follow the regularly scheduled Advisory Planning Commission meetings.

Mr. Alling said he supported the idea of having these meetings adjacent to the Advisory Planning Commission meetings and would like to participate in some of those discussions.

Mr. Larsen said with respect to the Chair, it may be awkward for the Advisory Planning Commission participants to step forward right now for the representation of Chair. Will the Chair selection be something that will occur once this group is convened?

Mr. Hester said staff's assumption was that since the Advisory Planning Commission had the majority of the members and it was likely to be adjacent to this meeting that the APC may want to have the Chair, but the APC can recommend that it be a Governing Board member.

Mr. Larsen said he is not opposed to the Chair being Mr. Teshara, himself, or another Advisory Planning Commission member.

Mr. Marshall said the motion would be for recommendation of the appointments, not the actual appointments.

Mr. Teshara said regarding the Nevada representation, a recommendation from the Advisory Planning Commission could include communication to the Governing Board that if



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this is the consensus of the APC to have representation from the State of Nevada, then it may be up to the Governing Board to appoint someone to the group or at least way in on that. He believes that the Governing Board would be sensitive to that issue and might make some accommodations so that there could be somebody from the Nevada Division of Environmental Protection or another representative from Nevada.

Mr. Hester said that could be added with the motion or what would also be appropriate to say is who the three recommendations are, and of those three, a recommendation for Chair. There could also be a recommendation for the business community and alternates.

Mr. Ferry said he would be willing to participate in key subject areas and not as a primary representative, if that makes it easier.

Mr. Kuchnicki suggested that since there is an interest of two members for the business community representative, that there could be an alternate assigned to reduce the number.

Mr. Teshara said to allow for an appropriate State of Nevada representative, he would be happy to be an alternate.

#### Public Comment & Questions

None

Mr. Plemel made a motion to recommend Ms. McClung, Mr. Ferry, and Mr. Larsen (Chair) as the three Advisory Planning Commission members, Mr. Drew as the business community representative, and Mr. Alling and Mr. Teshara as alternates. In addition, a recommendation to have a Nevada representative added.

Ms. Beckman seconded the motion.

**Motion carried unanimously.**

## VI. PUBLIC HEARINGS

- A. Conformance Review of El Dorado County's Meyers Area Plan, Amendment of Regional Plan to incorporate Area Plan, and, Implementing Amendments to Chapters 34, 36, and 38 of the TRPA Code of Ordinances

TRPA team member Ms. McMahon and Mr. Ferry, El Dorado County provided the overview.

Ms. McMahon said TRPA's 2012 Regional Plan was to focus on regional priorities and to implement the Regional Plan Goals and Policies through area plans. These are local plans developed by local jurisdictions in coordination with community members and TRPA's staff. To date, four area plans have been adopted in the region and today the fifth area plan will be presented. The Meyers Area Plan is the first area plan developed by El Dorado County.

Mr. Ferry said the Meyers Area Plan boundary runs approximately from the Pioneer Trail intersection of Highway 50 to the North Upper Truckee intersection of Highway 50.

The Meyer's vision was drafted and agreed upon by stakeholders at a workshop in 2012. Meyers is a historic, walkable, mountain community that values health, the natural environment, recreation and boasts a local based economy. It is the main gateway for the Basin that serves locals and visitors and has its own identity that the community wants to maintain.

The Meyers Area Plan will replace the existing Community Plan and is the comprehensive land use plan for Meyers that will help realize that vision statement. It will provide consistent and simplified rules, assist in achieving TRPA's thresholds, implement the sustainable community strategy, and the policy direction of TRPA's Regional Plan and El Dorado County's General Plan.

This area plan had four drafts and went through a robust stakeholder process with extensive community engagement that resulted in area plan changes. There were at least 14 public meetings on the plan and included the Meyers Advisory Council, which met bi-weekly for over one year. That group consisted of seven members of the public representing various sectors, along with TRPA and County staff, there was also representation from the League to Save Lake Tahoe and the Sierra Club. The County started in February 2012 with a series of visioning workshops and the first draft of the plan was produced in September of 2013. After the Regional Plan Implementation Committee informational meeting in January 2014, the County decided to do additional engagement with the stakeholders based on community feedback. In August 2015, they received endorsement from the El Dorado County Board of Supervisors to move into the environmental phase on draft four. In 2016, the focus was primarily on transportation initiatives and grant opportunities. The environmental phase started in late 2016 and was finished in October 2017.

There are currently five zoning districts in the 1993 Community Plan. The proposal combines some of the land uses and added 348 acres of conservation land and 137 acres of recreation land to the boundary. Three of the previous zones along Highway 50 were combined into what is now the community center zone to allow a mixing of land uses, consistent with a bicycle and pedestrian town center and the Regional Plan. Each zone has permissible uses, conditional uses, and uses not allowed. Many of the key issues focused on land use with height, commercial floor area, density, and land use. The maximum height in the community center was 42 feet, although, the Regional Plan would allow for heights up to 56 feet, currently, there are no buildings over 36 feet.

The County will need to amend their Memorandum of Understanding with TRPA within six months of the area plan adoption and the County will have to determine what additional permitting authorities they will take on within the boundary of the area plan.

The Transportation chapter highlights the complete streets priority level, path and trail connections, proposed crosswalks, and intersection improvements. One of the key challenges in Meyers is it needs to operate both as a main street and a highway, it's the main gateway to the Basin. The right-of-way is up to 280 feet wide in most places which is a remnant of old planning decisions for a major highway through that corridor. They focused on safety and built in many goals and policies for complete street strategies designed to slow down traffic, make it easier to cross the street, and make the corridor feel more like a main street. Meyers currently does not have a dedicated transit service and has been

identified in the Tahoe Transportation Districts Transit Service Plan. There is dial a ride with Blue Go and numerous ski shuttles in the winter, but full transit service is currently unfunded. The plan focuses on traffic and intersection improvements to enhance bicycle and pedestrian safety along with vehicle flow. The plan proposes to enhance the bike and pedestrian safety and vehicle flow through the intersections. They focused on better paths and trail connections to encourage non-vehicular travel and improved safety. Last year, the County with the assistance of TRPA and Federal Highways Administration conducted a road safety audit. The County was also awarded an On Our Way Grant and completed a sustainable mobility project. The Lake Tahoe School District did a safe routes to school master plan that included the magnet school in Meyers. They were also awarded a Highway Safety Improvement Program grant through Caltrans to improve the intersection at Pioneer Trail. There is Congestion Mitigation and Air Quality Improvement (CMAQ) funding for the Apache Avenue intersection and the San Bernardino bike path connection. Lastly, the Tahoe Transportation District is working on their transit service plans for Meyers.

Meyers is the number one pollutant load and watershed in the El Dorado County portion of the Tahoe Basin. Design guidelines were modified to protect Sierra Juniper trees and included a landmark tree protection ordinance for the community center to protect the large and prominent trees.

Meyers is a recreation hub and has access to world class recreation amenities all around it. The Recreation chapter features goals and policies on the trail system, better connections, a community plaza, additional parking, recreation facilities, dispersed recreation, guide services, and better access to the back country.

Some of the public services available in Meyers are the California Highway Patrol, Caltrans Maintenance Yard, the agricultural inspection station, the California Conservation Corps, Lake Valley Fire Protection District, South Tahoe Public Utility District, Forest Service, and El Dorado County offices. A focus of this chapter is to establish better broadband connectivity and relocate the agriculture inspection station to west of the intersection of Highway 50 and 89.

The implementation chapter is a supplement to the implementation elements of TRPA's Goals and Policies and the land use element of the County's General Plan. The public-sector implementation strategies include capital improvement projects and planning and coordination activities. In the private sector implementation strategies include a summary of regulations and incentives in the plan. This chapter discusses the formation of a permanent Meyers Advisory Council that would review projects and make recommendations to the County's Planning Commission and Board of Supervisors. It also includes a list of key projects that they would like to implement.

Attachment A is the design standards and guidelines that has details on the community design strategy, the design review process, standards for site design, planning and building design, landscaping, exterior lighting standards, water conservation standards, and substitute sign standards. There's also a definition of uses, project summaries, and a list of assessor parcel numbers that are included in the Meyers Area Plan boundary. Some examples of desired corridor improvements are trail head parking, street lights, landscaping, a "Welcome to Meyers" sign, a stamped concrete center turn lane, parking bollards,

benches, trash bins, transit shelters, improved highway shoulders, planter boxes, public art, trail buffers, landscaping along bike paths, etc.

The County completed the public comment period for the California Environmental Quality Act (CEQA) in October 2017, they drafted a joint initial study, mitigated negative declaration, and an initial environmental checklist finding of no significant affect for the project. They received five comments that the County provided detailed responses to and were posted on the county's webpage. The comments focused primarily on transportation, land use, and air quality mitigation.

Ms. McMahon said the role of TRPA is to ensure that the area plan is in conformance with the Regional Plan. TRPA staff worked with the County over the past five years on the development of the area plan and a finding of conformance checklist. The checklist includes written responses to all the code provisions from Chapter 13 of the Code of Ordinances which addressed topics such as height, density, and coverage.

TRPA staff used the area plan, initial environmental checklist, and the environmental document to prepare the required findings for approval of the area plan and a supplemental table to demonstrate that the area plan will not impact threshold indicators and compliance measures. In addition, staff prepared proposed code amendments to replace references to the old Meyers Community Plan with the new Meyers Area Plan.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.A-Meyers-Area-Plan.pdf>

#### Commission Comments & Questions

Mr. Larsen thanked Mr. Ferry for his quiet persistence to move this area plan forward.

Mr. Kuchnicki asked what the "P" and "CUP" represented in the use table.

Mr. Ferry said "Permissible" and "Conditional Use Permits."

Mr. Kuchnicki asked for more detail on the statement "Exceeds stormwater quality treatment standards by at least ten percent" in the description of the area plan.

Mr. Ferry said that was the old catalyst project section of the area plan. Essentially, proponents can meet certain standards and that's one of them, to exceed water quality standards, which would be TRPA's 20-year, one-hour storm implementation requirement by at least ten percent.

Mr. Kuchnicki asked if that was just the design storm.

Mr. Ferry said that was correct. If a project proponent can meet several of those standards, then they can waive their commercial flood area allocation charge out of the County's pool.

Mr. Kuchnicki said the stamped concrete idea for the center lane would look nice, but would it be practical with the snow plows and has there been any research done to show that it is

functional in cold climates?

Mr. Ferry said good question, they focused a lot on the median in Meyers and how to slow traffic down. There's many strategies on how to slow traffic rather than just changing the speed limit signs, one is to make the corridor feel narrower. Currently, it's a 280-foot-wide right-of-way, so there was focus on the median with possibly a raised median, recessed median, planted median, use of trees, etc. The business community had concerns about the two-way left-hand turn and accessibility to their businesses and want the median to stay and be accessible to vehicles. One way around that is to do a color change of the median, it can make it look visually different, which can also have an effect to slow traffic, and an aesthetic appeal to the corridor. The County has worked extensively with Caltrans maintenance personnel on possible options for snow removal through the road safety audit and roundabout grant received. If they decide to do a stamped concrete center turn lane, it would have to be recessed so it wouldn't be damaged by plows. Concrete can provide challenges in cold climates because it cracks, and salt will have an effect on it. In addition, Caltrans would have to agree, since it is their highway.

Ms. Beckman said the exempt activities look slightly different than TRPA's exempt qualified activity, will this supersede TRPA's?

Mr. Ferry said no. This is their list of exempt activities for the Meyers Area Plan. The County will do an amendment of the text in their zoning ordinance and General Plan to show that parcels included in the Meyers Area Plan, essentially follow this plan, but qualified exempt activities are not listed.

Ms. Beckman referred to temporary uses. It states that items that fall within a certain tolerance that no permit would be required. Is that no permit from TRPA or the County? How would they capture items such as food service, alcohol, traffic, restrooms, etc?

Ms. McMahon said it would have to be reviewed on a case-by-case basis. If there's a potential impact, additional steps would have to be taken.

Mr. Ferry said they are trying to move away from the temporary stand up signs and make the corridor feel professional and attract folks to the businesses but didn't want to preclude other temporary events that the community wanted to do.

#### Public Comments & Questions

Katie Meyers, Lake Tahoe South Shore Chamber of Commerce said the Chamber, members of their Government Affairs Committee, Board of Directors, and Chamber Members in the Meyers Community have been actively engaged in the development of the Meyers Area Plan and support its adoption.

Nancy Gibson, Meyers resident asked if Caltrans is planning for a roundabout at the Highway 89 intersection and how was that discussion interfaced with the community decision and the final draft?

Mr. Ferry said yes, Caltrans is anticipating construction to start next summer for a

roundabout at Highway 89 and Highway 50. It's been in the works for many years, with a final design, and an environmental document that was approved over one year ago. The County doesn't call out that intersection specifically for an improvement like that; however, they do highlight in Chapter three, many complete streets concepts and priorities to slow traffic down, improve safety and street crossings. County and TRPA staff, have worked extensively with Caltrans on their roundabout design.

Commission Comments & Questions

Mr. Drew, Advisory Planning Commission lay member for El Dorado County disclosed that he lives and owns real property and has business interests within the Meyers Community. This has been a challenging process and that version four of this Meyers Area Plan does present some of the best elements that the community plan could have. There are some also unique factors that are different for Meyers than other parts of the Basin. There are a number of elements to the standards that are critical to this plan, such as height and density. The community spent a lot of time looking at what will it take to get investment and to make the change that they want to see, and to realize the vision that they spent so much time working on. The reality is that without the height, the densities, the incentives that are within this plan, it will be very difficult. Even with those, it will be very difficult to encourage investment in Meyers. This area plan sets the stage for Meyers to realize that vision and become, not only the small community, but the Gateway we would all like to see for the Lake Tahoe Basin.

Mr. Teshara said transportation is the root of the plan and the County has done a great job, in the course of developing the plan, of going out and securing grants and beginning the corridor improvements project. While there was a lot of discussion and not always agreement from the business community about the median, people understood the importance of having improvements in the corridor that would slow the traffic down. The County has been proactive in pursuing funds to get some of those improvements in place and the work with TRPA and the County with the Federal Highways Administration road safety audit helped to articulate some of the safety concerns.

Mr. Drew made a motion to recommend Governing Board approval of the required findings, including a finding of no significant effect, for adoption of El Dorado County's Meyers Area Plan and amendments to Chapters 34, 36, and 38 of the TRPA Code of Ordinances as provided in Attachment D.

Mr. Larsen seconded the motion.

**Motion carried unanimously.**

Mr. Drew made a motion to recommend Governing Board adoption of Ordinance 2018-\_\_\_, amending Ordinance 87-9, as previously amended, to amend TRPA's Regional Plan to incorporate El Dorado County's Meyers Area Plan as provided in Attachment E thereto.

Mr. Hitchcock seconded the motion.

**Motion carried unanimously.**

Mr. Drew made a motion to recommend Governing Board adoption of Ordinance 2018-\_\_\_,

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amending Ordinance 87-9, as previously amended, to amend the TRPA Code of Ordinances Chapters 34, 36, and 38 to reference El Dorado County's Meyers Area Plan as provided in Attachment E thereto.

Mr. Larsen seconded the motion.

**Motion carried unanimously.**

VII. REPORTS

A. Executive Director

No report.

B. General Counsel

Mr. Marshall said recently there was litigation filed by Mr. Kumar over 340 square feet of coverage from a parcel that Mr. Kumar owns but does not control the coverage rights. A prior owner controls the coverage and has a recorded Power of Attorney to transfer the coverage off to third parties. This came to the Governing Board about a year ago in an appeal by Mr. Kumar that contested the ability of a prior owner to sever coverage and transfer it using a recorded purchase of coverage and a Power of Attorney. The Board had denied that appeal and approved the transfer saying that documentation in their opinion was adequate to provide the holder of the coverage with authority to apply for the transfer of coverage and have the necessary authority to transfer it to the third party. They filed their complaint in October 2017, TRPA filed a motion to dismiss in December 2017, and Mr. Kumar has since agreed to voluntarily dismiss his action instead of contesting the motion to dismiss, principally because they didn't sue within sixty days of the Governing Boards action. There's still a dispute between the current property owner and the individual controlling the coverage.

There was a hearing in the Garmong litigation on January 8<sup>th</sup> having to do with tangential discovery issue regarding an anti-slapp (Strategic Lawsuit Against Public Participation) motion and wasn't directly on point in terms of some of the key issues to TRPA. The court denied a request for discovery and seemed to focus the case, not on all of the extraneous claims that Mr. Garmong had but focused on the standard record review claims and whether or not the Governing Board appropriately issued the permit for the cell tower next to the Douglas County Water Tank across from Skyland.

Mr. Teshara asked if an anti-slapp (Strategic Lawsuit Against Public Participation) lawsuit was filed as part of this.

Mr. Marshall said the plaintiff sued the permittee, TRPA Governing Board members and some staff members in their TRPA roles and personal capacity. He also named as defendants Verizon and Crown Castle, who is the tower owner and will construct it and Complete Wireless, consultants that were acting on their behalf during the permitting process. He alleged that the information provided was not accurate and therefore, was a fraud. They went to Forest Service and got a lease and then came to TRPA for a permit. The drawings in the lease had some different coverage numbers than what TRPA approved, but TRPA's

prevail. They also showed more antenna on the tower at different heights and the permit for TRPA is only for the top, Verizon location, they'll have to come back in to locate additional antenna for other carriers on there. The Counsel for the consulting business and individual filed an anti-slapp motion to dismiss because fundamentally the consultants were participating in a public process.

C. APC Members

Ms. Hill said the Washoe County staff member who reviewed applications under the Memorandum of Understanding between TRPA and Washoe County left the County and the MOU has been put on hold. She asked how often a TRPA staff member will be in Incline Village to process these applications.

Mr. Hester said one day per week.

Ms. Hill said instead of going directly to Washoe County for a single-family dwelling addition that isn't visible to the highway or a scenic corridor, you have to go through TRPA first, which will extend the review process.

Mr. Drew said on January 1, 2018, there were new laws that went into effect in California that start to impact land use as well as activities that occur on particular land uses. There was also a number of ballot initiatives state-wide which were either approved or denied in November. The one that is most pressing for Lake Tahoe is SB231 which fundamentally changes the way that the State of California looks at stormwater. In the past it has treated refuse collection, water delivery, and sewer services as very different from stormwater and storm drainage and SB231 has essentially allowed stormwater to be treated as it is the other three. It's important because of Proposition 218 and what it takes to get approval at the local level for funding for infrastructure. SB231 would allow stormwater to be treated as though it needs to go through the process that South Tahoe Public Utility District uses to raise rates for water. That's a good thing for stormwater and important for Tahoe because we have a focus on water quality within the Basin. Unfortunately, whatever jurisdiction chooses first to try to apply SB231 will find itself in court because the Howard Jarvis Tax Payer's Association doesn't agree with SB231 and they will challenge whoever is first. It is his understanding that there is a municipality within the State of California who is very close to bringing this forward. This will be an important decision for the Lake Tahoe Basin as well as other communities that we work in across the state. Every jurisdiction is struggling with funding for infrastructure and stormwater is a part of that. Stormwater in the State of California, because it is not considered water with the way that it is described in Proposition 218, you must get a super majority for revenue initiative at the local level. Water, sewer, and refuse simply have to go through a modified process within Proposition 218, called a majority protest process, where 50 percent, plus one of the affected property owners or residents have to protest any increase in order for it to not be approved.

Ms. Ferris said there are three more special meetings with their Board of Commissioners on the Douglas County Master Plan.

Mr. Teshara asked if it has principally been the transportation element that's holding it up.



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January 10, 2018

Ms. Ferris said it's been everything.

Mr. Teshara said another item that was passed in California last year, was SB1, which is providing a lot of funding for transportation upgrades, repairs, etc. There's a lot of money flowing to local governments, particularly to counties as well as Caltrans. There are two ballot measures that will seek to repeal SB1. He's involved on behalf of the Tahoe Transportation District with the California Association of Councils of Government (CALCOG) who was a major proponent of SB1 and are now raising funding to try to avoid having SB1 repealed in its early stages of providing funding. The Highway 50 South Shore Community Revitalization Project has been going through a long process and is anticipated that it will go before the Advisory Planning Commission, the Regional Plan Implementation Committee, and the Governing Board in March.

Mr. Hester congratulated Mr. Teshara on his upcoming Chairmanship for the California Association of Councils of Government.

VIII. PUBLIC COMMENT

None

IX. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 11:16 a.m.

Respectfully Submitted,



Marja Ambler  
Clerk to the Board

*The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review.*



MEMORANDUM

Date: April 4, 2018

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Sustainable Recreation Working Group Status Report

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Requested Action:

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

Summary of Sustainable Recreation Working Group:

In December 2016, the Tahoe Interagency Executive Steering Committee (TIE SC) recognized the need for a collective vision and stronger coordination around sustainable recreation in the Tahoe Basin. Sustainable recreation aims to enhance recreation experiences while preserving natural and cultural resources.

Current and projected demand for recreational experiences in the Basin is unsustainable for three primary reasons:

1. While public demand for recreation has increased, recreation funding for many public land managers has declined or remained static, limiting their ability to provide high-quality recreational opportunities while protecting natural and cultural resources.
2. In peak seasons, visitation levels often overwhelm recreation and transportation infrastructure in both managed and unmanaged areas, resulting in negative effects to natural resources and user experiences.
3. The Basin is a complex multijurisdictional landscape. Yet relative to other focal management topics, little coordination and engagement among agencies, recreation providers, and user communities has occurred, resulting in the lack of a unified recreation vision and cohesive management strategies.

Partners envision a future in which the Basin is both a world-class recreation destination and a global leader in environmental stewardship. To this end the Sustainable Recreation Working Group, co-lead by the U.S. Forest Service and TRPA, was formed in early 2017 to bring together key partners and stakeholders to reimagine how recreation at Lake Tahoe.

The Sustainable Recreation Working Group works to achieve five primary objectives:

1. **Increase coordination among recreation managers in the Basin**, including public land managers and local jurisdictions, while enhancing engagement with non-profits, the private sector, recreation stakeholders, and user communities.
2. **Integrate recreation management considerations into planning and implementation** processes at local and regional scales (i.e. local and regional plans, forest plans, transportation plans, corridor plans).
3. **Develop a Basin-wide sustainable recreation strategic plan** that includes decision support tools, policies, management strategies, funding, project recommendations, and implementation support to achieve desired conditions.
4. **Establish Basin-wide recreation indicators, thresholds, and monitoring protocols** and acquire consistent and quality recreation data (i.e. site-specific user experiences and recreational usage, natural resource and recreation facility conditions).
5. **Identify, prioritize, and address ongoing sustainable recreation topics** (i.e. regionally significant “hot-spot” issues, funding needs, project development, stewardship messaging) and foster positive outcomes that apply at local and regional scales.

Progress to Date:

- Increased alignment around sustainable recreation through regular working group meetings
- Secured additional resources including technical assistance grant from National Park Service
- Adoption of group charter and 2018 work plan to achieve working group objectives

Next Steps:

- Develop community engagement plan and host sustainable recreation stakeholder workshop.
- Integrate sustainable recreation considerations into State Route 89 Recreation Corridor Plan
- Engage Tahoe Science Advisory Council to develop indicators and monitoring framework for environmental and socio-economic effects of recreation.
- Develop Basin-wide sustainable recreation strategic plan, including, desired recreation conditions, management strategies, project prioritization, and funding support.

Contact Information:

If you have questions regarding this item, please contact Devin Middlebrook, Sustainability Program Coordinator, at (775) 589-5230 or [dmiddlebrook@trpa.org](mailto:dmiddlebrook@trpa.org).



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MEMORANDUM

Date: April 4, 2018

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Lake Tahoe Aquatic Invasive Species (AIS) Program Update: 2017 Achievements, and Priorities for Building Future Success

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Requested Action:

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

Project Description:

In 2017, the Lake Tahoe AIS program implemented projects related to the control, monitoring, and prevention of AIS in the Tahoe Region. The presentation staff is proposing to give will cover a general review of the structure of the Lake Tahoe AIS program, a review of accomplishments and lessons learned in 2017, in addition to what the future may bring.

Contact Information:

If you have questions regarding this item, please contact Dennis Zabaglo, Aquatic Resources Program Manager, at [dzabaglo@trpa.org](mailto:dzabaglo@trpa.org) or <mailto:tavance@trpa.org> (775) 589-5255.





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## MEMORANDUM

Date: April 4, 2018  
To: TRPA Advisory Planning Commission  
From: TRPA Staff  
Subject: 2017 Annual Report

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**Requested Action:** This item is for informational purposes only and no action is required.

**Background and Discussion:** TRPA is moving forward with strategic initiatives the Governing Board identified in 2015 as priorities for the next five years. These initiatives align directly with the four objectives in the agency's Strategic Plan. At a strategic planning retreat in March 2017, the Governing Board reaffirmed its support for these high-priority initiatives and reviewed work plans and timelines for their completion.

This staff report tracks to and expands upon information in the 2017 Annual Report. It also provides additional annual performance reporting required by the Regional Plan and reporting on sustainability indicators.

**Contact Information:**

If you have any questions, please contact Joanne S. Marchetta at [jmarchetta@trpa.org](mailto:jmarchetta@trpa.org) or (775) 589-5226.

**Attachments:**

1. 2017 Regional Plan Performance Measures Report
2. 2017 Sustainability Indicators Report

# 2017 ACCOMPLISHMENTS AND FUTURE PRIORITIES

## TRPA STRATEGIC INITIATIVES

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### THRESHOLDS UPDATE STRATEGIC INITIATIVE



**TAHOE  
REGIONAL  
PLANNING  
AGENCY**

*Threshold Update*

Most of the threshold standards TRPA adopted in 1982 are based on science that is now over 30 years old. A broad bi-state consensus supports updating the thresholds and monitoring systems to reflect today's science and challenges. TRPA is working with agency partners, stakeholders, and the new Bi-State Tahoe Science Advisory Council to create a sustainable, prioritized, and relevant monitoring plan, and to review and consider modifying the threshold standards to reflect the latest science and the significant values in the Lake Tahoe Region.

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

#### *2017 Accomplishments*

- In collaboration with the Tahoe Science Advisory Council, TRPA **completed a comprehensive assessment of the existing threshold standards**, comparing them against best practices for formulating measures of progress and change.
- The Tahoe Science Advisory Council examined natural resource management programs around the country, surveying other comparable measurement and evaluation programs. Its report identifies national best practices and recommendations to improve the Tahoe Region's threshold standard system.
- TRPA **completed a work plan for approaching the update of the 178 threshold standards** iteratively. First steps are to look holistically at how the system is structured, bringing it in line with best practices for design of natural resource management systems, and eliminating overlap and redundancy in the existing standards. The first priority focus areas include review of recreation standards, forest health, air quality (vehicle miles traveled), and the stream environment zone (SEZ) restoration standards.

#### *Future Focus*

Continue to work with the Tahoe Science Advisory Council, partners, and stakeholders to strengthen the threshold system in the first priority focus areas.

### SHORELINE PLAN INITIATIVE

TRPA launched the shoreline initiative to enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for potential future development in the shorezone. TRPA and partner agencies initiated planning by engaging the Consensus Building Institute, a third-party mediation firm, to convene stakeholders and complete a



stakeholder issue assessment. The assessment aided the development of a broadly collaborative planning process and a work program the Governing Board accepted in April 2016.

The Shoreline Plan focuses on the extent of allowed development of shoreline structures (marinas, piers, buoys, slips, and boat ramps) to support water-dependent recreation and effective resource management to protect thresholds. The scope of work is posted publicly on [www.shorelineplan.org](http://www.shorelineplan.org).



*Strategic Initiative Desired Outcomes: Updated goals, policies, and new regulations will enhance water-dependent recreation and protect the 72 miles of Lake Tahoe's shoreline.*

### 2017 Accomplishments

- Endorsement by the Regional Plan Implementation Committee (RPIC) of a **project scope and a comprehensive set of updated shoreline policy proposals**.
- **Began environmental review** of the proposed Shoreline Plan. The planning proposals predominantly address development of new water-dependent structures in five policy areas: boating, access, marinas, piers, and low lake level adaptation.
- The environmental review encompasses **five alternatives** including the proposed plan (Alternative 3):
  - Alternative 1 – Shoreline Plan (Preferred Alternative)
  - Alternative 2 – Maintain Existing TRPA Shorezone Regulations (No Project)
  - Alternative 3 – Prioritize Access Development
  - Alternative 4 – Limit New Development
  - Alternative 5 – Expand Public Access and Reduce Existing Development

### Future Focus

Convene a working group to develop draft goals, policies, and code based on the Shoreline Plan proposal endorsed by RPIC. Develop mitigation strategies and implementation programs in coordination with partner agencies for enforcement, education, and permit streamlining. Complete the environmental impact statement for the Shoreline Plan. Adopt a new plan and implementing code by the end of 2018.

## DEVELOPMENT RIGHTS STRATEGIC INITIATIVE

Private investment in environmentally beneficial redevelopment is vital to implementing the Regional Plan. The development rights strategic initiative is evaluating the effectiveness of the existing transferable development rights system in accomplishing Regional Plan goals. The initiative is considering potential changes to the development rights system to better manage growth, support environmentally beneficial and economically feasible redevelopment, and improve the effectiveness and predictability of the development rights system. By evaluating commercial, tourist accommodation, and residential development units; the timing of development rights allocations; and related codes and policies,



By evaluating commercial, tourist accommodation, and residential development units; the timing of development rights allocations; and related codes and policies,

the initiative examines alternative systems to implement Regional Plan policies while considering existing development rights. Affordable housing and vacation home rentals are being addressed primarily by local governments and in this TRPA initiative will be addressed only in terms of the quantity and type of development rights and allocations available.

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

### **2017 Accomplishments**

- A consulting team **completed a best practices report** identifying 24 features of development rights systems from around the country and how those features could be implemented in the Tahoe Region.
- **Fiscal Impact Analysis:** Completed an analysis that describes the fiscal impact of alternative growth patterns associated with potential changes to the Tahoe Region’s development rights system, including revenue and expenditure impacts for the City of South Lake Tahoe and Placer County.
- The Development Rights Working Group **approved a recommended alternative** to improve the transferable development rights system. The recommendation is a hybrid of provisions including the transition to an exchange rate between different types of development rights and elimination of the local jurisdiction veto that prevents inter-jurisdictional transfers. These modifications will enable development rights to move more freely and be more responsive to the market and community needs.

### **Future Focus**

Refine criteria for the adoption and implementation of preferred alternatives identified by the working group. This includes developing policy, code, and procedural amendments; completing environmental review of preferred alternatives; and gaining formal approval for proposed alternatives and amendments through a public hearing process by the end of 2018.

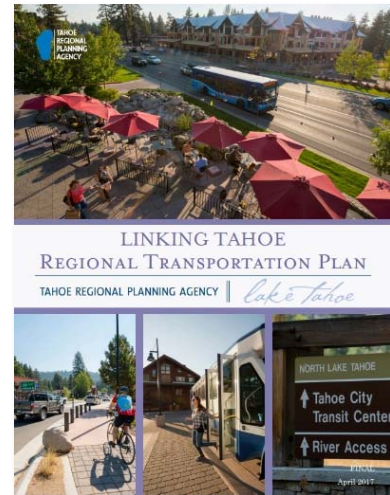
## **TRANSPORTATION STRATEGIC INITIATIVE**

TRPA’s transportation initiative will enhance Lake Tahoe’s transportation system with improved trails, transit, and technology. The approval of the 2017 Regional Transportation Plan, Linking Tahoe, was the first essential step.

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

## 2017 Accomplishments

- **The Governing Board in April unanimously approved the 2017 Regional Transportation Plan, Linking Tahoe,** a blueprint to prioritize investments needed to improve Lake Tahoe's transportation system over the next 20-plus years. The plan's policies and projects promote seamless, frequent, and free-to-the-user bus transit service and will close gaps in the active transportation network of trails, bike lanes, and sidewalks. The plan also enhances real-time information, electric vehicle charging infrastructure, and incentive programs that use technology to better link community centers and high-use recreation sites with non-automotive travel options.



- **Convened a bi-state transportation task force** of state, federal, local, and private sector policy leaders to accelerate implementation of the 2017 Regional Transportation Plan's priorities. Task force goals include advancing travel options, enhancing partnerships, and aligning funding sources to support current and future transportation needs. Four subcommittees of the task force will focus on achieving specific goals for inter-region travel, transportation corridor planning, public-private partnerships, and maximizing technology.



- **Completed the Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan.** The plan assesses existing and forecasted electric vehicle growth and corresponding infrastructure needs with the goal of making the Tahoe Region an electric vehicle destination, gateway, and leader. Implementation of the readiness plan began through a California Energy Commission grant to identify locations, partners, and funding for the construction of charging infrastructure.

- The Nevada Chapter of the American Planning Association recognized the Tahoe Truckee Plug-In Electric Vehicle Readiness Plan with awards for most outstanding plan and most outstanding public outreach. The awards were presented as part of the group's annual DeBoer Awards program that recognizes excellence in planning across the state.

- **Completed comprehensive survey report of best practices in measurement and monitoring of transportation systems performance:** The report identifies over 200 potential transportation measures based on Regional Transportation Plan goals. It is a valuable reference for use in considering best available transportation system performance measures or threshold updates.
- Collected and organized public input on regional unmet transit needs. The findings and recommendations will be used to guide future transit planning.
- At a December 2017 **travel management workshop**, co-sponsored by the Federal Highway Administration Resource Center, private and public-sector participants represented joint planned strategies to manage congestion and apply emerging technology to traffic congestion problems. Outcomes included the need for regional transportation marketing

and branding, additional transit funding, and emerging technology infrastructure to serve the region.

*Future Focus*

Continue accelerated implementation of the 2017 Regional Transportation Plan. Prioritize projects through, corridor planning; adopt updated transportation performance measures; strategically distribute limited funding; and innovate. Deliver desired outcomes of bi-state transportation working group and mega-region partners to address regional transportation challenges.

**STORMWATER MANAGEMENT OPERATIONS & MAINTENANCE STRATEGIC INITIATIVE**

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

*Strategic Initiative Desired Outcomes: A sustainable strategy and action plan to secure regional funding for stormwater management operations and maintenance to benefit achieving threshold and federal water quality standards.*

*2017 Accomplishments*

- Completed public survey of California-side Tahoe property owners to assess support for different stormwater operations and maintenance funding mechanisms.
- **Issued 406 new BMP certificates** to Tahoe area property owners: 228 certificates for single family residential parcels, 154 for multi-family residential parcels, and 24 for commercial parcels. Of these certificates, two were for parcels participating in area-wide water quality treatment projects.

BMP Certificates issued from January 1 to December 31, 2017		
	Land Use	Total Certificates Issued
<b>California</b>	Single Family Residential	168
	Multi-Family Residential	136
	Commercial	19
	<b>California Total</b>	<b>323</b>
<b>Nevada</b>	Single Family Residential	60
	Multi-Family Residential	18
	Commercial	5
	<b>Nevada Total</b>	<b>83</b>
	<b>Total Certificates Issued</b>	<b>406</b>

- **Certified four new Tahoe businesses as Lake Friendly.** By the end of 2017, 80 businesses overall are participating as 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 re-issued 250 BMP certificates to verify BMP maintenance and effectiveness.** Stormwater Management Program staff assisted with the development of inspection and maintenance logs and completed on-site inspections to verify maintenance and ensure continued effectiveness.

### *Future Focus*

Continue supporting local jurisdiction Total Maximum Daily Load reduction goals by delivering parcel-level BMP implementation and maintenance in priority catchment areas and area-wide water quality treatment projects.

## FOREST HEALTH STRATEGIC INITIATIVE

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

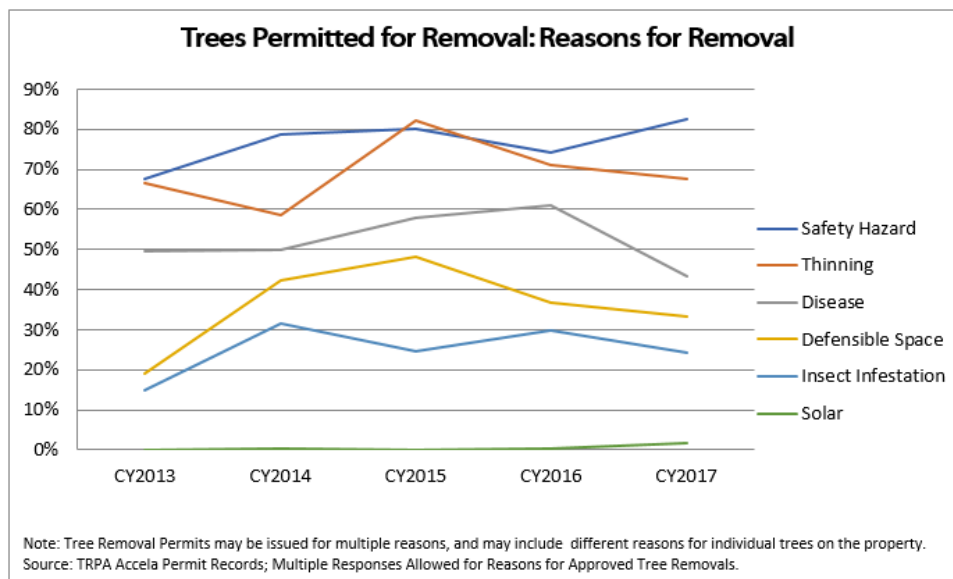
*Strategic Initiative Desired Outcomes: Reduce the threat of fire in the wildland-urban interface and implement forest restoration at a large-landscape scale.*

### *2017 Accomplishments*

- **Completed Phase I of the Lake Tahoe West Restoration Partnership Plan:** The Lake Tahoe West Restoration Partnership (TRPA, California Tahoe Conservancy, U.S. Forest Service Lake Tahoe Basin Management Unit, California State Parks, Tahoe Fire and Fuels Team, and National Forest Foundation), in 2017 completed Phase I of the forest landscape restoration plan. The final landscape resilience assessment describes the current condition of the natural environment of the west side of the Lake Tahoe Basin and its resilience, based on best science to withstand a variety of disturbances such as climate change, drought, and insects and disease. This assessment will drive future management strategies and EIP project planning for the West Shore.
- **Proactively addressed the emerging danger of tree mortality along Tahoe's roadways:** Approved a permit for Caltrans to remove dead and dying hazardous trees along 68 miles of California highways in the Tahoe Basin, including state Routes 28, 50, 89, and 267. This is the first major response in Tahoe to the tree mortality emergency that California Governor Jerry Brown declared in 2015 due to widespread tree die-offs after several years of severe drought.
- With partners, TRPA **commemorated the 10-year anniversary of the Angora Fire.** Prepared a 10-year summary report of accomplishments and responses to the 90 recommendations the California-Nevada Tahoe Basin Fire Commission issued shortly after the Angora Fire.
- Provide expert urban tree risk assessment and evaluation to the public and partners. TRPA **issued 802 tree removal permits** in 2017. The number of tree removal permits issued continues to rise with most of the trees being removed for safety hazard reasons.



Summary of TRPA Tree Removal Application and Permitting Activity Calendar 2013 through 2017					
	CY2013	CY2014	CY2015	CY2016	CY2017
Tree Removal Applications Received	534	463	745	682	802
Number of Trees Permitted for Removal	2,423	1,939	3,212	2,974	3,117
Percent Applications Submitted Online	n/a	22%	55%	55%	61%
<u>Source:</u> TRPA Accela Permit Records					



### *Future Focus*

Use the partnership structure and science advisors of Lake Tahoe West to collaboratively develop science-based updates to the vegetation thresholds and supporting code. Implement actions for Tahoe consistent with the California Tree Mortality Task Force. Develop strategies to increase the pace and scale of forest restoration in the Tahoe Basin.

## **AQUATIC INVASIVE SPECIES STRATEGIC INITIATIVE**

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

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

### **2017 Accomplishments**

- **Control Projects and Funding**
  - The EIP partnership **secured over \$2 million for projects to control AIS** from the Nevada Division of State Lands, the U.S. Fish & Wildlife Service, and California SB 630 and Prop 1 funds through the California Tahoe Conservancy.
  - **Treated and retreated 12 acres of invasive weeds and clams** at five locations: Sand Harbor (clams - Nevada), Lakeside Beach & Marina (plants - California), Tahoe Vista boat ramp (plants - California); Fleur du Lac Marina (plants - California); and the Truckee River (plants - California).
  - Engaged environmental review consultant, TRC Inc., to analyze the proposed Tahoe Keys Property Owners Association pilot test of herbicide use as an aquatic invasive plant control method for the Tahoe Keys weed infestation.
- **Prevention Program**
  - **Directed the clean and safe launch of 32,251 watercraft in 2017.** A comprehensive inspection was performed on 8,870 of these watercraft and 4,942 watercraft required decontamination. Boat inspections intercepted 37 boats with identifiable AIS, including seven with quagga/zebra mussels.
  - **Replaced aging decontamination equipment** with \$131,000 grant from the California Division of Boating and Waterways.
  - Monitored and secretly tested the quality and effectiveness of boat inspections with "secret shoppers," funded by a \$21,450 grant from California Division of Boating and Waterways. **The secret shopper evaluations showed 100 percent effectiveness.**
  - **Detected no new AIS invasions** at Lake Tahoe based on scheduled sampling events during the 2017 summer.
  - **Closed an enforcement loophole in the implementing code for the boat inspection program.** The Governing Board adopted a code amendment requiring boaters to remove drain/bilge plugs from a vessel after exiting the lake to prevent the spread of AIS within the lake and the region through contaminated bilge water. This rule is consistent with a new Nevada state law.
- **Fostered national AIS program connections and leadership.** In February, TRPA participated in National Invasive Species Awareness Week, working with Tahoe's federal partners in Washington, D.C. on invasive species issues and impacts and coordinated funding approaches.

### **Future Focus**

Develop an AIS monitoring plan for consistent lake-wide surveillance. Continue to pursue funding for AIS monitoring in concert with other nearshore monitoring activities. Enhance the use of technology for AIS information collection and dissemination. Evaluate control options within the Tahoe Keys lagoons to treat invasive weeds. Continue to seek long-term, stable funding for AIS control work and investigate newly emerging solutions for AIS prevention, control, and monitoring.

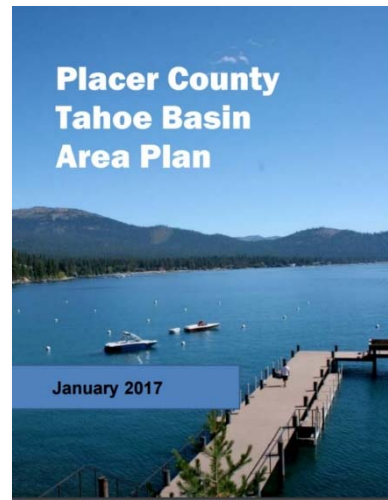
# ONGOING INITIATIVES AND ANNUAL ACTIVITIES

## LONG RANGE PLANNING DIVISION

Long range planning priorities are established annually by TRPA's Governing Board and reviewed based on evaluations of progress toward achieving and maintaining environmental threshold standards every four years. The key objective of long range planning priorities are to advance implementation of the 2012 Regional Plan and to keep the plan up to date.

### *2017 Accomplishments*

- **Adopted the fourth local government area plan since passage of the 2012 Regional Plan Update.** The Governing Board unanimously approved the Placer County Tahoe Basin Area Plan, creating new programs to address affordable housing needs, traffic, and congestion. The plan consolidates six dated community plans and 50 plan areas statements into one cohesive plan. Along with approval of the area plan, the Governing Board approved the Tahoe City Lodge project as an example of how the Placer County Tahoe Basin Area Plan can be used to revitalize communities and restore the environment. The 118-unit Tahoe City Lodge Project will redevelop a blighted building and will reduce coverage at the site by 10,080 square feet and restore 1.7 acres of stream environment zone.
- **With the U.S. Forest Service, organized a new EIP partnership, Sustainable Recreation initiative, to address the growing impacts of recreation visitation.** Began co-leading the Sustainable Recreation Working Group with the U.S. Forest Service, to first address transportation solutions and measurement of recreation impacts.
- **Advanced a fifth area plan to near completion with broad support after a long and often contentious land use planning history.** Released a final draft of the Meyers Area Plan, the first area plan from El Dorado County. The plan aims to improve traffic flow, increase walkability, enhance recreational resources, and create a more cohesive community.
- **Introduced a regularly scheduled program of TRPA Code updates for continuous improvement of quality, language, and ease of use.** This year the TRPA Governing Board adopted a set of technical code amendments to correct errors and clarify code language. This update was part of continuous improvement to the TRPA Code for quality, language, and ease of use.



### *Future Focus*

Support local jurisdictions to develop and implement remaining area plans. Build further partnerships for implementation of the Lake Tahoe Sustainability Action Plan. Update the Lake Tahoe Regional Plan to reflect emerging challenges.

## CURRENT PLANNING DIVISION

One means to achieving environmental threshold benefits is through project implementation by the public and private sectors. The Current Planning Division reviews project applications to facilitate environmental improvement and economic investment in Lake Tahoe communities.



## 2017 Accomplishments

- **Project Review**

- **Distributed the next round 120 new residential allocations to local jurisdictions for 2017 and 2018.** Distribution is based on results from a performance review of Tahoe Maximum Daily Load implementation and an audit of memorandum of understanding permit monitoring and compliance.
- **Fully met goals for timely and consistent project application review.** Reviewed 792 permit applications in 2017. Screened 100 percent for completeness within the performance target of 30 days of receipt and issued 100 percent within the code's review target period of 120 days of being found complete.

<b>Summary of TRPA Application and Permitting Activity Calendar Years 2013 through 2017</b>					
	<b>CY2013</b>	<b>CY2014</b>	<b>CY2015</b>	<b>CY2016</b>	<b>CY2017</b>
<b>Applications Received<sup>1</sup></b>	<b>691</b>	<b>728</b>	<b>750</b>	<b>879</b>	<b>792</b>
Residential Projects <sup>2</sup>	115	143	134	147	116
Commercial Projects <sup>2</sup>	14	13	10	8	15
Recreation/Public Service Projects <sup>2</sup>	31	23	31	40	36
Environmental Improvement Construction Projects	21	17	13	8	12
Shorezone/Lakezone Projects <sup>2</sup>	18	28	22	27	25
Grading Projects	29	23	26	38	36
Verifications and Banking <sup>3</sup>	367	396	397	479	442
Transfers of Development	44	24	29	57	32
Other <sup>4</sup>	52	61	88	75	78

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, Temporary projects, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Sign, Allocation Assignments, and other miscellaneous project types

Source: TRPA Accela Permit Records

- **Local Government Coordination**

- **Met the Regional Plan milestone to reassess area plan recertification at least once every four years.** Prepared the first Local Government Coordination Report information for the Governing Board to consider the recertification of adopted area plans and associated memorandums of understanding (MOUs). Based on the report, the Governing Board found all adopted areas plans in conformance with the Regional Plan and re-certified the City of South Lake Tahoe's MOU.

- **Welcome Mat Initiative**

- The “Welcome Mat” Initiative integrates disparate permitting processes to make them more consistent, predictable, transparent, streamlined, and user-friendly. Welcome Mat actions this year included:



- Bi-monthly meetings with local jurisdictions to coordinate permitting process improvements.
- Online access to file documents and site plans for all TRPA acknowledged permits.
- An express permitting program for minor projects and activities and a self-help survey tool for applicants to assess their eligibility.
- Workshops for customer input on process improvements.
- Community forums for local real estate groups.
- An environmental review refresher course for local jurisdiction partners.
- Improvements to the TRPA applications web page.

*Future Focus*

Continue to implement the Welcome Mat initiative with local partners to improve every stage of the permitting process. Undertake a comprehensive update of project review fee schedules.

**REGIONAL PLAN COMPLIANCE AND ENFORCEMENT**

Inspection, monitoring, and enforcement ensure projects and activities comply with the Regional Plan, TRPA Code of Ordinances, and memoranda of understanding (MOUs). Primary responsibilities of the Code Enforcement Program include code enforcement, physical inspection of permitted projects, MOU monitoring, and BMP inspection and enforcement.

*2017 Accomplishments*

- **Compliance Inspections**

- **Performed 647 compliance inspections.** Of these, TRPA opened 188 code enforcement cases. 160 cases were resolved, referred, or recorded; 21 cases resulted in assessment of a staff-level penalty; and seven resulted in Governing Board approved settlements.
- **Completed all code case inspections within one week of intake,** meeting a TRPA performance measure. Code case investigation involves file research and/or field inspection.
- **Completed all pre-grade inspections within three days of request** and all final inspections within 15 days.

- **MOU and Project Review Audits**

- **Completed 100 audits of MOU projects reviewed and approved by local partners.** Ten percent of active projects were randomly selected and inspected for conformance with winterization guidelines. Additionally, at least 10 percent of projects where TRPA holds a financial security were randomly chosen and inspected for compliance with security release conditions. Local jurisdictions met requirements between 84 percent and 97 percent of the time in both categories. Where needed, corrective action is agreed upon and monitored to completion.

- **Watercraft Team Action**

- TRPA's three-person watercraft team operates from May through October assisting in threshold and AIS monitoring, public education, and compliance with boating rules.
- In 2017, the team spent 130 days on the water educating boaters on TRPA boating rules (the carbureted two-stroke engine prohibition, watercraft noise ordinances, shorezone regulations, and the 600-foot no-wake zone), led 14 education tours, completed three separate water quality tests, and assisted with noise monitoring and compliance inspections.

*Future Focus*

Continue to make customer service a top priority while ensuring Regional Plan compliance in the field. Continue to improve the long-term monitoring process, strengthen compliance inspection tools and enhance MOU monitoring and training.

## ENVIRONMENTAL IMPROVEMENT PROGRAM DIVISION

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



*2017 Accomplishments*

- **TIE-SC Leadership**

- Co-led the Tahoe Interagency Executives Steering Committee's work to align EIP sectors, set priorities, and advance program funding strategies.
- TRPA co-led two new collaborative interagency EIP working groups, the Sustainable Recreation Working Group and the Take Care Working Group. These groups are focused on increasing coordination, developing strategic plans, and pursuing funding options for sustainable recreation and citizen stewardship basin-wide.

- **TMDL Milestones Achieved:** The TMDL's first five-year milestone to reduce fine sediment load reduction by ten percent from urban roadways was achieved by implementing high priority EIP water quality projects in all local jurisdictions. This TMDL milestone shows major progress in basin partners working together to achieve the Clarity Challenge.
- **LTRA Priorities and Appropriations:** Led the development of the EIP project priority list required to request Lake Tahoe Restoration Act (LTRA) appropriations. The collaboratively developed list includes 22 high priority projects in the EIP focus areas of forest health and water infrastructure, aquatic invasive species, stormwater management, erosion control, watershed restoration, habitat restoration, and program performance and accountability. No appropriations have been awarded to date under LTRA's \$415 million authorization limit.
- **Allocated unspent SNLPMA funding to priority projects.** Served on the Lake Tahoe Federal Advisory Committee which developed a priority project list to allocate unspent and returned Southern Nevada Public Land Management Act funding.

- **Established new regional and national restoration program partnerships.** Joined the California Land Stewardship Network and hosted the network’s annual workshop in Tahoe in partnership with the League to Save Lake Tahoe. The network promotes the exchange of information and resources, relationship building, and innovation among land stewardship practitioners involved in large-scale restoration programs.
- **EIP Data Collection and Reporting**
  - Added new information and data to the EIP Project Tracker and increased the number of people using this new website. Added new website features based on feedback from local jurisdictions.
  - Collected EIP project accomplishment and expenditure data for 2016 using the EIP Project Tracker. 2016 EIP accomplishments presented at the 2017 Lake Tahoe Summit include:
    - 10,750 feet of stream channel restored
    - 33 miles of roadway upgraded to reduce erosion and stormwater pollution
    - 4,331 acres of treatment to clear forests of hazardous fuels
    - 7,869 boats inspected for aquatic invasive species
    - 39 boats containing AIS intercepted (4 with zebra/quagga mussels)
    - 69.2 feet average annual lake clarity
    - 4.9 acres treated for aquatic invasive plants
    - 120 acres of SEZ restored
    - 425 feet of public shoreline added
- **Mitigation fund awards:** Awarded \$592,123 in mitigation funds to local jurisdictions for SEZ restoration projects, stormwater improvements, and bicycle and pedestrian paths.
- **Major EIP Project Progress:** Major EIP projects started, under construction, or completed in 2017:
  - **State Route 89/Fanny Bridge Community Revitalization Project – Highway Improvements and Dollar Creek Shared-Use Trail:** When complete, the project will reduce traffic congestion, improve bicycle and pedestrian safety, implement BMPs to reduce the amount of stormwater pollution reaching Lake Tahoe from local roadways, and be a catalyst for community and economic revitalization of the surrounding region.
  - **El Dorado Beach to Ski Run Boulevard Bike Trail:** This ¾-mile shared-use trail fills a gap in the trail network in South Lake Tahoe adjacent to U.S. Highway 50 and implements air quality and recreation threshold improvements by getting more people to use alternative transportation.
  - **State Route 89 Water Quality Improvement Project – El Dorado County Line to State Route 28:** Caltrans completed this multi-year project in 2017 retrofitting five miles of roadway in Placer County with BMPs to reduce stormwater pollution from roadways and provide more space for bicyclists using the roadway.
  - **Zephyr Cover Water Quality Improvement Project:** Nevada Department of Transportation and Douglas County implemented this project to reduce the amount of fine sediment, nitrogen, and phosphorus pollution reaching Lake Tahoe from U.S. Highway 50 and roadways within the Zephyr Cove neighborhood.
  - **Upper Truckee River Reach 5 Restoration:** The U.S. Forest Service restored 7,340 feet of stream channel and 120 acres of SEZ in this priority watershed.

- **Nevada Stateline to Stateline Bikeway – Incline Village to Sand Harbor:** Nevada Department of Transportation is building this three-mile bike trail from Incline Village to Sand Harbor and expects to complete the project in 2018. The project implements both air quality and recreation thresholds by improving trails in Lake Tahoe.
- **Angora Ridge Trail:** The U.S. Forest Service and the Tahoe Area Mountain Bike Association built 4.5 miles of new trail in the Angora Fire burn area. This strong public-private partnership has demonstrated extraordinary progress in combining environmental restoration and new opportunities for access to public lands.

*Future Focus*

Continue to pursue appropriations from the Lake Tahoe Restoration Act. Integrate sustainable recreation planning with transportation corridor planning. Use existing EIP interagency working groups and collaborative efforts to inform the threshold update and the development of new EIP goals and measures.

**RESEARCH AND ANALYSIS DIVISION**

The Research and Analysis Division ensures that the best available scientific information and technical data is used for planning and implementation. The division manages organizational data and systems; provides monitoring information, tools, and reports; engages with the scientific community; and provides efficient and timely analysis to support TRPA staff and Governing Board decision-making. Research and Analysis directs the agency’s development of the LakeTahoeInfo.org platform and leads the thresholds update strategic initiative.

*2017 Accomplishments*

- **TRPA field monitoring,**
  - Completed annual field monitoring including 40 stream bioassessments, 41 SEZ assessments, and noise monitoring for 34 plan area statements, eight transportation corridors, and 10 shorezone sites. Worked with partner agencies to complete three basin-wide osprey breeding surveys and peregrine falcon surveys at five sites, and maintained TRPA’s three air quality and visibility monitoring stations. Also completed bicycle and pedestrian monitoring at 20 sites around the basin using automated bicycle and pedestrian counters.
  - Enabled new tools for remote data collection in the field by TRPA staff and partners to automate data flows and eliminate paperwork and office data entry.
- **Lake Tahoe Info Development:** Made further improvements to the <https://laketahoeinfo.org/> website. The goal of the website is to connect people with information to improve decision making and sustain investments in the Lake Tahoe Basin. Highlights and new features include:
  - The **Parcel Tracker** (<https://parcels.laketahoeinfo.org>) now has information on nearly 22,000 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 staff are updating information on more than 60 parcels each week.



- The system has over 260 registered users representing more than 50 different state, federal, local, and private organizations. Most of the information on the website can be viewed without a login.
- Launched a new **Monitoring Dashboard** (<https://monitoring.laketahoeinfo.org>) to display data from the Regional Stormwater Monitoring Program that is essential to tracking the effectiveness of the Total Maximum Daily Load Program. Future expansions to highlight other monitoring programs and data are in development.
- Redesigned the home page on <https://laketahoeinfo.org/> to accommodate additional information portals including a “What’s New” section that highlights new information on the website. Redesigned home pages for all portals within the system to give them a consistent look and feel for users.
- Built the **Lake Clarity Crediting Program Stormwater Tools** on the platform (<https://stormwater.laketahoeinfo.org>) to allow stormwater jurisdictions to track and report load reductions from implementation of pollutant controls.
- Launched a new **Transportation Tracker** portal (<https://transportation.laketahoeinfo.org/>) that integrates transportation projects, funding, performance measures, and reporting for the public and partner agencies.
- The **EIP Project Tracker** (<https://eip.laketahoeinfo.org>) software is available as open source, allowing new participants to add technical improvements to the site at no charge to TRPA. Two organizations—the Clackamas Partnership in Oregon and a group of California Resource Conservation Districts—are now utilizing the EIP Parcel Tracker software for their program reporting.
- The EIP Tracker was recognized with a **Best in Basin award**.
- **Geographic Information Services Improvements**
  - TRPA convened a Lake Tahoe Basin GIS User Group to facilitate better agency coordination, data sharing, and partnership in using geospatial data, maps, and other information to support analysis and decision making.
  - Launched a new interface for the public to download GIS data from TRPA’s website at <https://data-trpa.opendata.arcgis.com/>. This promotes the use of a regional geospatial data warehouse for the Tahoe Basin.
  - Implemented and updated the following web maps: Local Plans, Lake Tahoe West, Linking Tahoe Corridor Map, Parcel Searcher, Bike Map, Best in Basin Map, Shoreline Plan Map, and the BMP Mapping Tool.
  - Improved security for all mapping applications and services.
- **Additional paper files converted to electronic formats for efficient access to permit information.** Converted an additional 1,570 paper project files to electronic formats and uploaded them to TRPA’s permitting database for easy and efficient access by staff and the public. More than 8,500 permit files have been converted and uploaded since 2013.

### *Future Focus*

Continue supporting TRPA’s work to streamline and enhance systems, integrate with partner agency systems, reduce staff time for data entry, and improve the tracking, reporting, analysis, and processing of information and permits. Continue work on threshold update strategic initiative and continue monitoring data collection efforts. Begin planning and data analysis in support of the upcoming 2019 Threshold Evaluation Report. Integrate data across the applications on <https://laketahoeinfo.org> to better 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 Regional Plan. The External Affairs team leads public engagement initiatives in collaboration with a wide variety of agency and nonprofit stakeholders. This year, TRPA continued ongoing education and outreach in the Lake Tahoe Region to raise public awareness about issues at Lake Tahoe and improve public understanding about the role of TRPA.

### *2017 Accomplishments*

- **Legislative Affairs**

- Following the submittal of the Lake Tahoe EIP Priority List to the U.S. Congress in March, TRPA worked with basin partners to **advocate for up to \$46.6 million in Lake Tahoe Restoration Act funding** for Tahoe in the next federal budget.
- TRPA gained support for \$500,000 in additional funding from the states of California and Nevada for the shoreline plan strategic initiative.
- The External Affairs team played an integral role in the **2017 Lake Tahoe Summit**, hosted by U.S. Senator Dianne Feinstein in August, which included a summit address from TRPA Executive Director Joanne Marchetta. TRPA staff reached hundreds of event attendees through the agency's informational display and also assisted with stakeholder outreach and education activities leading up to and following the summit.

- **Environmental Education**

- **Epic Winter Snowshoe Program:** TRPA secured grant funding from Vail Resorts to take fifth-grade students to the top of Heavenly Mountain Resort to learn about Lake Tahoe's winter environment and mountain safety. The program was designed in collaboration with Heavenly Mountain Resort, Lake Tahoe Community College, Lake Tahoe Unified School District, Sierra Avalanche Center, South Tahoe Environmental Education Coalition, Tahoe Institute for Natural Sciences, and the U.S. Forest Service Lake Tahoe Basin Management Unit.
- External Affairs staff participated in the **South Tahoe Environmental Education Coalition's Outdoor Explore program**, helping hundreds of South Shore elementary students learn more about Lake Tahoe's hydrologic cycle and why the lake needs environmental protections.
- **Surveyed local residents and part-time homeowners on a host of environmental education topics.** The results from the annual questionnaire showed support for the agency from local residents is up three percentage points at 54 percent favorable. Support from Bay Area part-time homeowners continues to be at an all-time high of 73 percent favorable.

- **Public Outreach:**

- **The Take Care Tahoe Committee became an EIP Working Group** when members approved a charter in March. The group, chaired by TRPA staff, is dedicated to increasing collaboration among groups and agencies offering environmental education in the Lake Tahoe Basin and to expanding a culture of stewardship among residents and visitors.
- Staff attended the **2017 Business Expo** where more than 1,500 community members gathered. Staff initiated conversations with dozens of residents and business owners, updating them about TRPA programs and environmental issues at Lake Tahoe.

- **Tahoe in Depth:** Published two editions of this award-winning environmental newspaper in 2017, including a special “Remembering Angora” edition to mark the 10-year anniversary of the Angora Fire.
- TRPA and Tahoe Fire and Fuels Team partners organized a wide range of community events and activities to promote wildfire education and preparedness as part of **Lake Tahoe Wildfire Awareness Month** in June. Events included an Angora Commemoration that brought together local, state, and federal partners to discuss the impact of the Angora Fire and how partners are working to improve wildfire preparedness and forest health.
- **Lake Spirit Awards:** In April, TRPA recognized four community members—Karen Mullen-Ehly, Forest Schafer, Nicole Cartwright, and Karen Fink—with Lake Spirit Awards for their passion and dedication to the conservation and restoration of Lake Tahoe’s environment.
- Launched a new AIS “3 steps closer to fun” campaign that included production of an educational video, billboards, and advertisements.
- TRPA presented the annual **Best in Basin awards** program to the Governing Board, publicly recognizing 15 exceptional public and private projects around the lake completed in 2016.
- Represented TRPA at the **Wildfire Safety Expo and Fire Fest 2017**, annual events that bring together dozens of fire and land management agencies to interact with the public and help educate people about wildfire risk and preparedness at Lake Tahoe
- Continued to expand TRPA’s social media presence via Instagram, Twitter, and Facebook, with Facebook page activity reaching more than 158,000 people.



### *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 for Lake Tahoe.

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

### *2017 Accomplishments*

- **Significantly improved the agency’s financial footing.** Retired \$2.9 million of lease revenue bonds. This will result in significant annual savings for the next 10 years and reduces debt to a manageable level. The debt was used to finance the TRPA office building. Since commercial real estate values have fallen, this buyout reduces outstanding debt to below the value of the building.
- **Budgets approved that support key priorities.** The Governing Board approved fiscal year 2018 internal budgets in June. TRPA started the new fiscal year with budgets to support all Governing Board priorities.



- **Another “clean” audit completed.** TRPA’s independent external auditors finished their review of fiscal year 2016/17 financial records. The agency received an unmodified opinion, otherwise known as a “clean” opinion on its financials.
- **Finances**
  - **Revenue & Expenses:** Revenues decreased significantly from fiscal year 2015/16 largely due to the expiration of some transportation funding passed through to transit providers in the basin. There have also been increases and decreases in other grant-funded programs. Expenditures have declined for the same reason. Most of the costs were contracts or flow-downs to other entities. The reduction did not impact work performed by TRPA employees, and there were no staff reductions as a result. The agency did end the year with a surplus equal to 2.5 percent of revenue.

<b>TRPA Revenue, Expenses, Changes in Net Assets</b>				
<i>For the Fiscal Year Ending 6/30/17</i>				
	<b>2017</b>	<b>2016</b>	<b>Change</b>	<b>%</b>
<b>Revenues</b>				
<b>Program Revenues</b>				
Charges for Services	2,815,939	2,398,399	417,540	17%
Grants and Contributions	4,693,455	7,428,507	(2,735,052)	-37%
<b>General Revenues</b>				
State Revenue	6,303,187	6,303,136	51	0%
Local Revenue	160,001	150,000	10,001	7%
Investment Earnings - Unrestricted	51,051	88,620	(37,569)	-42%
Miscellaneous	14,401	3,484	10,917	313%
<b>Total Revenues</b>	<b>14,038,034</b>	<b>16,372,146</b>	<b>(2,334,112)</b>	<b>-14%</b>
<b>Program Expenses</b>				
General Government	2,202,592	2,323,756	(121,164)	-5%
Env. Planning & Implementation	10,700,876	12,823,758	(2,122,882)	-17%
Building Operations	210,331	259,714	(49,383)	-19%
Interest and Debt Service	566,889	593,052	(26,163)	-4%
<b>Total Expenses</b>	<b>13,680,688</b>	<b>16,000,280</b>	<b>(2,319,592)</b>	<b>-14%</b>
<b>Increase (Decrease) in Net Assets</b>	<b>357,346</b>	<b>371,866</b>	<b>(14,520)</b>	<b>-4%</b>

- **Net Position:** The agency’s net position increased due to the small surplus for the year. The other major changes to the balance sheet were the reductions in cash and unrestricted net position, and the increase in net investment in capital assets of debt resulting from the early buyout of the lease revenue bonds.

<b>TRPA Summary of Net Position</b>				
<i>For the Fiscal Year Ending 6/30/17</i>				
	<b>2017</b>	<b>2016</b>	<b>Change</b>	<b>%</b>
<b>Assets</b>				
Current & Other Non-Current Assets	13,616,655	16,743,314	(3,126,659)	-19%
Capital Assets	9,443,494	9,751,744	(308,250)	-3%
<b>Total Assets</b>	<b>23,060,149</b>	<b>26,495,058</b>	<b>(3,434,909)</b>	<b>-13%</b>
<b>Liabilities</b>				
Current Liabilities and Other	6,767,712	7,222,589	(454,877)	-6%
Unearned Revenue	2,526,051	2,586,654	(60,603)	-2%
Long Term Liabilities	8,162,563	11,439,338	(3,276,775)	-29%
<b>Total Liabilities</b>	<b>17,456,326</b>	<b>21,248,581</b>	<b>(3,792,255)</b>	<b>-18%</b>
<b>Net Position</b>				
Net Investment in Capital Assets of Debt	2,605,783	(107,542)	2,713,325	
Restricted	2,292,020	1,958,382	333,638	17%
Unrestricted	706,020	3,395,637	(2,689,617)	-79%
<b>Total Net Position</b>	<b>5,603,823</b>	<b>5,246,477</b>	<b>357,346</b>	<b>7%</b>

- **Human Resources**

- **Implemented a redesigned TRPA compensation program with new pay ranges for all agency positions.** A group of talented interns worked for TRPA on a variety of summer work assignments. Merit-based pay increases were delivered and started to close the gap toward competitive, market-based pay for TRPA employees.
- **Designed and implemented a more robust summer intern program** to strengthen bonds with key universities and provide for both short-term work needs and long-term talent growth.
- **Hosted a three-day class on project management essentials** for 20 TRPA staff. The class was customized and delivered through the University of Nevada, Reno's Extended Studies Program. Since the class, a group of attendees formed an implementation team to put processes, tools, and skills from the class to good use in planning and implementing agency projects.
- **Rolled out new core competencies to agency staff.** Incorporated new competencies into the agency's processes and systems, including performance reviews and interviews. Our success is founded on: self-development; critical thinking and continuous improvement; collaborative relationships and teamwork; initiative and results focus; communication; people leadership; and agency leadership.

*Future Focus*

Focus on acquiring, developing, recognizing, and retaining top talent. Update personnel policies and design and implement a skills-based leadership curriculum. Explore options to reduce long-term debt and implement new budget reporting processes to support division and strategic initiatives.

## ATTACHMENTS

**Attachment 1:** 2017 Regional Plan Performance Measure Report

**Attachment 2:** 2017 Sustainability Indicators Report

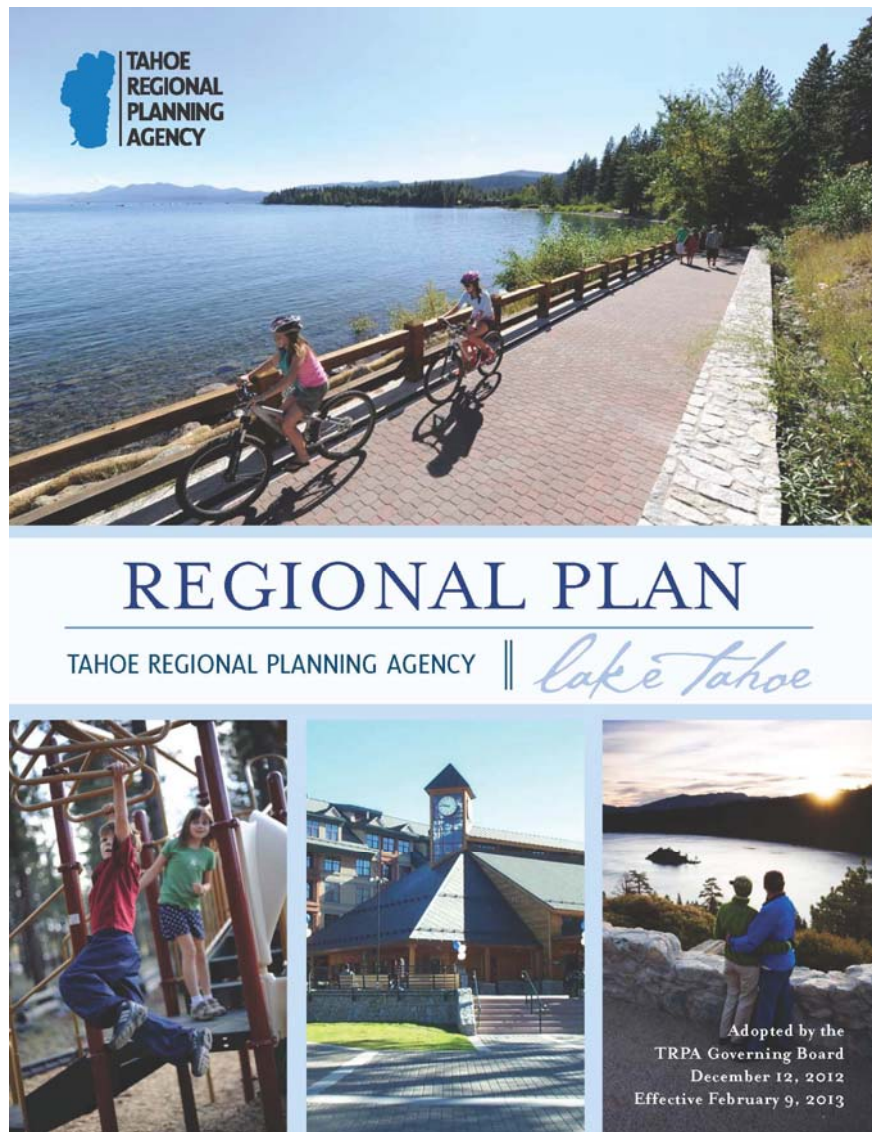
**Attachment 1:**

2017 Regional Plan Performance Measure Report

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# 2017 REGIONAL PLAN PERFORMANCE MEASURE REPORT

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Prepared by:



February 2018

# INTRODUCTION

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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 several strategic initiatives, including the Threshold Update Initiative, with the assistance of the Tahoe Science Advisory Council, and the Transportation Initiative. Throughout this report, areas where the adopted measures do not fully track progress being made toward Regional Plan implementation and resultant environmental improvement are highlighted. This review of performance measures will enable TRPA to refine the measures evaluated in this report to be more relevant and meaningful in the future.

## IMPLEMENTING THE REGIONAL PLAN

The TRPA Regional Plan is the blueprint for attaining and maintaining the threshold standards and securing the Tahoe Region's sustainable future. The Regional Plan guides community development and redevelopment, enhancing ecosystem functions, creating a more effective transportation network, and revitalizing the region's economy. It pairs ecosystem restoration with redevelopment activities to promote mixed-use town centers where people can live, work, and thrive.

Since the adoption of the 2012 Regional Plan amendments, TRPA and its partners have been executing these policies and programs. A signature element of the Regional Plan, four "area plans" have been adopted to integrate the Regional Plan policies into local jurisdiction plans and permits. Area plans now cover 23 percent of the land area of the Tahoe Region, including 68 percent of town centers. As a result, property owners and developers are making significant investments in these areas, resulting in economic growth and environmentally beneficial redevelopment.

Over the past five years, the Tahoe Region has seen a period of renewal and environmental restoration, as more than \$400 million has been invested in constructing and renovating hotels, commercial, and residential properties. Many long-planned and stalled projects have come back to life and are finally reaching completion. As a result, by 2017, property values in the Tahoe Region have grown by 19 percent since 2012, with improvement values increasing by 21 percent. As evidence that the Regional Plan is effective, improvement values in town centers have grown by 23 percent, compared to 21 percent in the rest of the region, and improvement values in town centers located within the adopted area plans have grown by 29 percent compared to 21 percent in the rest of the region. More than 250 new residential dwellings were constructed during the past five years, and more than 50 previously-existing residential units were transferred, many from sensitive and

remote areas, to be constructed in more environmentally beneficial receiving areas. All new and redeveloped properties include erosion control measures to benefit the lake's water quality.

These private investments are paired with nearly \$375 million in public investment for 167 projects implemented through the Lake Tahoe Environmental Improvement Program. Projects have included water quality improvements on the major highways in the region, large-scale erosion control projects, stream restorations, public access and recreation improvements, and bicycle and pedestrian trails.

## EXECUTIVE SUMMARY OF PERFORMANCE MEASURE STATUS

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A summary of the 2012 Regional Plan performance measures follow. In instances where progress will build incrementally over time, ongoing activities expected to lead to performance results are described.

### REGIONAL LAND USE PATTERNS

1. *Distribution of development for land-use types*: In 2017, the distribution of commercial floor area and improvement values met the benchmark to increase the percentage of development in town centers and reduce the percentage in remote areas. The other two sub-categories for residential units and tourist accommodation units did not meet the benchmark. Improvement values in town centers in particular have grown over the past five years, outpacing the rise in improvement values in the rest of the region. The distribution of tourist units was lower in town centers and higher in remote area because of the Edgewood Lodge redevelopment which is near the South Stateline resort area but just outside the town center boundary.
2. *Annual average number of units transferred to town centers from sensitive and remote land*: In 2017, the benchmarks for existing residential units and residential development rights were met. Although metrics for commercial floor area and tourist units were not achieved, 23 additional commodity transfers approved during 2017 did not count toward the benchmark. Each transaction resulted in the transfer of development to equal or less sensitive parcels. These transactions included the removal and transfer of 8,300 square feet of land coverage from stream environment zones, and the relocation of eight existing residential units, 7,700 square feet of coverage and 1,500 square feet of commercial floor area into town centers.
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, 84 tourist units and 14,000 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. Until dedicated funding or grants are directed to offset the acquisition and retirement cost for these non-residential units, it is unlikely that a significant number of units will be permanently retired through these programs.
4. *Housing availability for residents and workers*: Affordable housing is a significant challenge state-wide. In the Tahoe Region, no multi-residential bonus units were used in 2017 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.

## TRAVEL BEHAVIOR

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): The latest travel mode survey was performed in the winter of 2016; the next survey will occur in the summer of 2018. Using the latest data (including summer 2014 and winter 2016 values), the annual average non-auto share was within five percent of the benchmark.
6. Automobile vehicle miles traveled per capita (excluding through trips): The Governing Board adopted an updated Regional Transportation Plan and Sustainable Communities Strategy in April 2017. The plan outlines key priorities to reduce vehicle miles traveled, such as the pedestrian and bike trail system around the lake, improving public transit, and enhancing transit for those travelling to and from the region. Per-capita vehicle miles traveled (VMT) met the level-1 benchmark and the level-2 benchmark was within one percent of the goal. In 2017, the states of California and Nevada formed a bi-state transportation consultation group to address transportation challenges in the Region.
7. Construction of pedestrian and bicycle improvements: Tahoe implementing agencies constructed an annual average of 6 miles of pedestrian and bicycle improvements between 2013 and 2017, meeting the level-1 benchmark of 4.15 miles constructed per year, but below the level-2 benchmark of 9 miles constructed per year. Funding is a key challenge in meeting this benchmark long term.

## ENVIRONMENTAL RESTORATION

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded): Privately-funded coverage removal and transfer from stream environment zones and other sensitive lands continues to result in environmental restoration. This measure is dependent on project activity and private investment decisions. Although removals to date have not met benchmarks, nearly 4 acres of previously existing land coverage has been removed from stream environment zones and another 0.6 acres removed from other sensitive lands since 2012. This land coverage is currently banked. The banked coverage will likely be transferred in the future to non-sensitive areas and/or town centers because of 2012 Regional Plan policies that provide incentives to relocate development in these areas.
9. Issuance of Best Management Practices (BMP) Certificates in conjunction with property improvements and area-wide BMP installations: In 2017, TRPA issued 173 BMP certificates in conjunction with property improvements and area-wide BMP installations. This total was below the benchmark to increase the annual average rate of BMP certification in conjunction with property improvements by 25 percent. However, since 2013, TRPA has issued 3,200 BMP certificates, and 36 percent of these have been issued in conjunction with property improvements and area-wide BMP installations. In total, more than 19,000 BMP certificates have now been issued in the Tahoe Region.
10. Total Maximum Daily Load (TMDL) performance benchmarks: The [Lake Tahoe TMDL Program 2017 Performance Report](#) released in August 2017 found that local governments and highway departments at Lake Tahoe collectively exceeded the first five-year pollutant reduction targets to reduce fine sediment loads from urban stormwater by 10 percent. Collectively, TMDL implementation actions have reduced the amount of fine sediment reaching the lake by 12 percent from 2004 baseline levels and have also reduced the amount of phosphorus and nitrogen washed into the lake by 8.5 percent and 6 percent respectively.



11. Scenic improvement rate on urban roadways: The 2015 Threshold Evaluation Report documented significant scenic improvements in the Tahoe Basin. The 14 roadway units with portions that are considered urban are evaluated every four-years and will not be re-evaluated again until 2019. In the last evaluation, scores for four of the 14 scenic roadway units increased, and no scenic roadway unit declined. Despite a five-point increase in total scores, the average scores did not meet the level-1 or level-2 benchmarks.

## EFFECTIVE REGIONAL PLAN IMPLEMENTATION

12. Prepare and maintain area plans in conformance with the 2012 Regional Plan: The Governing Board has approved four local area plans as of 2017, meeting benchmarks. The Area Plans cover the highest density commercial development areas in the Lake Tahoe Region and 23 percent of the regional land base. In 2017, the board approved the Placer County Area Plan which encompasses the entirety of the North Shore on the California side of Lake Tahoe. Three additional area plans are currently under development: Meyers Area Plan, Washoe County Area Plan, and Tahoe Douglas Area Plan. The Governing Board is considering adoption of the Meyers Area Plan in February 2018.
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 113 redevelopment permits in 2016, including 103 residential permits and 10 commercial permits. The 2013 to 2017 average of 108 redevelopment projects met the level-1 benchmark and is within five percent of the level-2 target.

## 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 2017 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 2017 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	2017 Level-1 Benchmark	2017 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	Not Met
Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	Met	Close to target*
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)	Close to target*	Close to target*

\* 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.

<b>Table 1: Distribution of development measured as percentage of units and commercial floor area</b>			
<b>Land Use</b>	<b>Baseline</b>	<b>2017</b>	<b>Net Change Since Baseline</b>
<b>Commercial Floor Area</b>			
Town Centers	63.13%	63.70%	+ 0.57%
Neutral areas within ¼-mile of a Town Center	10.55%	10.51%	- 0.04%
Remote Areas	26.32%	25.79%	- 0.53%
<b>Residential Units</b>			
Town Centers	3.84%	3.88%	+ 0.04%
Neutral areas within ¼-mile of a Town Center	28.50%	28.61%	+ 0.11%
Remote Areas	67.66%	67.51%	- 0.15%
<b>Tourist Accommodation Units</b>			
Town Centers	83.37%	77.20%	- 6.17%
Neutral areas within ¼-mile of a Town Center	6.19%	5.77%	- 0.42%
Remote Areas	10.44%	17.03%	+ 6.59%
<p><b>Source:</b> TRPA Permit Records, LakeTahoelInfo.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>			

In 2017, the distribution of residential units, commercial floor area and property improvement values in centers met the level-1 benchmarks. Property improvement values in remote areas were slightly (0.1 percent) below the level-1 benchmark, and tourist accommodation units did not meet the level-1 benchmarks. The distribution of commercial floor area met the level-2 benchmarks. Residential units in remote areas and property improvement values in remote areas did not meet the level-2 benchmarks but were close to their reduction targets. Residential units in centers and both tourist accommodation unit measures did not meet the level-2 benchmarks. The distribution of tourist accommodation units was lower in town centers and higher in remote areas because of the Edgewood Lodge redevelopment project which constructed 194 tourist accommodation units—including 144 transferred from dated motels previously located in town centers—near the South Stateline resort area but just outside the town center boundary.

The status of benchmarks reported here do not necessarily reflect the extent of renewal and environmental restoration that has occurred since adoption of the 2012 Regional Plan. Over the past five years, more than \$400 million has been invested to construct and renovate hotels, commercial, and residential properties in the Tahoe Region. Many long-planned and stalled projects have come back to life and are finally reaching completion, with much of the investment occurring in area plans and town centers. All new and redeveloped properties include erosion control measures to benefit the lake’s water quality as well as other up to date environmental improvements. TRPA has now issued more than 19,000 certifications for stormwater best management practices (BMPs) in the Tahoe Region.

Since 2013, an estimated \$270 million in improvements have been made to hotels, casinos and other tourist accommodation units in the Tahoe Region. Nearly one in three tourist accommodation units

have been renovated during the past five years; most major hotel/casino properties in the Tahoe Region have been renovated or are currently undergoing renovation, including the Hard Rock, Harrah's, MontBleu, CalNeva and Hyatt. New hotels including the Edgewood Lodge and Zalanta are



*The Zalanta project recently completed in the Tourist Core Area Plan in the City of South Lake Tahoe.*

now open for business. Other significant hotel renovations and expansions have included the Lake Tahoe Resort Hotel, Ridge Tahoe, Beach Retreat, Hotel Becket, Coachman Hotel, Hotel Azure and Postmarc in South Lake Tahoe and the Basecamp Hotel in Tahoe City. In addition, the Boulder Bay project in Crystal Bay is under construction. Permitted tourist accommodation projects that are expected to begin in 2018 include Homewood Mountain Resort and the Tahoe City Lodge.

More than 250 new residential dwellings were constructed in the Tahoe Region during the past five years, and more than 50 previously-existing residential units were transferred, many from sensitive and remote areas, to be constructed in more environmentally beneficial receiving areas. In addition to more than 100 new single-family dwellings that have been permitted in recent years, large-scale previously permitted residential projects currently under construction include the Tahoe Beach Club and Sierra Colina projects in Stateline and the Gondola Vista project in the City of South Lake Tahoe.

Nearly \$75 million in commercial improvements, including the Chateau Project, The Crossing at Tahoe Valley, Tahoe Mountain Lab, Smart & Final, Heavenly Village Loft Theater, South Shore Bikes/SUP Tahoe, Raley's Gas Station and Car Wash, Autozone, BevMo, U-Haul, and McDonalds in South Lake Tahoe; Bob Dog's Pizza and Road Runner Gas Station in Meyers; Ace Hardware in Kings Beach; and the Lighthouse Center in Tahoe City, have been completed since 2013. Commercial projects currently underway include the Bijou Marketplace project, which will replace the old Super-8 Motel and restore the stream environment zone on the property, and the Blue Granite Gym, both in the City of South Lake Tahoe.

These private investments are paired with nearly \$375 million in public investment as 167 projects have been implemented through the Lake Tahoe Environmental Improvement Program since 2012. Projects have included water quality improvements on the major highways in the Tahoe Basin, large-scale erosion control projects, stream restorations, recreation improvements, and bicycle and pedestrian trails.





*The newly remodeled Crossing at Tahoe Valley in the City of South Lake Tahoe's Tahoe Valley Area Plan.*

As a result of these investments, overall total taxable value<sup>1</sup> of properties in the Lake Tahoe Region exceeded \$23.8 billion in 2017, an increase of 19 percent from 2012. The taxable value of property improvements<sup>2</sup> in the Lake Tahoe Region have increased 21 percent since 2012, to \$12.75 billion in 2017, as shown in Table 2. Improvement values in town centers have grown by 23 percent, compared to 21 percent in the rest of the region, and improvement values in area plans have grown 26 percent since 2012. Town centers located within the adopted area plans have grown by 29 percent compared to 21 percent in the rest of the region. These increases in property improvement values suggest that the Regional Plan is among the factors encouraging redevelopment and investment in town centers.

<b>Table 2: Change in property improvement values between 2012 and 2017, by location</b>				
<b>Jurisdiction</b>	<b>Improvement Value Change 2012-2017</b>			
	<b>All Areas</b>	<b>Town Centers</b>	<b>Area Plans</b>	<b>Town Centers in Area Plans</b>
Carson County	+72%	n/a	n/a	n/a
City of South Lake Tahoe	+18%	+17%	+18%	+19%
Douglas County	+38%	+52%	+63%	+52%
El Dorado County (exc. CSLT)	+19%	+18%	n/a	n/a
Placer County	+25%	+24%	+25%	+24%
Washoe County	+12%	+1%	n/a	n/a
<b>Grand Total– Tahoe Region</b>	<b>+21%</b>	<b>+23%</b>	<b>+26%</b>	<b>+29%</b>

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

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

<sup>2</sup> Improvements may include buildings, landscaping, or other development on the property.

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. Because of many of the projects described above, the value of improvements in town centers has increased as a percentage of overall value since 2012, meeting the level-1 and level-2 benchmarks. A corresponding decrease in the value of property improvements in remote areas was not accomplished. Instead, property values in neutral areas decreased, reflecting the removal and transfer of legacy development from these areas instead of more remote areas. Therefore, these level-1 and level-2 benchmarks were not achieved.

<b>Table 3: Percentage of taxable property improvement value by location</b>			
<b>Location</b>	<b>Baseline*</b>	<b>2017</b>	<b>Net percentage change since baseline</b>
Town Centers	10.94%	11.16%	+0.22%
Areas within ¼-mile of a Center	17.67%	17.41%	-0.26%
Remote Areas	71.38%	71.43%	+0.05%
<b>Total Market Value</b>	<b>100.00%</b>	<b>100.00%</b>	
<b>Source:</b> County Assessor Records for 2012 and 2017 Taxable Values			

## 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 residential development rights are tracked and reported separately. In general, the benchmarks for beneficial transfers of residential units and residential development rights were met, but the benchmarks for transfers of tourist accommodations 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.

In addition, the TRPA development rights strategic initiative is evaluating the effectiveness of the existing transferable development rights system in accomplishing Regional Plan goals. The initiative is considering potential changes to the development rights system to better manage growth, support environmentally beneficial and economically feasible redevelopment, and improve the effectiveness and predictability of the development rights system. By evaluating commercial, tourist accommodation, and residential development units; the timing of development rights allocations;

and related codes and policies, the initiative examines alternative systems to implement Regional Plan policies while considering existing development rights. Formal approval for the proposed alternatives and amendments are expected to be presented for a public hearing process by the end of 2018.

Transfer data was obtained by querying records from TRPA’s Parcel Tracker on <https://parcels.laketahoeinfo.org>, TRPA’s Accela permit tracking system, and physical file research. TRPA’s Geographic Information System (GIS) was used to determine if the receiving parcels were in town centers and if the sending parcels are “remote.”

Performance Measure #2: Summary	2017 Level-1 & Level-2 Benchmarks
Transfer more than zero residential units to centers from SEZs	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	Not Met
Transfer more than zero residential development rights to centers from SEZs	Met
Transfer more than zero residential units to centers from other sensitive lands	Not Met
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 residential development rights 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	Not Met
Transfer more than 0.09 residential development rights to centers from remote areas	Met

In 2017, the benchmarks for transferring existing residential units and residential development rights from SEZs were met, and the benchmarks for transferring residential development rights from remote areas were met.

<b>Table 4: Number of units transferred to centers from sensitive and remote land</b>			
<b>Land Use Type</b>	<b>2017 Transfers from SEZ to Centers</b>	<b>2017 Transfers from Other Sensitive Lands to Centers</b>	<b>2017 Transfers from Remote Areas to Centers</b>
Residential Units	6	0	0
Commercial Floor Area (ft <sup>2</sup> )	0	0	0
Tourist Accommodation Units	0	0	0
Residential Development Rights	1	0	1
<b>Source:</b> TRPA Permit Records, LakeTahoelInfo.org/Parcel Tracker, TRPA GIS Analysis for Town Centers			

Additionally, TRPA analyzed banked development rights (Table 5) on both public and private parcels and identified more than 19,500 square feet of banked commercial floor area, 13 banked tourist accommodation units, 13 banked residential units, and more than 402,000 square feet of existing coverage that has been removed from stream environment zones and is currently banked and ready to be transferred. An additional 32,500 square feet of banked commercial floor area, eight tourist accommodation units, 50 residential units and 838,000 square feet of banked coverage was also 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.

<b>Table 5. Estimated banked development rights by location</b>				
	<b>Commercial Floor Area (sq. ft.)</b>	<b>Tourist Accommodation Units</b>	<b>Existing Residential Units</b>	<b>Coverage* (sq. ft.)</b>
Banked in Stream Environment Zones	19,537	13	13	402,684
Banked in Remote Areas	32,548	8	50	838,144
<b>Total Banked</b>	<b>122,422</b>	<b>471</b>	<b>114</b>	<b>1,279,781</b>
*Coverage includes banked hard and soft coverage (potential coverage is not included) <b>Source:</b> 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	2017 Level-1 Benchmark	2017 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	Not 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	Not Met

The benchmark to establish a program to remove commercial and tourist units from sensitive lands has not been met; the California Tahoe Conservancy (CTC) developed the Tahoe Livable Communities Program to seek opportunities to acquire and restore properties and retire the associated non-residential development rights. However, the CTC has not yet funded any project(s) to acquire non-residential units of use. Instead, these units have been deposited into the CTC’s 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.

Until these programs are funded or others like them are developed, it is unlikely that a significant number of units will be retired or that this benchmark can be met. Nonetheless, incremental progress can be made in other ways. Since the adoption of the 2012 Regional Plan, private property owners have removed 84 tourist accommodation units and 14,000 square feet of commercial floor area from stream environment zones. 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	2017 Level-1 Benchmark	2017 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, no multi-residential bonus units were used in 2017 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. TRPA is participating in creating incentives to supply needed affordable and workforce units through its ongoing development rights strategic initiative.

## 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	2017 Level-1 Benchmark	2017 Level-2 Benchmark
Percentage of trips by auto/truck/motorcycle/other motorized vehicles below 80.93% (level-1) and below 80.68% (level-2)	Close to target*	Not Met

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

Using a detailed longstanding monitoring protocol to collect this data, non-auto mode share is reported every two years in the Tahoe Metropolitan Planning Organization's *Transportation Monitoring Program Report*. This two-year cycle alternates updates between summer and winter mode share, which are individually calculated every four years. The latest travel mode survey was performed in winter 2016; the next survey will occur in summer 2018. Benchmarks are shown in Table 6 using data from summer 2014 and winter 2016 surveys.

	2014 Summer Percentage of Trips	2016 Winter Percentage of Trips	Average 2014/2016	Average Mode Level-1 Benchmark	Average Mode Level-2 Benchmark
Auto, Truck, Motorcycle, Van	79.0%	86.0%	81.8%	80.93%	80.68%
Walk	9.0%	8.0%	8.6%	10.75%	n/a
Bike	6.0%	1.0%	4.0%	4.20%	n/a
Transit	2.0%	2.0%	2.0%	4.13%	n/a
Other*	4.0%	3.0%	3.6%	n/a	n/a
<b>Total Non-Auto Mode Share</b>	<b>21.0%</b>	<b>14.0%</b>	<b>18.2%</b>	<b>19.07%</b>	<b>19.32%</b>
Note: Other includes miscellaneous non-auto modes, such as skateboards, scooters, and skiing. Percentages may not add due to rounding. Source: Tahoe Metropolitan Planning Organization <i>Transportation Monitoring Program Report, 2016</i>					

The summer 2014 non-auto share of 21.0 percent exceeded both the level-1 and level-2 benchmarks. The combined annual average non-auto share including summer 2014 and winter 2016 values of 18.2 percent was within five percent of the level-1 benchmark.

## 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 data used to analyze this performance measure were drawn from model runs for the Regional Transportation Plan released in April 2017.

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).

Performance Measure #6: Summary	2017 Level-1 Benchmark	2017 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)	Met	Close to target*

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

The Governing Board adopted an updated Regional Transportation Plan and Sustainable Communities Strategy in April 2017. The plan outlines key priorities to reduce vehicle miles traveled, such as the pedestrian and bike trail system around the lake, improving public transit within the Tahoe Region, and enhancing transit for those travelling to and from the region. Additionally, in 2017 the states of California and Nevada formed a bi-state transportation consultation group to address transportation challenges in the Tahoe Region.

The current estimate for regional VMT per capita (excluding through trips) meets the level-1 target, and the level-2 benchmark was within one percent of the level-2 goal.

## 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	2017 Level-1 Benchmark	2017 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 one mile of improvements in 2017, for a combined post-2012 annual average for this performance measure of six 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.

A number of pedestrian and bicycle trails are currently under construction and will count towards this performance measure when completed. The Dollar Creek Shared-Use Trail will provide over two miles of pathway near Tahoe City and the State Route 28 Shared-Use path will provide a critical pedestrian and bicycle connection between Incline Village and Sand Harbor.



*The El Dorado Beach to Ski Run Blvd. Bike Trail fills in a missing link in the bike trail network in the City of South Lake Tahoe. Photo: Mark Frisina from the EIP Tracker.*

**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	2017 Level-1 Benchmark	2017 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)	Not Met	Not 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 7 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 2012.

<b>Table 7: Private coverage transfer by year</b>		
<b>Year</b>	<b>SEZ Transfer (acres)</b>	<b>Sensitive Transfer (acres)</b>
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
<b>2013 to 2017 Average</b>	<b>0.096</b>	<b>0.054</b>
<b>Baseline average</b>	<b>0.14</b>	<b>0.17</b>
<b>Source:</b> TRPA Permit Records and LakeTahoeInfo.org/Parcel Tracker		

As referenced in Performance Measure #2, banked development rights were evaluated as a measure of future transfer potential. TRPA identified nearly four acres of previously existing land coverage removed from stream environment zones and another 0.6 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 4,000 square feet of previously existing land coverage from stream environment zones has been permanently retired by private property owners since October 2016, 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 \$736,739 meets the level-1 benchmark to increase ECM fees collected above the pre-2012 average and the level-2 benchmark to further increase collections by five percent above the benchmark. Excess coverage mitigation fees collected have been well above the baseline for each of the past three years, reflecting the increased redevelopment activity described in Performance Measure #1. ECM fees have also increased because of new Regional Plan policies for certain coverage exemptions that require full mitigation of any remaining onsite excess coverage.

Table 8: Annual average excess coverage mitigation fees collected in 2013 -2017 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
<b>Baseline annual average</b>	<b>\$693,738</b>	
<b>Post 2012 annual average</b>		<b>\$736,739</b>
<b>Source:</b> TRPA Permit Records and TRPA Financial Records		
<b>Note:</b> 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	2017 Level-1 Benchmark	2017 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)	Not Met	Not Met

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 9, were obtained directly from the TRPA BMP database.

<b>Table 9: BMP certification summary</b>		
<b>Performance Measure</b>	<b>2017</b>	<b>Average per Year (2013 to 2017)</b>
Percent of total outstanding properties issued BMP certificates in conjunction with property improvements	0.7% (171 certificates)	0.9% (227 certificates per year)
Certification of single-family residential parcels all methods	228	426
Certification of multi-family residential parcels all methods	154	166
Certification of commercial parcels	23	5
Total number of certifications issued in area-wide BMPs	2	19
Completed area-wide BMP projects	0	1
Approved and funded area-wide BMP projects	0	1
<b>Source:</b> TahoeBMP.org BMP Database		

The post-2012 annual average percentage of uncertified parcels that receive BMP certificates through permitting was 0.9 percent, below the level-1 benchmark of one percent. 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. The number of single family dwellings certified in 2017 is below the average, because commercial and multi-family BMP compliance actions have been prioritized by TRPA over single family. As a result, the number of commercial and multi-family certificates issued exceeded or nearly met the average. The TRPA Stormwater Management Program targets these types of properties as the TMDL program shows that commercial and large multi-family residential land uses generate more pollutant load compared to single family residential properties.

**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	2017 Level-1 & Level 2 Benchmarks
Completion of required TMDL load reductions as established by State TMDL programs	Met

The [Lake Tahoe TMDL Program 2017 Performance Report](#) released in August 2017, found that local governments and highway departments at Lake Tahoe collectively met and exceeded the first round of five-year pollutant reduction targets to reduce fine sediment loads from urban stormwater by 10 percent. TMDL implementation actions reduced the amount of fine sediment reaching the lake by 12 percent from 2004 baseline levels. The amount of phosphorus and nitrogen washed into the lake was reduced by 8.5 percent and six percent respectively. These results meet the benchmark.



## 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. Although redevelopment activity is occurring (see discussion of Performance Measure #1 above) that may be improving roadway unit scenic conditions, updated scenic assessment information is collected only every four years for the threshold evaluation report analysis.

Performance Measure #11: Summary	2017 Level-1 Benchmark	2017 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 Met	Not Met

Within the Tahoe Region, 14 of the scenic roadway units have portions that are within urban areas. The last scenic evaluation was completed for the 2015 Threshold Evaluation Report. The next scenic evaluation will be done in 2019. The most recently available scenic assessment data for urban roadway units is reported in Table 10.



<b>Table 10: Urban scenic roadway unit scores</b>			
<b>Urban Roadway Unit Name</b>	<b>Jurisdiction</b>	<b>2011 Threshold Evaluation Report Score</b>	<b>2015 Threshold Evaluation Report Score</b>
Tahoe Valley (Unit 1)	City of South Lake Tahoe	12	12
Tahoe Tavern (Unit 14)	Placer County	15.5	15.5
Tahoe City (Unit 15)	Placer County	16.5	16.5
Kings Beach (Unit 20B)	Placer County	13.5	16
North Stateline Casino Core (Unit 20D)	Washoe County	13.5	13.5
Crystal Bay/Incline Village (Unit 22)	Washoe County	14	14
Meadow (Unit 31)	Douglas County	17.5	17.5
Casino Area (Unit 32)	Douglas County/City of South Lake Tahoe	13.5	14.5
The Strip (Unit 33)	City of South Lake Tahoe	14	14.5
El Dorado Beach (Unit 34)	City of South Lake Tahoe	17	18
Al Tahoe (Unit 35)	City of South Lake Tahoe	8.5	8.5
Airport Area (Unit 36A)	City of South Lake Tahoe	13	13
Outlet (Unit 42)	Placer County)	13	13
Pioneer Trail North (Unit 45)	City of South Lake Tahoe	11.5	11.5
<b>TOTAL</b>		<b>193</b>	<b>198</b>

Table 10 shows the overall scenic scores for urban roadway units have improved since 2011 and no roadway unit scenic score decreased in the evaluation. Projects that contributed to scenic improvements in urban units include the Kings Beach Commercial Core Improvement project in the Kings Beach unit, redevelopment projects along U.S. Highway 50 on the south shore (Hard Rock Casino, Chateau project, Lake Tahoe Vacation Resort, etc.), the Caltrans project in the City of South Lake Tahoe which added sidewalks and landscaping along U.S. Highway 50, and the Harrison Avenue project. The redevelopment reported under Performance Measure #1 is expected to have a beneficial scenic effect on a number of urban roadway units and will be reported once the 2019 scenic assessment data is compiled.

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 five-point increase in the cumulative total between 2011 and 2015 for these 14 units was not enough for the annual average scores to meet the level-1 or level-2 benchmarks.

## **PERFORMANCE MEASURE #12**

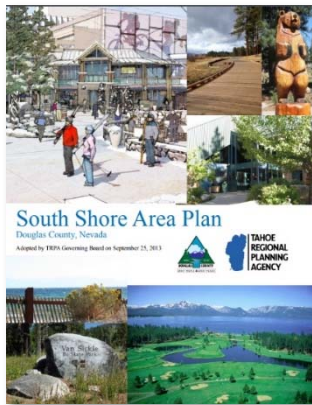
### **Prepare and maintain area plans in conformance with the 2012 Regional Plan.**

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.

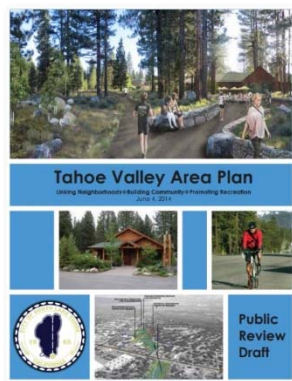
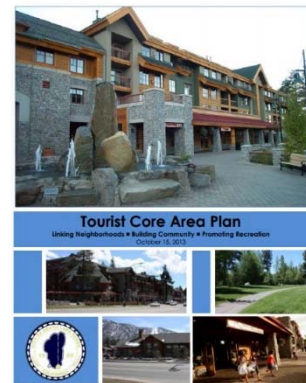
Performance Measure #12: Summary	2017 Level-1 Benchmark	2017 Level-2 Benchmark
Include 20% of private land in new area plans (level-1 and -2)	Met	Met
100% recertification rate for area plans (level-1 and -2)	Met	Met
At least two public meetings for each area plan under development (level-1 and -2)	Partially Met	Partially Met

Through 2017, four area plans have been approved, covering more than 23 percent of the land area of the Lake Tahoe Region, including 68 percent of Regional Plan Centers and the highest density commercial development areas in the region. This meets and exceeds the 20 percent benchmark.



- The Governing Board adopted the **South Shore Area Plan** and an associated 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 fully 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 Tourist Core Area Plan went into effect in 2015, and the permitting procedural guidelines were approved in September 2015.



- 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 Tahoe Valley Area Plan went into effect along with the Tourist Core Area Plan, MOU and the permitting procedural guidelines in September 2015.

- 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 Lake Tahoe 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.



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 on October 25, 2017, meeting the benchmark of 100 percent area plan recertifications.

Table 11 summarizes the number of public meetings that occurred in 2017 related to the development and update of area plans. Currently, Douglas County, El Dorado County, and Washoe County are preparing new or modified area plans. Public meetings were held in 2017 for the Meyers Area Plan and the Placer County Tahoe Basin Area Plan, adopted in January 2017. The Governing Board will consider adoption of the Meyers Area Plan in El Dorado County in February 2018. No meetings were held in 2017 for the Washoe County Area Plan or the Tahoe Douglas Area Plan.

Table 11: Number of public meetings and workshops held in 2017 in support of the development and update of area plans	
Area Plan	Number of Public Meetings/Workshops
Placer County Tahoe Basin Area Plan	1
Washoe County Area Plan	0
Meyers Area Plan	3
Tahoe Douglas Area Plan	0

### 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 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	2017 Level-1 Benchmark	2017 Level-2 Benchmark
Complete mitigation measures identified in the Regional Plan Update EIS	Met	Met

Mitigation programs for all the specified categories have been 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	2017 Level-1 Benchmark	2017 Level-2 Benchmark
Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	Met	Close to target*

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

TRPA approved 113 redevelopment permits in 2017, including 103 residential permits and ten commercial permits. The 2013 to 2017 average of 113 redevelopment projects exceeds the level-1 benchmark of 108 projects. The 2013 to 2017 average is within five percent of the level-2 benchmark to increase rebuild/addition/remodel permits by 10 percent.

Table 12: Annual average of TRPA permits issued for additions/modifications/rebuilds after 2012				
Additions/Modifications/Rebuilds	2017	2013-2017 Average	Level-1 Pre-2012 Baseline Average (2002 – 2012)	Level-2 10% Increase from Level 1
Residential Permits	103	106	n/a	n/a
Commercial Permits	10	7	n/a	n/a
<b>Total</b>	<b>113</b>	<b>113</b>	<b>108</b>	<b>119</b>

**Table 13: Summary of regional plan performance measures and indicators with 2017 status**

Category	Performance Measure	Indicator	Level-1 Benchmark	2017 Level-1 Results	2017 Level-1 Status	Level-2 Benchmark	2017 Level-2 Results	2017 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%	63.2%	100.9% = Met	63.23%	63.2%	100.7% = 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%	26.2%	102.1% = Met	26.22%	26.2%	101.7% = Met
		Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	3.84%	4.2%	101% = Met	4.24%	4.2%	91.5% = Not Met
		Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	67.66%	67.3%	100.2% = Met	67.26%	67.3%	99.6% = Close to Target
		Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	83.37%	83.5%	92.6% = Not Met	83.47%	83.5%	92.5% = 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%	10.3%	61.3% = Not Met	10.34%	10.3%	60.7% = Not Met
		Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	10.94%	11.1%	102% = Met	11.14%	11.1%	100.2% = Met
		Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)	71.38%	71.2%	99.9% = Close to Target	71.18%	71.2%	99.7% = Close to Target
		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 units	6 units	Met	No Level 2 Benchmark	n/a
		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	n/a	

**Table 13: Summary of regional plan performance measures and indicators with 2017 status (continued)**

Regional Land Use Patterns	Transfer more than 0.36 tourist accommodation units to centers from SEZs	0.36 sf	0 sf	Not Met	No Level 2 Benchmark	n/a	
	Transfer more than zero residential development rights to centers from SEZs	<0	1	Met	No Level 2 Benchmark	n/a	
	Transfer more than zero residential units to centers from other sensitive lands	<0 units	0 units	Not Met	No Level 2 Benchmark	n/a	
	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	n/a	
	Transfer more than zero tourist accommodation units to centers from other sensitive lands	<0 units	0 units	Not Met	No Level 2 Benchmark	n/a	
	Transfer more than 0.18 residential development rights to centers from other sensitive lands	0.18	0	Not Met	No Level 2 Benchmark	n/a	
	Transfer more than 0.09 residential units to centers from remote areas	0.09 units	0 units	Not Met	No Level 2 Benchmark	n/a	
	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	n/a	
	Transfer more than zero tourist accommodation units to centers from remote areas	<0 units	0 units	Not Met	No Level 2 Benchmark	n/a	
	Transfer more than 0.09 residential development rights to centers from remote areas	0.09	1	Met	No Level 2 Benchmark	n/a	
	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	0	Not Met
	PM3. Removal rate for existing non-residential units of use						



**Table 13: Summary of regional plan performance measures and indicators with 2017 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	0	Not 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	1 unit/year	4.9% = Not Met	21.24 units/year	1 unit/year	4.7% = 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%	18.20%	95.4% = Close to target	19.32%	18.20%	94.2% = Not 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	33.53 miles/day	100.5% = Met	33.4 miles/day	33.53 miles/day	99.6% = 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	6 miles/year	144.6% = Met	9 miles/year	6 miles/year	66.7% = Not Met				
	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) 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)	0.14 acres/year	0.096 acres/year	68.6% = Not Met	0.17 acres/year	0.096 acres/year	56.5% = Not Met				
Environmental Restoration		0.17 acres/year	0.054 acres/year	31.8% = Not Met	0.2 acres/year	0.054 acres/year	27.0% = Not Met					

**Table 13: Summary of regional plan performance measures and indicators with 2017 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	\$736,739 /year	106.2% = Met	\$728,425 /year	\$736,739 /year	101.1% = Met
	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)	1.0%	0.7%	71.0% = Not Met	1.25%	0.7%	56.8% = Not Met
Effective Regional Plan Implementation	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	No Level 2 Benchmark	n/a
	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	1.25	86.2% = Not Met	1.74	1.25	71.8% = 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)	100% recertification rate for area plans (level-1 and -2)	20%	115.0% = Met	No Level 2 Benchmark	No Level 2 Benchmark	n/a
				100%	100% = Met	No Level 2 Benchmark	No Level 2 Benchmark	n/a



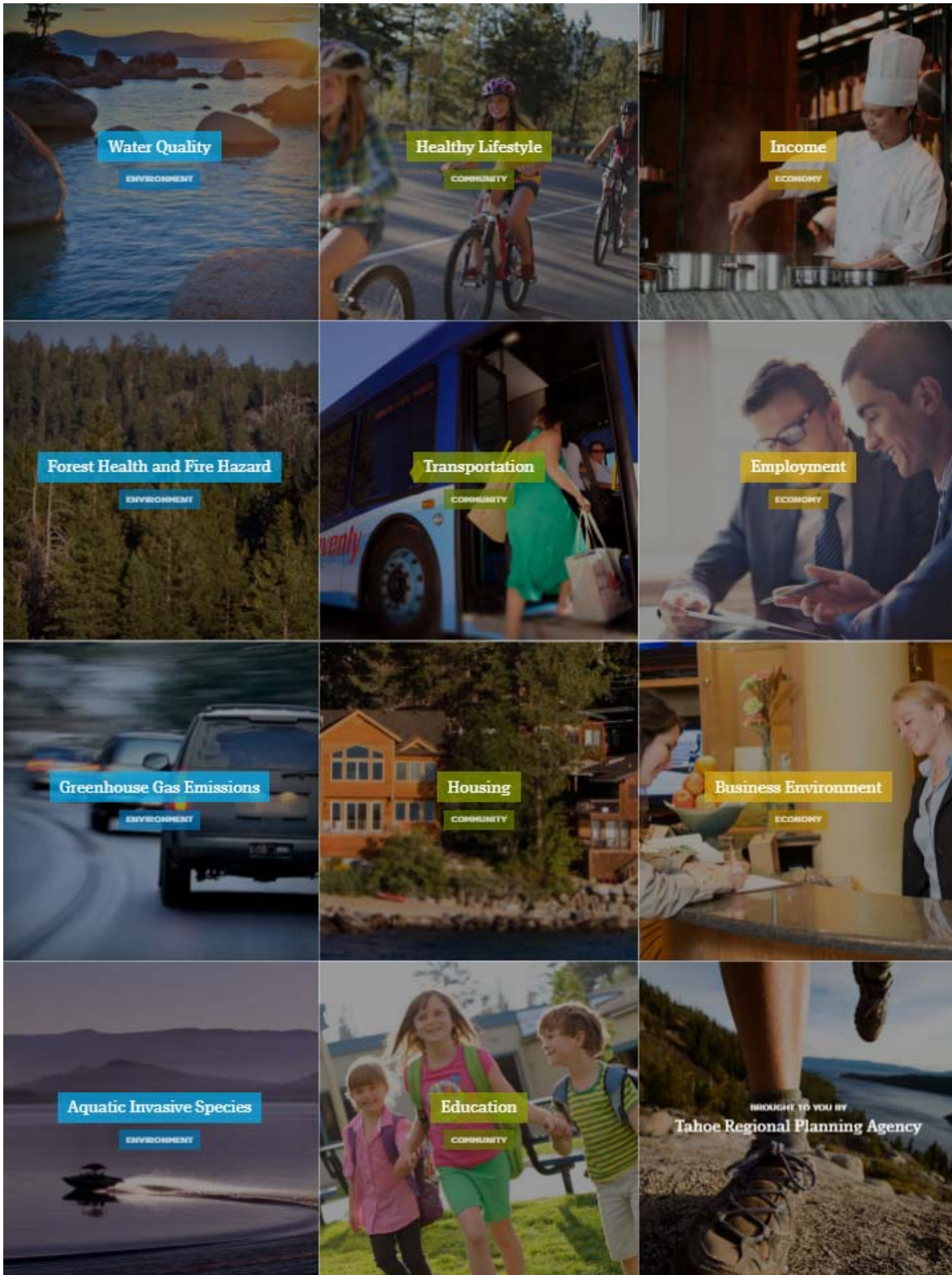
Table 13: Summary of regional plan performance measures and indicators with 2017 status (continued)									
Effective Regional Plan Implementation	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	At least two public meetings for each area plan under development (level-1 and -2)	2	1	25% = Partially Met	No Level 2 Benchmark		n/a	
	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		n/a	
Economic Vitality	PM14. Rate of redevelopment	Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	108.2	113	104.6% = Met	119	113	95.0% = Close to target	

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

**Attachment 2:**

2017 Sustainability Indicators Report

# 2017 SUSTAINABILITY INDICATORS REPORT



Prepared by:



Select Photos by Novus Select

February 2018

AGENDA ITEM NO. VI.A.1

## Sustainability Dashboard Categories

Water Quality  
Forest Health  
Greenhouse Gas Emissions  
Aquatic Invasive Species  
Income  
Business Environment  
Employment  
Housing  
Transportation  
Healthy Lifestyle

In 2013, the Lake Tahoe Sustainable Communities Program partners and community stakeholders selected a suite of indicators representative of the Lake Tahoe Region’s economic, environmental, and community health. In 2014, this subset of indicators were incorporated into a dashboard that provides ready public access to an overview of the Lake Tahoe Region’s economic, environmental, and community health.

The Sustainability Dashboard reports on 28 selected indicators of sustainability and is organized by 11 key categories of importance for the Lake Tahoe Region. Each dashboard category provides information on indicator status, ongoing efforts and projects, and suggestions on how individuals can get involved.

The Sustainability Dashboard is not meant to be a complete inventory of all metrics and indicators in the region – the goal of the dashboard is to make easily accessible the big picture about

the condition of the Region’s economy, community, and environment. The Sustainability Dashboard is also not static; as new information becomes available or new priorities are identified, its indicators may also change. The Sustainability Dashboard is updated annually and can be found at <https://sustainability.laketahoeinfo.org/>. This report provides the most recent data for the 28 sustainability indicators.

## ENVIRONMENT

### WATER QUALITY

Lake Tahoe’s clarity has historically been the bellwether indicator for water quality – and the health of the entire ecosystem. Stormwater runoff from roads and dense urban areas, vehicle exhaust, altered wetlands and streams, and inadequate stormwater pollution control has significantly impacted Lake Tahoe’s famous clarity and the health of its watersheds. Many of these impacts occurred decades ago. Watershed restoration, air pollution controls, and aggressively implementing proper stormwater controls and best management practices are essential to restore the lake’s clarity and the basin’s wetlands and wildlife. Fine sediment loads entering Lake Tahoe are the primary cause of the lake’s clarity loss, thus efforts to slow clarity loss are focused on fine sediment load reductions. Stormwater runoff from paved and unpaved roads in the Lake Tahoe Basin is responsible for contributing about two-thirds of total fine sediment pollution to Lake Tahoe. Reduced stormwater volumes result in less demand on public stormwater treatment systems and fewer fine sediment particles and other nutrients being delivered to Lake Tahoe. When fewer nutrients are available in the waters of Lake Tahoe, less algae can grow and clarity loss is reduced.

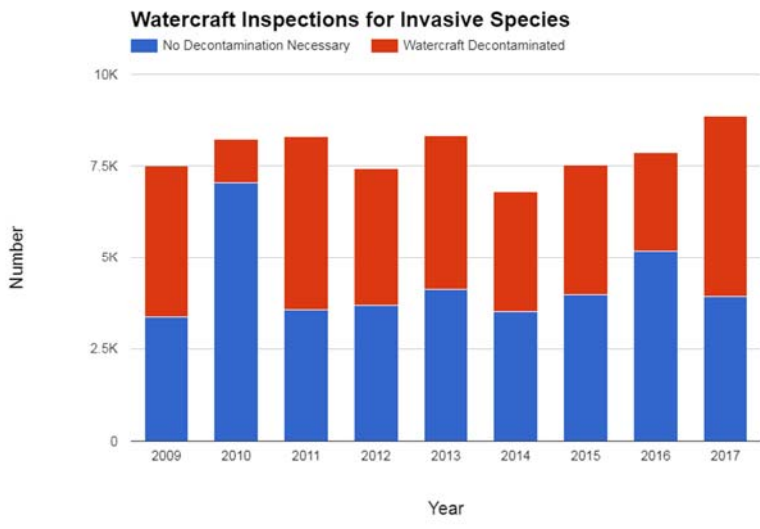
Indicator	Status																																																												
<p><b>Tahoe Deep Water Clarity:</b> Annual average depth of clarity in Lake Tahoe, as measured with a Secchi disk. <i>Source: Tahoe Environmental Research Center</i></p>	<p><b>Annual Average Secchi Depth</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>General (Feet)</th> <th>TMDL 2026 Interim Target (Feet)</th> </tr> </thead> <tbody> <tr><td>2007</td><td>70</td><td>78</td></tr> <tr><td>2008</td><td>69.5</td><td>78</td></tr> <tr><td>2009</td><td>68</td><td>78</td></tr> <tr><td>2010</td><td>64</td><td>78</td></tr> <tr><td>2011</td><td>69</td><td>78</td></tr> <tr><td>2012</td><td>75</td><td>78</td></tr> <tr><td>2013</td><td>70</td><td>78</td></tr> <tr><td>2014</td><td>78</td><td>78</td></tr> <tr><td>2015</td><td>73</td><td>78</td></tr> <tr><td>2016</td><td>69</td><td>78</td></tr> </tbody> </table>	Year	General (Feet)	TMDL 2026 Interim Target (Feet)	2007	70	78	2008	69.5	78	2009	68	78	2010	64	78	2011	69	78	2012	75	78	2013	70	78	2014	78	78	2015	73	78	2016	69	78																											
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<p><b>Parcels with Stormwater Retrofits:</b> Number of developed parcels in the Lake Tahoe Basin that are retrofitted with best management practices (BMPs). <i>Source: Environmental Improvement Program</i></p>	<p><b>Parcels with Stormwater BMPs</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>Public Facility</th> <th>Single-Family Residential</th> <th>Multi-Family Residential</th> <th>Commercial, Industrial, Communications, Utilities</th> </tr> </thead> <tbody> <tr><td>2007</td><td>0</td><td>850</td><td>750</td><td>100</td></tr> <tr><td>2008</td><td>0</td><td>850</td><td>750</td><td>100</td></tr> <tr><td>2009</td><td>20</td><td>850</td><td>650</td><td>100</td></tr> <tr><td>2010</td><td>0</td><td>850</td><td>200</td><td>100</td></tr> <tr><td>2011</td><td>0</td><td>550</td><td>700</td><td>100</td></tr> <tr><td>2012</td><td>20</td><td>350</td><td>150</td><td>100</td></tr> <tr><td>2013</td><td>0</td><td>400</td><td>150</td><td>100</td></tr> <tr><td>2014</td><td>0</td><td>350</td><td>100</td><td>50</td></tr> <tr><td>2015</td><td>0</td><td>850</td><td>300</td><td>100</td></tr> <tr><td>2016</td><td>0</td><td>550</td><td>650</td><td>150</td></tr> <tr><td>2017</td><td>0</td><td>250</td><td>150</td><td>50</td></tr> </tbody> </table>	Year	Public Facility	Single-Family Residential	Multi-Family Residential	Commercial, Industrial, Communications, Utilities	2007	0	850	750	100	2008	0	850	750	100	2009	20	850	650	100	2010	0	850	200	100	2011	0	550	700	100	2012	20	350	150	100	2013	0	400	150	100	2014	0	350	100	50	2015	0	850	300	100	2016	0	550	650	150	2017	0	250	150	50
Year	Public Facility	Single-Family Residential	Multi-Family Residential	Commercial, Industrial, Communications, Utilities																																																									
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<p><b>Miles of Roads Decommissioned or Retrofitted:</b> Miles of city, county, state and U.S. Forest Service (USFS) roads that are retrofitted, decommissioned or obliterated to reduce stormwater pollution. <i>Source: Environmental Improvement Program</i></p>	<p><b>Miles of Roads Decommissioned or Retrofitted</b></p> <table border="1"> <caption>Estimated Data for Miles of Roads Decommissioned or Retrofitted</caption> <thead> <tr> <th>Year</th> <th>Caltrans</th> <th>CSP</th> <th>CTC</th> <th>CSLT</th> <th>Douglas County</th> <th>El Dorado County</th> <th>NDOT</th> <th>NDSL</th> <th>Placer County</th> <th>USFS</th> </tr> </thead> <tbody> <tr><td>2008</td><td>0</td><td>12</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2009</td><td>2</td><td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2010</td><td>0</td><td>10</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2011</td><td>0</td><td>10</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>65</td></tr> <tr><td>2012</td><td>0</td><td>5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>85</td></tr> <tr><td>2013</td><td>0</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>60</td></tr> <tr><td>2014</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>35</td><td>0</td></tr> <tr><td>2015</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>10</td><td>0</td></tr> <tr><td>2016</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>10</td><td>0</td></tr> <tr><td>2017</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>2</td><td>0</td></tr> </tbody> </table>	Year	Caltrans	CSP	CTC	CSLT	Douglas County	El Dorado County	NDOT	NDSL	Placer County	USFS	2008	0	12	0	0	0	0	0	0	0	0	2009	2	8	0	0	0	0	0	0	0	0	2010	0	10	0	0	0	0	0	0	0	0	2011	0	10	0	0	0	0	0	0	0	65	2012	0	5	0	0	0	0	0	0	0	85	2013	0	2	0	0	0	0	0	0	0	60	2014	0	0	0	0	0	0	0	0	35	0	2015	0	0	0	0	0	0	0	0	10	0	2016	0	0	0	0	0	0	0	0	10	0	2017	0	0	0	0	0	0	0	0	2	0
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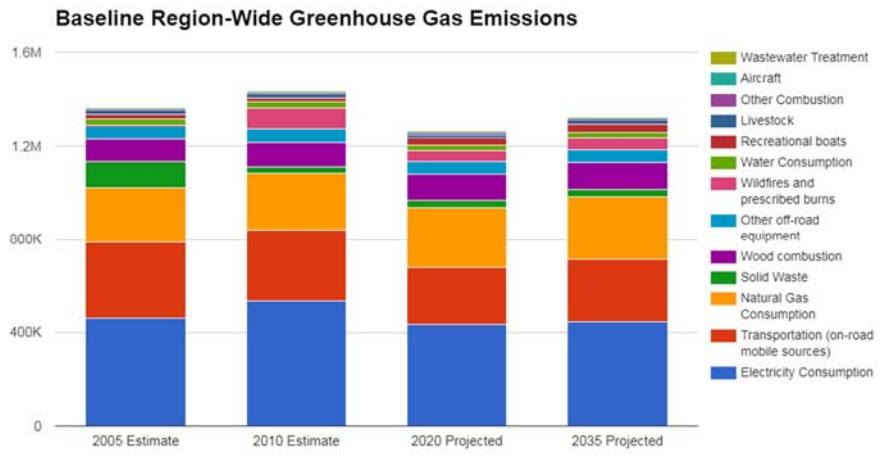
**INVASIVE SPECIES**  
Aquatic invasive species degrade the biological integrity of aquatic ecosystems and impact nearshore clarity by altering the chemical, physical, and biological habitat features of waterbodies, outcompeting native species and increasing algae growth. Aquatic invasive species can also degrade recreational assets and reduce property values which would have significant impacts on the local economy and community.

Indicator	Status																				
<p><b>Acres Treated for Aquatic Invasive Species:</b> Number of acres treated for aquatic invasive species in Lake Tahoe and the Truckee River. <i>Source: Environmental Improvement Program</i></p>	<p><b>Acres Treated for Aquatic Invasive Species</b></p> <table border="1"> <caption>Estimated Data for Acres Treated for Aquatic Invasive Species</caption> <thead> <tr> <th>Year</th> <th>Acres Treated</th> </tr> </thead> <tbody> <tr><td>2009</td><td>0.2</td></tr> <tr><td>2010</td><td>2.8</td></tr> <tr><td>2011</td><td>6.8</td></tr> <tr><td>2012</td><td>9.2</td></tr> <tr><td>2013</td><td>15.5</td></tr> <tr><td>2014</td><td>2.5</td></tr> <tr><td>2015</td><td>3.5</td></tr> <tr><td>2016</td><td>4.8</td></tr> <tr><td>2017</td><td>11.5</td></tr> </tbody> </table>	Year	Acres Treated	2009	0.2	2010	2.8	2011	6.8	2012	9.2	2013	15.5	2014	2.5	2015	3.5	2016	4.8	2017	11.5
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<p><b>Watercraft Inspections:</b> Total annual number of pre-launch watercraft inspections completed. <i>Source: Environmental Improvement Program</i></p>	 <p><b>Watercraft Inspections for Invasive Species</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>No Decontamination Necessary</th> <th>Watercraft Decontaminated</th> </tr> </thead> <tbody> <tr><td>2009</td><td>3,500</td><td>4,000</td></tr> <tr><td>2010</td><td>7,000</td><td>1,500</td></tr> <tr><td>2011</td><td>3,800</td><td>4,500</td></tr> <tr><td>2012</td><td>4,000</td><td>3,500</td></tr> <tr><td>2013</td><td>4,500</td><td>4,000</td></tr> <tr><td>2014</td><td>3,800</td><td>2,800</td></tr> <tr><td>2015</td><td>4,200</td><td>3,300</td></tr> <tr><td>2016</td><td>5,200</td><td>2,800</td></tr> <tr><td>2017</td><td>4,200</td><td>4,500</td></tr> </tbody> </table>	Year	No Decontamination Necessary	Watercraft Decontaminated	2009	3,500	4,000	2010	7,000	1,500	2011	3,800	4,500	2012	4,000	3,500	2013	4,500	4,000	2014	3,800	2,800	2015	4,200	3,300	2016	5,200	2,800	2017	4,200	4,500
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**GREENHOUSE GAS EMISSIONS**  
The Greenhouse Gas Emissions Inventory measures the estimated greenhouse gas (GHG) emissions generated by human-driven sources in the Lake Tahoe Region historically, as well as the projected GHG emissions generated in the future based on population and activity assumptions, and legislation and regulations currently in place. The Lake Tahoe Region’s Sustainability Action Plan calls for a 15 percent reduction in GHG emissions by 2020.

Indicator	Status																																																																						
<p><b>GHG Emissions:</b> Estimated historic GHG emissions generated by human-driven sources in the Lake Tahoe Region. <i>Source: A Regional Greenhouse Gas Inventory for the Lake Tahoe Basin.</i></p>	 <p><b>Baseline Region-Wide Greenhouse Gas Emissions</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>Electricity Consumption</th> <th>Transportation (on-road mobile sources)</th> <th>Natural Gas Consumption</th> <th>Solid Waste</th> <th>Wood combustion</th> <th>Other off-road equipment</th> <th>Wildfires and prescribed burns</th> <th>Water Consumption</th> <th>Recreational boats</th> <th>Livestock</th> <th>Other Combustion</th> <th>Aircraft</th> <th>Wastewater Treatment</th> </tr> </thead> <tbody> <tr><td>2005 Estimate</td><td>450K</td><td>350K</td><td>200K</td><td>100K</td><td>100K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td></tr> <tr><td>2010 Estimate</td><td>500K</td><td>300K</td><td>250K</td><td>100K</td><td>100K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td></tr> <tr><td>2020 Projected</td><td>450K</td><td>250K</td><td>200K</td><td>100K</td><td>100K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td></tr> <tr><td>2035 Projected</td><td>450K</td><td>250K</td><td>200K</td><td>100K</td><td>100K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td><td>50K</td></tr> </tbody> </table>	Year	Electricity Consumption	Transportation (on-road mobile sources)	Natural Gas Consumption	Solid Waste	Wood combustion	Other off-road equipment	Wildfires and prescribed burns	Water Consumption	Recreational boats	Livestock	Other Combustion	Aircraft	Wastewater Treatment	2005 Estimate	450K	350K	200K	100K	100K	50K	50K	50K	50K	50K	50K	50K	50K	2010 Estimate	500K	300K	250K	100K	100K	50K	50K	50K	50K	50K	50K	50K	50K	2020 Projected	450K	250K	200K	100K	100K	50K	50K	50K	50K	50K	50K	50K	50K	2035 Projected	450K	250K	200K	100K	100K	50K	50K	50K	50K	50K	50K	50K	50K
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Indicator	Status
<p><b>Vehicle Miles Traveled</b>            Estimated average annual daily vehicle miles traveled (VMT) on roadways in the Lake Tahoe Region. <i>Source: Tahoe Metropolitan Planning Organization.</i></p>	
<p><b>Natural Gas Consumption:</b>            Total therms of natural gas consumption from residential, commercial and industrial buildings in the Lake Tahoe Region. <i>Source: Southwest Gas</i></p>	



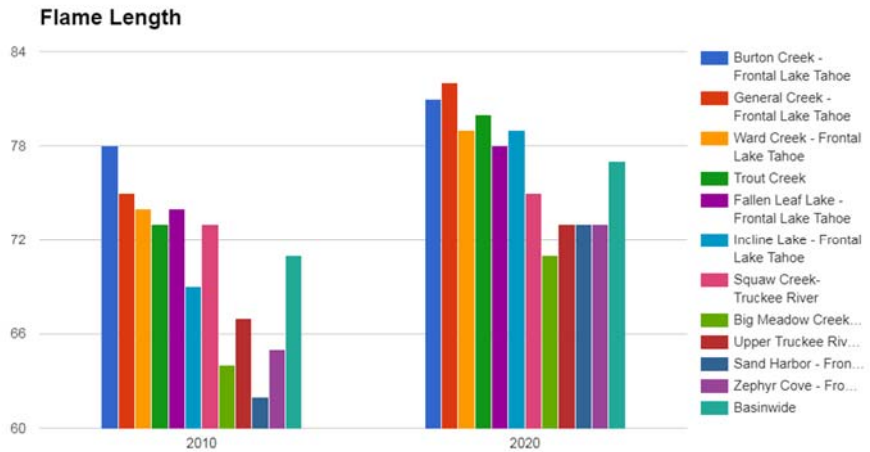
**FOREST HEALTH**

In Tahoe, the buildup of forest fuels in addition to changes in climate have increased the likelihood of uncharacteristic, catastrophic wildfires that pose a serious risk to public safety, private property, and forest ecosystems. Vegetation management projects have been implemented throughout the Lake Tahoe Region forests to reduce the amount of forest fuels that could lead to large-scale fires. Improving forest ecosystem health and reducing hazardous fuels (wildfire risk) requires fuels reduction/forest health treatments in the defense zone and threat zone of the wildland urban interface. Treatments are prioritized to reduce fuel conditions that could support high-intensity wildfires in and near communities.

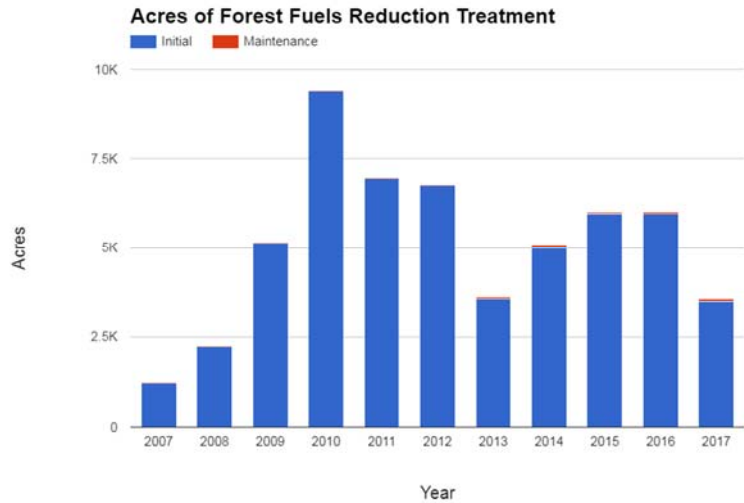
Indicator	Status
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**Flame Length:**  
 Percentage of the wildland urban interface in the Lake Tahoe Region that is estimated and projected to have flame lengths that are within the desired condition of less than four feet. *Source: Lake Tahoe Basin Management Unit, U.S. Forest Service*

*Flame lengths in Tahoe are projected to increase by 2020.*



**Acres of Forest Fuels Reduction Treatment:**  
 This indicator measures the number of acres of treatment performed in the Lake Tahoe Region to reduce hazardous fuels. *Source: Environmental Improvement Program.*



Indicator	Status																																	
<p><b>Acres of Stream Environment Zones (SEZs) Restored or Enhanced:</b>            This indicator measures acres of stream environment zones in the Lake Tahoe Region that have been restored or enhanced to regain natural or historic function and values. <i>Source: Environmental Improvement Program.</i></p>	<table border="1"> <caption>Acres of SEZ Restored or Enhanced</caption> <thead> <tr> <th>Year</th> <th>Enhanced (Acres)</th> <th>Restored (Acres)</th> </tr> </thead> <tbody> <tr><td>2007</td><td>0</td><td>5</td></tr> <tr><td>2009</td><td>2</td><td>0</td></tr> <tr><td>2010</td><td>2</td><td>0</td></tr> <tr><td>2011</td><td>0</td><td>5</td></tr> <tr><td>2012</td><td>10</td><td>125</td></tr> <tr><td>2013</td><td>0</td><td>0</td></tr> <tr><td>2014</td><td>0</td><td>30</td></tr> <tr><td>2015</td><td>35</td><td>5</td></tr> <tr><td>2016</td><td>25</td><td>115</td></tr> <tr><td>2017</td><td>10</td><td>0</td></tr> </tbody> </table>	Year	Enhanced (Acres)	Restored (Acres)	2007	0	5	2009	2	0	2010	2	0	2011	0	5	2012	10	125	2013	0	0	2014	0	30	2015	35	5	2016	25	115	2017	10	0
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## ECONOMY

**EMPLOYMENT**  
 Employment numbers can be compared to population, age distribution, and per capita income to indicate how job increases and losses are affecting the region’s residents, the economic health of a community, and the overall quality of life of community residents.

Indicator	Status																																																												
<p><b>Employment (California):</b>            Annual average employment numbers for several California communities in the Lake Tahoe Region.<sup>1</sup>  <i>Source: California Employment Development Division</i></p>	<table border="1"> <caption>Annual Average California Employment Numbers</caption> <thead> <tr> <th>Year</th> <th>South Lake Tahoe</th> <th>Dollar Point CDP</th> <th>Kings Beach CDP</th> <th>Sunnyside Tahoe City CDP</th> <th>Tahoe Vista CDP</th> </tr> </thead> <tbody> <tr><td>2008</td><td>14.0</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> <tr><td>2009</td><td>13.5</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> <tr><td>2010</td><td>13.0</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> <tr><td>2011</td><td>13.0</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> <tr><td>2012</td><td>13.0</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> <tr><td>2013</td><td>13.0</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> <tr><td>2014</td><td>10.5</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> <tr><td>2015</td><td>10.5</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> <tr><td>2016</td><td>10.5</td><td>1.5</td><td>2.5</td><td>1.5</td><td>1.5</td></tr> </tbody> </table>	Year	South Lake Tahoe	Dollar Point CDP	Kings Beach CDP	Sunnyside Tahoe City CDP	Tahoe Vista CDP	2008	14.0	1.5	2.5	1.5	1.5	2009	13.5	1.5	2.5	1.5	1.5	2010	13.0	1.5	2.5	1.5	1.5	2011	13.0	1.5	2.5	1.5	1.5	2012	13.0	1.5	2.5	1.5	1.5	2013	13.0	1.5	2.5	1.5	1.5	2014	10.5	1.5	2.5	1.5	1.5	2015	10.5	1.5	2.5	1.5	1.5	2016	10.5	1.5	2.5	1.5	1.5
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<sup>1</sup> Annual employment numbers are not available for communities in the Nevada portion of Tahoe or residents in the California portion of the Lake Tahoe Region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of the Lake Tahoe Region is roughly 70 percent, so this indicator is a good proxy for employment numbers for the entire Lake Tahoe Region.

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<p><b>Unemployment Rates (California):</b> Annual average unemployment rate for California communities in the Lake Tahoe Region.<sup>2</sup> <i>Source: California Employment Development Division</i></p>	<p><b>Annual Average California Unemployment Rate</b></p> <table border="1"> <caption>Estimated Annual Average California Unemployment Rate (%)</caption> <thead> <tr> <th>Year</th> <th>South Lake Tahoe</th> <th>Dollar Point CDP</th> <th>Kings Beach CDP</th> <th>Sunnyside Tahoe City CDP</th> <th>Tahoe Vista CDP</th> <th>California Statewide</th> </tr> </thead> <tbody> <tr><td>2008</td><td>10.0</td><td>7.0</td><td>6.5</td><td>8.0</td><td>11.0</td><td>8.0</td></tr> <tr><td>2009</td><td>15.0</td><td>10.0</td><td>10.5</td><td>12.0</td><td>17.0</td><td>11.0</td></tr> <tr><td>2010</td><td>17.0</td><td>11.0</td><td>11.5</td><td>13.0</td><td>19.0</td><td>12.0</td></tr> <tr><td>2011</td><td>16.0</td><td>10.5</td><td>11.0</td><td>12.5</td><td>18.0</td><td>11.5</td></tr> <tr><td>2012</td><td>14.0</td><td>9.5</td><td>10.0</td><td>11.5</td><td>16.0</td><td>10.5</td></tr> <tr><td>2013</td><td>12.0</td><td>8.0</td><td>9.0</td><td>10.5</td><td>13.0</td><td>9.5</td></tr> <tr><td>2014</td><td>8.0</td><td>2.0</td><td>8.5</td><td>8.0</td><td>6.0</td><td>8.0</td></tr> <tr><td>2015</td><td>7.0</td><td>1.5</td><td>7.5</td><td>7.0</td><td>5.0</td><td>7.0</td></tr> <tr><td>2016</td><td>6.0</td><td>2.5</td><td>7.5</td><td>6.0</td><td>5.5</td><td>6.0</td></tr> </tbody> </table>	Year	South Lake Tahoe	Dollar Point CDP	Kings Beach CDP	Sunnyside Tahoe City CDP	Tahoe Vista CDP	California Statewide	2008	10.0	7.0	6.5	8.0	11.0	8.0	2009	15.0	10.0	10.5	12.0	17.0	11.0	2010	17.0	11.0	11.5	13.0	19.0	12.0	2011	16.0	10.5	11.0	12.5	18.0	11.5	2012	14.0	9.5	10.0	11.5	16.0	10.5	2013	12.0	8.0	9.0	10.5	13.0	9.5	2014	8.0	2.0	8.5	8.0	6.0	8.0	2015	7.0	1.5	7.5	7.0	5.0	7.0	2016	6.0	2.5	7.5	6.0	5.5	6.0
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**INCOME**

Income is an important gauge of the standard of living and wealth distribution of communities in the Lake Tahoe Region. An increase in income for a community creates opportunities for its residents, ranging from educational attainment to community participation. Increases in average income are likely to increase environmental stewardship through increased philanthropic spending. Reporting the income for Tahoe communities provides both a comparison of economic health in different communities in the Lake Tahoe Region and an understanding of the trend within each community over time.

Indicator	Status																																																																																
<p><b>Median Household Income:</b> Median household income of each Census Designated Places (CDPs) in the Lake Tahoe Region annually. <i>Source: U.S. Census</i></p>	<p><b>Median Household Income</b></p> <table border="1"> <caption>Estimated Median Household Income (\$K)</caption> <thead> <tr> <th>Community</th> <th>2007-2011</th> <th>2008-2012</th> <th>2011-2015</th> <th>2012-2016</th> </tr> </thead> <tbody> <tr><td>Carnelian Bay</td><td>50</td><td>50</td><td>50</td><td>50</td></tr> <tr><td>Crystal Bay</td><td>130</td><td>130</td><td>130</td><td>130</td></tr> <tr><td>Dollar Point</td><td>80</td><td>80</td><td>80</td><td>80</td></tr> <tr><td>Glenbrook</td><td>200</td><td>140</td><td>140</td><td>140</td></tr> <tr><td>Incline Village</td><td>70</td><td>70</td><td>70</td><td>70</td></tr> <tr><td>Kings Beach</td><td>40</td><td>40</td><td>40</td><td>40</td></tr> <tr><td>Kingsbury</td><td>70</td><td>70</td><td>70</td><td>70</td></tr> <tr><td>Lakeridge</td><td>90</td><td>90</td><td>90</td><td>90</td></tr> <tr><td>Round Hill Village</td><td>60</td><td>60</td><td>60</td><td>60</td></tr> <tr><td>Stateline</td><td>40</td><td>40</td><td>40</td><td>40</td></tr> <tr><td>Sunnyside Tahoe City</td><td>60</td><td>60</td><td>60</td><td>60</td></tr> <tr><td>Tahoe Vista</td><td>60</td><td>60</td><td>60</td><td>60</td></tr> <tr><td>Tahoma</td><td>50</td><td>50</td><td>50</td><td>50</td></tr> <tr><td>Zephyr Cove</td><td>50</td><td>50</td><td>50</td><td>50</td></tr> <tr><td>Zip Code 96150</td><td>50</td><td>50</td><td>50</td><td>50</td></tr> </tbody> </table>	Community	2007-2011	2008-2012	2011-2015	2012-2016	Carnelian Bay	50	50	50	50	Crystal Bay	130	130	130	130	Dollar Point	80	80	80	80	Glenbrook	200	140	140	140	Incline Village	70	70	70	70	Kings Beach	40	40	40	40	Kingsbury	70	70	70	70	Lakeridge	90	90	90	90	Round Hill Village	60	60	60	60	Stateline	40	40	40	40	Sunnyside Tahoe City	60	60	60	60	Tahoe Vista	60	60	60	60	Tahoma	50	50	50	50	Zephyr Cove	50	50	50	50	Zip Code 96150	50	50	50	50
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<sup>2</sup> Annual unemployment rates are not available for communities in the Nevada portion of the region or residents in the California portion of the region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of Tahoe is roughly 70 percent so this indicator is a good proxy for employment numbers for the entire region.

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<p><b>Subsidized School Lunches Eligibility:</b>  This indicator measures the percentage of students eligible for free and reduced priced meals through the National School Lunch Program in Lake Tahoe Region public schools. <i>Sources: California Department of Education, Nevada Department of Agriculture</i></p>	<p style="text-align: center;"><b>Annual Percent of Students Eligible for Subsidized School Lunch Program</b></p> <table border="1"> <caption>Estimated Annual Percent of Students Eligible for Subsidized School Lunch Program</caption> <thead> <tr> <th>Year</th> <th>Lake Tahoe School District</th> <th>Tahoe-Truckee Unified School District</th> <th>Douglas Co. School District</th> <th>Washoe Co. School District</th> </tr> </thead> <tbody> <tr><td>2006</td><td>52%</td><td>35%</td><td>25%</td><td>18%</td></tr> <tr><td>2007</td><td>50%</td><td>40%</td><td>15%</td><td>22%</td></tr> <tr><td>2008</td><td>52%</td><td>32%</td><td>18%</td><td>18%</td></tr> <tr><td>2009</td><td>56%</td><td>48%</td><td>30%</td><td>28%</td></tr> <tr><td>2010</td><td>58%</td><td>45%</td><td>28%</td><td>25%</td></tr> <tr><td>2011</td><td>65%</td><td>50%</td><td>35%</td><td>25%</td></tr> <tr><td>2012</td><td>60%</td><td>45%</td><td>35%</td><td>25%</td></tr> <tr><td>2013</td><td>60%</td><td>48%</td><td>35%</td><td>25%</td></tr> <tr><td>2014</td><td>58%</td><td>45%</td><td>38%</td><td>28%</td></tr> <tr><td>2015</td><td>58%</td><td>48%</td><td>30%</td><td>25%</td></tr> <tr><td>2016</td><td>45%</td><td>30%</td><td>30%</td><td>28%</td></tr> </tbody> </table>	Year	Lake Tahoe School District	Tahoe-Truckee Unified School District	Douglas Co. School District	Washoe Co. School District	2006	52%	35%	25%	18%	2007	50%	40%	15%	22%	2008	52%	32%	18%	18%	2009	56%	48%	30%	28%	2010	58%	45%	28%	25%	2011	65%	50%	35%	25%	2012	60%	45%	35%	25%	2013	60%	48%	35%	25%	2014	58%	45%	38%	28%	2015	58%	48%	30%	25%	2016	45%	30%	30%	28%
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<p><b>Lake Tahoe Community College (LTCC) Courses Offered:</b>  This indicator measures the annual total number of credit and non-credit courses offered at LTCC.<sup>3</sup> <i>Source: California Community College Chancellor's Office</i></p>	<p style="text-align: center;"><b>Number of Courses Offered at LTCC</b></p> <table border="1"> <caption>Estimated Number of Courses Offered at LTCC</caption> <thead> <tr> <th>Year</th> <th>Credit Courses</th> <th>Non-Credit Courses</th> <th>Total</th> </tr> </thead> <tbody> <tr><td>2008-2009</td><td>1650</td><td>150</td><td>1800</td></tr> <tr><td>2009-2010</td><td>1250</td><td>100</td><td>1350</td></tr> <tr><td>2010-2011</td><td>1200</td><td>100</td><td>1300</td></tr> <tr><td>2011-2012</td><td>1250</td><td>100</td><td>1350</td></tr> <tr><td>2012-2013</td><td>950</td><td>50</td><td>1000</td></tr> <tr><td>2013-2014</td><td>1050</td><td>50</td><td>1100</td></tr> <tr><td>2014-2015</td><td>1050</td><td>50</td><td>1100</td></tr> <tr><td>2015-2016</td><td>1250</td><td>100</td><td>1350</td></tr> <tr><td>2016-2017</td><td>1050</td><td>50</td><td>1100</td></tr> </tbody> </table>	Year	Credit Courses	Non-Credit Courses	Total	2008-2009	1650	150	1800	2009-2010	1250	100	1350	2010-2011	1200	100	1300	2011-2012	1250	100	1350	2012-2013	950	50	1000	2013-2014	1050	50	1100	2014-2015	1050	50	1100	2015-2016	1250	100	1350	2016-2017	1050	50	1100																				
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<sup>3</sup> Credit courses are courses offered at LTCC that have an associated credit amount that can be used to advance towards a degree or can be transferred as credits to another college or university. Non-credit courses are courses offered by LTCC that have no credit associated with it.

**BUSINESS ENVIRONMENT**

The business environment within a community influences the financial health and employment opportunities of its residents, as well as the character of the community. Tourism is the primary economic driver in the Lake Tahoe Region, roughly 40 percent of the overall economy in the region. Increasing industry diversification will increase the resilience of the local economy to macroeconomic trends, reducing the impacts of a recession and increasing the region’s ability to capitalize on a range of opportunities during periods of economic growth.

Concentrating development reduces the travel time and cost for residents and tourists to access retail facilities, facilitates additional visits to retail facilities and reduces public sector investments in infrastructure outside of the urban areas. These changes cause the concentrated areas of development to become economic hubs that generate higher private sector revenues, become community gathering areas, and cause the public sector to increase infrastructure investments (e.g. walking paths, parks) in concentrated development areas.

Indicator	Status
<p><b>Transient Occupancy Tax:</b> Total annual transient occupancy tax revenues collected from overnight lodging facilities in the Lake Tahoe Region. <i>Source: Local jurisdictions and visitor authorities.</i></p>	<p>The chart shows annual transient occupancy tax revenues in millions of dollars. The y-axis ranges from \$0 to \$24M in increments of \$6M. The x-axis shows fiscal years from 2007-2008 to 2013-2014. The bars are stacked with Douglas County (blue) at the bottom, City of South Lake Tahoe (red), Placer County (orange), and Washoe County (green) at the top. Total revenues fluctuate between approximately \$18M and \$22M.</p>
<p><b>Employment by Industry:</b> Number of employees per industry in the Lake Tahoe Region. <i>Source: U.S. Census</i></p>	<p>The chart shows the number of employees in various industries in thousands. The y-axis ranges from 0 to 30K in increments of 7.5K. The x-axis shows periods from 2007-2011 to 2011-2015. The bars are stacked with Agriculture, Forestry, and Fishing (blue) at the bottom, followed by Construction (orange), Manufacturing (yellow), Retail trade (purple), Wholesale trade (green), Information (pink), Finance and Insurance (light green), Professional, Scientific, and Management (red), Educational Services and Health Care (dark blue), Arts, Entertainment, and Recreation (dark purple), Other Services (teal), and Public Administration (light blue) at the top. Total employment remains relatively stable around 25K-27K.</p>

Indicator	Status
<p><b>Distribution of Development:</b> Percentage of residential units, commercial floor area (CFA), and tourist accommodation units (TAUs) located within defined centers in the Lake Tahoe Region.<sup>4</sup>  <i>Source: Tahoe Regional Planning Agency.</i></p>	<p>The figure consists of three vertically stacked bar charts, each comparing 'General' data (red bars) to '2016 RPU Targets' (blue horizontal lines) for the years 2012, 2014, 2015, 2016, and 2017.</p> <ul style="list-style-type: none"> <li><b>Percent of Residential Development in Centers:</b> The y-axis ranges from 0% to 8%. The 2016 RPU Target is approximately 7.5%. General data for all years (2012-2017) is consistently around 4%.</li> <li><b>Percent of Commercial Development in Centers:</b> The y-axis ranges from 0% to 80%. The 2016 RPU Target is approximately 65%. General data for all years (2012-2017) is consistently around 60%.</li> <li><b>Percent of Tourist Units in Centers:</b> The y-axis ranges from 0% to 100%. The 2016 RPU Target is approximately 85%. General data for 2012-2016 is around 80%, and for 2017 it is slightly lower at approximately 75%.</li> </ul>

<sup>4</sup> The Tahoe Regional Planning Agency’s Regional Plan defines specific boundaries for these existing centers, generally including all concentrated areas of development and properties within ¼ mile of existing commercial and public services land uses.

## COMMUNITY

### HOUSING

A lack of affordable housing limits the ability of people to live close to work and can reduce the availability of qualified workers for local businesses. In response to high housing prices, local workers may be forced to choose between living outside the region and facing long commutes or paying more for housing than they can for housing. Commuting to and from the Lake Tahoe Region also increases greenhouse gas emissions and impacts quality of life.

Indicator	Status
<p><b>Second Home Ownership:</b> Percentage of housing units in the Lake Tahoe Region in seasonal, recreational or occupational use.<sup>5</sup> <i>Source: U.S. Census</i></p>	<p><b>Percent of Housing Units in Seasonal, Recreational, or Occasional Use</b></p>
<p><b>Median House Prices:</b> Annual median house price of houses sold in the Lake Tahoe Region. <i>Source: Realtor Associations and Individual Realtors.</i></p>	<p><b>Median House Prices</b></p>

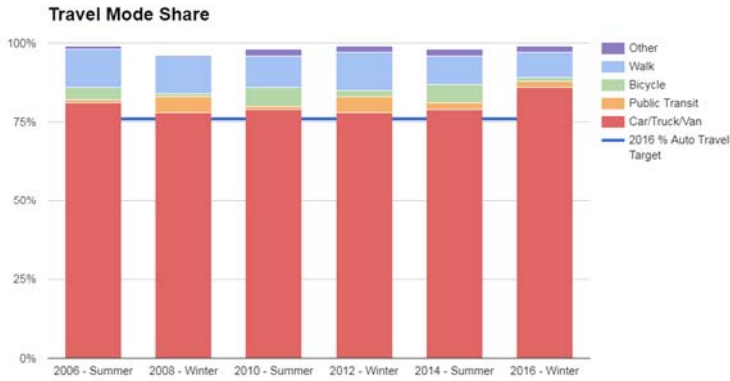
<sup>5</sup> The US Census Bureau defines these units as vacant units used or intended for use only in certain seasons or for weekends or other occasional use throughout the year. Seasonal units include those used for summer or winter sports or recreation, such as beach cottages and hunting cabins. Interval ownership units, sometimes called shared-ownership or time-sharing condominiums, also are included.

**TRANSPORTATION**

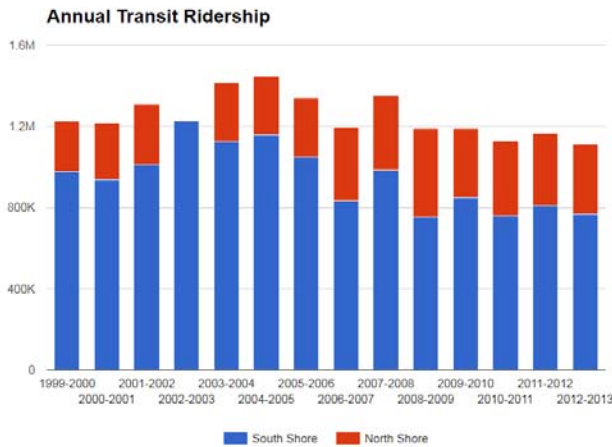
Transportation policies and programs in the Lake Tahoe Region aim to provide a successful multi-modal transportation system that appeals to users, supports mobility needs, and decreases dependency on the private automobile. A well-functioning public transit system is one of the primary tools for changing travel mode share in the Lake Tahoe Region to be less dependent on automobile travel. Transit ridership is regularly monitored in the Lake Tahoe Region because it allows transportation planners the ability to assess how and to what extent public transportation systems are being utilized and enables prioritization for the allocation of transportation resources. Pedestrian and bicycle routes and paths provide options for increased personal mobility and decreased dependence on automobiles, both for everyday travel needs as well as recreational use. This reduces air and water pollution, increases community health and cultivates additional economic activity.

Indicator	Status
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**Travel Mode Share:**  
 Percentage of travelers in the Lake Tahoe Region that drive in a car/truck/van, use public transit, ride a bike, walk, or use another form of Transportation.<sup>6</sup> *Source: Tahoe Metropolitan Planning Organization.*



**Transit Ridership:**  
 Total annual transit ridership for the two most utilized public transportation systems serving Tahoe communities.<sup>7</sup> *Source: Tahoe Metropolitan Planning Organization.*



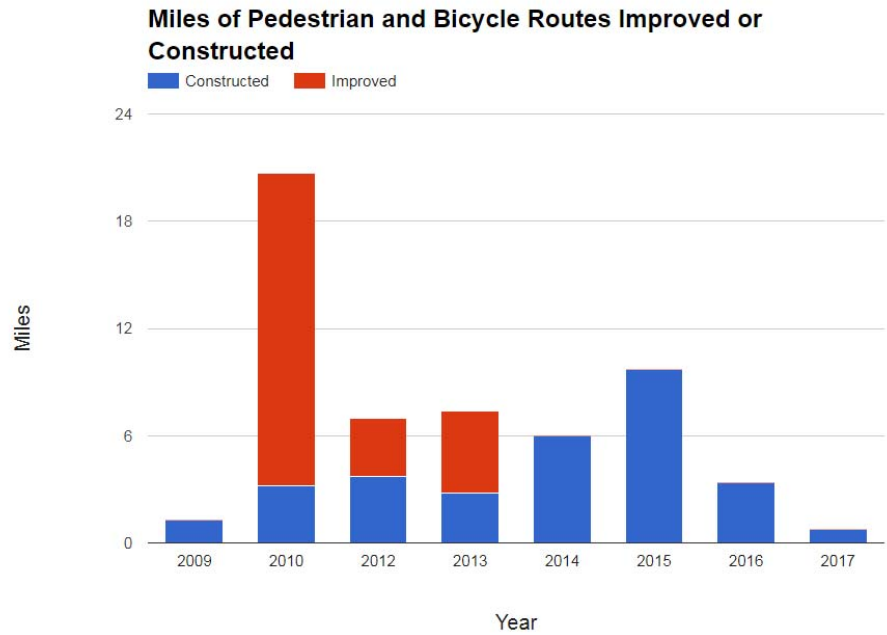
<sup>6</sup> This indicator is based on surveys conducted by the Tahoe Metropolitan Planning Organization (TMPO) in winter and summer seasons every two years.

<sup>7</sup> The first is the Tahoe Area Regional Transit (TART) system, which primarily serves North Lake Tahoe communities, and connects North Lake Tahoe users with the Truckee Train and Intermodal Depot. The second is BlueGo, which primarily serves Tahoe South Shore communities, and connects South Shore residents with Carson City and the Carson Valley in Douglas County. Transit Ridership is defined as the number of user trips of the transit system, including paid and complimentary trips, whether they are on a fixed route or demand-response.



**Miles of Pedestrian & Bicycle Routes Improved or Constructed:**

Miles of bicycle paths, sidewalks and other transit routes improved or constructed in the Lake Tahoe Region each year. *Source: Environmental Improvement Program*



**EDUCATION**

A good education empowers children to fulfill their dreams and become productive members of society. In addition, a highly skilled and educated workforce is a key driver of innovation and economic growth for a community. Communities with a higher number of employers requiring a diploma for most well-paying jobs are likely to see higher graduation rates.

Indicator	Status
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**Graduation Rates:**

Annual cohort graduation rate of students from Lake Tahoe Region public high schools.<sup>8</sup> *Sources: California Department of Education, Nevada Department of Education.*



<sup>8</sup> Cohort graduation rates measure the percentage of students who enter high school and graduate within four years.

Indicator	Status
<p><b>High School Proficiency Test Scores:</b> Annual percentage of students in the Lake Tahoe Region public high schools that pass the high school proficiency test.<sup>9</sup> <i>Sources: Nevada Department of Education, California Department of Education</i></p>	<div style="text-align: center;"> <h3>NV High School Proficiency Exam</h3> </div> <div style="text-align: center;"> <h3>CA High School Exit Exam</h3> </div>

<sup>9</sup> High School proficiency tests are scored differently in California and Nevada and therefore data for each state is displayed separately.

**PUBLIC HEALTH**

A healthy community contains more productive members of society, reduces local health care system costs and promotes healthy behavior choices of its residents and visitors.

The distribution of payers for hospital services is a helpful measure of the wealth levels, personal health and hospital affordability for Tahoe residents over time. This indicator reflects the affordability and accessibility of hospitals in the region for local residents; affordability and accessibility are impacted by the dependence on government insurance because below market rates for government insurers are offset by above market rates for private insurers and self-payers.

Indicator	Status																																																		
<p><b>Payers for Hospital Services:</b> Annual total count of Tahoe residents discharged from hospitals in California serving Tahoe residents by expected source of payment. <i>Source: California Office of Statewide Health Planning and Development</i></p>	<p><b>Total Patient Discharge by Payer Category</b></p> <table border="1"> <caption>Estimated data for Total Patient Discharge by Payer Category</caption> <thead> <tr> <th>Year</th> <th>Government</th> <th>Private</th> <th>Self</th> <th>Other Payer/Unknown</th> </tr> </thead> <tbody> <tr><td>2006</td><td>600</td><td>550</td><td>20</td><td>10</td></tr> <tr><td>2007</td><td>450</td><td>500</td><td>20</td><td>10</td></tr> <tr><td>2008</td><td>400</td><td>450</td><td>20</td><td>10</td></tr> <tr><td>2009</td><td>450</td><td>500</td><td>20</td><td>10</td></tr> <tr><td>2010</td><td>450</td><td>450</td><td>20</td><td>10</td></tr> <tr><td>2011</td><td>400</td><td>400</td><td>20</td><td>10</td></tr> <tr><td>2012</td><td>450</td><td>400</td><td>20</td><td>10</td></tr> <tr><td>2013</td><td>600</td><td>400</td><td>20</td><td>10</td></tr> <tr><td>2014</td><td>650</td><td>350</td><td>20</td><td>10</td></tr> </tbody> </table>	Year	Government	Private	Self	Other Payer/Unknown	2006	600	550	20	10	2007	450	500	20	10	2008	400	450	20	10	2009	450	500	20	10	2010	450	450	20	10	2011	400	400	20	10	2012	450	400	20	10	2013	600	400	20	10	2014	650	350	20	10
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<p><b>Principal Diagnosis of Concern:</b> Annual total count of patients discharged from Tahoe hospitals by principal diagnosis group.<sup>10</sup> <i>Source: California Office of Statewide Health Planning and Development.</i></p>	<p><b>Patient Discharge by Area of Diagnostic Concern</b></p> <table border="1"> <caption>Estimated data for Patient Discharge by Area of Diagnostic Concern</caption> <thead> <tr> <th>Year</th> <th>Cancer</th> <th>Circulatory System</th> <th>Respiratory System</th> <th>Skin Disorders</th> </tr> </thead> <tbody> <tr><td>2006</td><td>200</td><td>120</td><td>80</td><td>30</td></tr> <tr><td>2007</td><td>180</td><td>210</td><td>70</td><td>20</td></tr> <tr><td>2008</td><td>140</td><td>140</td><td>90</td><td>20</td></tr> <tr><td>2009</td><td>140</td><td>140</td><td>120</td><td>20</td></tr> <tr><td>2010</td><td>140</td><td>90</td><td>110</td><td>20</td></tr> <tr><td>2011</td><td>110</td><td>90</td><td>130</td><td>20</td></tr> <tr><td>2012</td><td>90</td><td>120</td><td>130</td><td>20</td></tr> <tr><td>2013</td><td>70</td><td>170</td><td>140</td><td>20</td></tr> <tr><td>2014</td><td>80</td><td>140</td><td>160</td><td>40</td></tr> </tbody> </table>	Year	Cancer	Circulatory System	Respiratory System	Skin Disorders	2006	200	120	80	30	2007	180	210	70	20	2008	140	140	90	20	2009	140	140	120	20	2010	140	90	110	20	2011	110	90	130	20	2012	90	120	130	20	2013	70	170	140	20	2014	80	140	160	40
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<sup>10</sup> The California Office of Statewide Health Planning and Development (OSHPD) tracks 19 principal diagnosis group, but this indicator only reports on cancer, circulatory system, respiratory system, and skin disorder diagnosis groups. These groups were selected because they consistently have the highest total patient counts and/or they are the most relevant health conditions experienced by Tahoe residents.



# Internal Strategic Initiatives Monthly Status Report

March 2018

Strategic Initiative	Status
<p>1. Development Rights</p>	<p>Recent Milestones Reached:</p> <ol style="list-style-type: none"> <li>1. February Working Group meeting covered: 1) approach memo, 2) exchange rate policy memo, 3) eliminating local jurisdictional transfer approval policy memo, 4) transfer/banking process improvements (severing from the sending site) policy memo, 5) establishment of Technical Team for code amendments, and 6) informational item on the Mountain Housing Council and policy recommendations for “achievable” housing.</li> <li>2. Working Group approved all recommended actions and provided direction to move forward on policy, code, and procedural amendments for (1) conversion exchange rates, (2) eliminating the local jurisdictional transfer approval, and (3) eliminating requirement to have a project approved prior to the transfer of development rights.</li> <li>3. Working Group provided direction to move forward on evaluating the expansion of the bonus unit allocation system to include workforce housing.</li> </ol> <p>Upcoming Milestones:</p> <ol style="list-style-type: none"> <li>1. Convene Technical Code Team to redline code and policy changes as a result of the Development Rights Working Group recommended alternative.</li> <li>2. Facilitate a Development Customer User Group meeting to identify process improvements for the banking, transferring, and allocation of development rights. (optional task).</li> <li>3. Complete community outreach to development community to better understand barriers to multi-family development. (optional task).</li> <li>4. Initiate environmental review processes.</li> <li>5. Prepare educational materials regarding Working Group recommended alternative and workforce housing. (optional task).</li> <li>6. Coordinate funding and strategic study for local land banks. (optional task).</li> </ol>
<p>2. Shoreline</p>	<p>Recent Milestones Reached:</p> <ol style="list-style-type: none"> <li>1. Consultant (Ascent) completed administrative Draft EIS.</li> <li>2. Code Working Group completed initial review and recommended amendments to the Shoreline ordinances during three working group sessions.</li> <li>3. External Affairs and Planning team developed outreach strategy for EIS release.</li> <li>4. Planning and Compliance teams developed strategy for enforcement of no-wake zone and began outreach to partner enforcement agencies.</li> </ol>

	<p>Upcoming Milestones:</p> <ol style="list-style-type: none"> <li>1. Shoreline Code Working Group to complete review and drafting of recommended code changes in preparation for Steering Committee and RPIC review.</li> <li>2. Steering Committee to provide direction on proposed mitigation strategies identified by EIS team.</li> <li>3. TRPA to complete Administrative Draft EIS review.</li> </ol>
3. Transportation	<p>Recent Milestones Reached:</p> <ol style="list-style-type: none"> <li>1. Regional Grant Program Winter Call for Projects Released (\$4.5M).</li> <li>2. Supported Bi-State Working Group February 13, 2018 meeting and subcommittees work; Fiscal, Mega-Region, Recreation Travel Corridor Management, and Public Private Projects + Technology.</li> <li>3. Awarded consultant contract and refined Scope of Work for Corridor Planning – Highway 89 South Shore to Tahoe.</li> <li>4. Initiated search for new Travel Management Coordinator contract position.</li> </ol> <p>Upcoming Milestones:</p> <ol style="list-style-type: none"> <li>1. Onboard of Travel Management Coordinator.</li> <li>2. Supporting Bi-State Transportation Consultation working group.</li> <li>3. Collect baseline data for Transportation Demand Management programs.</li> <li>4. Release RFP for assistance on development of performance based planning within the Transportation Program.</li> <li>5. Safety Plan – crash data collection and design volumes.</li> </ol>
4. Forest Ecosystem Health	<p>Recent Milestones Reached:</p> <ol style="list-style-type: none"> <li>1. New Forest Ecosystem Health Program Manager (Christina Restaino)</li> </ol> <p>Upcoming Milestones:</p> <ol style="list-style-type: none"> <li>1. The LTW Science Team will complete modeling of varied future scenarios to inform management strategies for Tahoe’s west shore.</li> <li>2. TRPA Forest Ecosystem Health Program Manager has begun the collaborative effort to develop new vegetation thresholds.</li> </ol>
5. Stormwater Management Operations and Maintenance	<p>Recent Milestones Reached:</p> <ol style="list-style-type: none"> <li>1. San Francisco Public Utilities Commission (SFPUC) will meet April 10<sup>th</sup>, 2018 to adopt a new fee for properties to pay for stormwater treatment costs following California’s passage of SB231 which allows for the collection of stormwater fees without voter approval. Tahoe’s California local jurisdictions in need of securing long term funding for stormwater operations and maintenance are monitoring the roll out of the SFPUC’s new fee as a precedent before considering next steps for Tahoe.</li> <li>2. Both Nevada local jurisdictions continue to independently evaluate long term funding options, including stormwater utilities, for stormwater O&amp;M necessary to meet the TMDL.</li> <li>3. Received feedback from State Agency partners on the draft Sustainable Funding Analysis. The Analysis assesses several options to secure long term sustainable funding for TRPA’s Stormwater Management Program anticipating grant funding concluding in December of 2018.</li> <li>4. Met with Tahoe RCD on February 9, 2018 to discuss the Road to Blue process.</li> </ol>

	<p>Upcoming Milestones:</p> <ol style="list-style-type: none"> <li>1. Conducting additional analysis on abandoned securities, permit administrative fees, and mitigation funds to address cost recovery.</li> <li>2. Drafting a memo that outlines next steps for the Road to Blue process given the new developments with SB231.</li> <li>3. Meeting with the Parcel BMP Working Group to solicit feedback on the Sustainable Funding Analysis.</li> </ol>
<p>6. Aquatic Invasive Species Control</p>	<p>Recent Milestones Reached:</p> <ol style="list-style-type: none"> <li>1. Lahontan (SB630- \$250,000) and the Nevada Division of State Lands (License Plate- \$78,750) approved awards to implement a lake-wide survey of aquatic plants to help inform control strategies in the future.</li> <li>2. Nevada Division of State Lands approved an award of approximately \$46,000, with an additional 25% match from the homeowners, to conduct AIS control work at Elks Point Marina.</li> <li>3. Tahoe Fund and Tahoe Water Suppliers provided \$52,000 to purchase approximately 200 bottom barriers used for weed control.</li> </ol> <p>Upcoming Milestones:</p> <ol style="list-style-type: none"> <li>1. Development of a strategic plan that will coalesce existing knowledge and information, identify long-term metrics, analyze lake-wide impacts of control projects over time, and a create a finance plan for forecasting future project needs and potential sources of funds.</li> <li>2. Anticipated funding opportunities: <ul style="list-style-type: none"> <li>• USACE- ~\$1.3M for multiple program objectives, with roughly 50% aimed at control.</li> <li>• LTRA- A project prioritization request \$8.3M for multiple program objectives, with ~\$7M aimed at control.</li> </ul> </li> <li>3. Finalizing of the environmental document for the Tahoe Keys POA’s project proposal for integrated methods test to control invasive aquatic plants, that includes herbicide use.</li> </ol>
<p>7. Thresholds Update</p>	<p>Recent Milestones Reached:</p> <ol style="list-style-type: none"> <li>1. Threshold update Initiative Stakeholders working group formed.</li> <li>2. Phase 3A of workplan approved by GB</li> <li>3. Draft Science Council memos for structuring the threshold standard system and administrative clean-up existing standards.</li> </ol> <p>Upcoming Milestones:</p> <ol style="list-style-type: none"> <li>1. March – Stakeholders working group review and guidance on administrative clean-up.</li> <li>2. April – Potential GB action on technical clean-up of existing standards.</li> <li>3. May – Stakeholders working group consideration of threshold standard system structure.</li> </ol>

