

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA
Stateline, NV

December 18, 2019

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Vice Chair Mr. Bruce called the meeting to order at 12:32 p.m.

Members present: Ms. Aldean, Mr. Beyer (by phone), Ms. Berkgigler, Mr. Bruce, Mr. Cashman, Mr. Wlaschin for Mrs. Cegavske, Mr. Hicks, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates (by phone)

Members absent: Ms. Faustinos

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS

None.

IV. APPROVAL OF AGENDA

Mr. Shute moved approval of the agenda.
Motion carried.

V. APPROVAL OF MINUTES

Ms. Aldean moved approval of the November 20, 2019.
Motion carried.

VI. TRPA CONSENT CALENDAR

1. 2019 Audited Financial Statements
2. Transfer of previously released El Dorado County Water Quality Mitigation funds in the amount of \$84,321.79 from completed water quality projects to active water quality projects
3. Technical amendments to Chapters 2, 21, 30, 37, 50, 51, 53, and 84 of the TRPA Code of to clarify existing language and incorporate technical corrections

Ms. Aldean said the Operations and Governance Committee recommended approval of item numbers one and two.

Mr. Shute said the Regional Plan Implementation Committee recommended approval of item number three.

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Ms. Aldean moved approval.

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigger, Mr. Bruce, Mr. Cashman, Mr. Wlaschin for Mrs. Cegavske, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates

Absent: Ms. Faustinos

Motion carried.

VII. ADMINISTRATIVE MATTERS

A. Best in Basin Awards Reception

No report.

B. Proclamation celebrating 50 Years of the Bi-State Tahoe Regional Planning Compact

Ms. Regan said December 18, 1969 when President Richard Nixon signed the Tahoe Regional Planning Compact. The legislation had gone through both state legislatures in the year prior and then through the United States Congress to then be signed into law. Today, there's a flag being flown at the Capitol in honor of this day. After today, the flag will be shipped to TRPA with a certificate that it was flown over the United States Capitol in honor of the Tahoe Regional Planning Compact.

Bill Chan, regional representative from Catherine Cortez-Masto's office is he today to present a proclamation from Senator Cortez-Masto and the full delegation of United States Senate; Senator Feinstein, Senator Harris, and Senator Rosen.

Mr. Chan said they are extremely grateful to have a strong, united governing body. Tahoe is a shining example of what can be accomplished when there are significant challenges in a region. Congratulations to the 50th anniversary. Senator Cortez-Masto will be hosting the 2020 Lake Tahoe Summit. The office of Senator Cortez Masto's office also has certificates for the Best in Basin award winners.

Ms. Regan said she'll distribute the press release issued by all four senators about this great occasion.

Public Comment & Questions

None.

C. Best in Basin Awards

TRPA team member Mr. Larson provided the presentation.

TRPA honors eight projects for environmental, community benefits. These projects were completed in 2018. The winning projects completed new mountain trails, created a new section of Class 1 trail on Tahoe's West Shore, restored meadows, protected the lake from invasive plants, restored a portion of the Upper Truckee River, and re-wet a meadow using stormwater

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runoff. Currently in its 29th year, TRPA's annual Best in Basin awards shine a spotlight on projects that show high levels of planning and implementation. These projects benefit Lake Tahoe's environment and its communities.

Incline Flume Trail: With public and private partnerships, this family-friendly backcountry trail is complete and accessible to nearly all abilities. The project began with the USDA Forest Service officially adopting the trail, which allowed local groups to make significant improvements. The Friends of Incline Trails recognized that this old flume path needed major repair and enhancement. More than 1,500 volunteer hours combined with professional work crews from the USDA Forest Service and American Conservation Corp made the trail possible. The Incline Flume Trail starts just off the Mount Rose Highway and across to Tunnel Creek Road.

Meeks Bay Trail Project: A little more than three-quarters of a mile long, this Class 1 multi-use path is a major addition to the West Shore trail system. The trail links two significant recreational centers on Tahoe's West Shore—Sugar Point Pine State Park southward to the entrance of Meeks Bay Resort. The pathway runs parallel to Highway 89 and significant engineering hurdles were overcome while constructing the trail. The path was constructed in just one season and within existing USDA Forest Service and Caltrans right of ways. Seventy percent of the project required retaining walls, as well as the construction of a large bridge. Central Federal Lands Division of the Federal Highway Administration was the lead agency on this project.

Restoration of Fire Adapted Ecosystems: There are approximately 4,700 acres of meadow in the Lake Tahoe Basin, and the USDA Forest Service manages some 2,700 acres. TRPA has identified meadows as important areas for restoration. In 2018, the USDA Forest Service completed restoration of Baldwin Meadow. Nearly all trees were removed from the meadow and perimeter trees were thinned. Additional restoration tools used included willow planting, channel repair, and re-routing trails. Forest Service crews also completed a controlled burn of the meadow. Meadow restoration will allow the land to adapt to future conditions brought on by climate change.

Tahoe Keys Bubble Curtain: Invasive plants like Eurasian watermilfoil and curlyleaf pondweed have been growing out of control in the Tahoe Keys for years now, and their proliferation has threatened to spread out into Lake Tahoe proper. The Tahoe Keys Property Owners Association and the League to Save Lake Tahoe teamed up with experts from Canada to create an underwater "bubble curtain." An underwater hose emits a strong current of bubbles that keeps plant fragments from escaping out and into Lake Tahoe. The hose is fanned out in a V-shaped pattern, pushing plant fragments to the outer walls of the channel, which are then collected every afternoon. The goal of the project is containment of the invasive plants, while scientists look for a long-term solution to control the infestation.

Upper Truckee River Reach Restoration Project: Restoration along the Upper Truckee River is the culmination of 7 years of planning by the USDA Forest Service Lake Tahoe Basin Management Unit and the California Tahoe Conservancy. Staging for the project began in 2012, and channel construction continued from 2013 through 2016. Then from 2017-2018, the adaptive management and stabilization phase was completed. The project restored 120 acres and required the re-channeling of 7,340 feet of the Upper Truckee River. The new channel allows for improved aquatic habitat and increased channel and floodplain connectivity while reducing stream bank erosion. During the planning phase, an estimated 10,000 native Western

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pearlshell mussels were identified in the project area. The Upper Truckee River is the only river known to contain this mussel in the Lake Tahoe Basin. In the end, some 25,000 mussels were re-located and returned to the river. A significant amount of hand work was required to complete this project by crews from the California Conservation Corps, the Generation Green program, and members of the Youth Conservation Corps.

Country Club Heights Erosion Control Project: This project was completed by the El Dorado County Department of Transportation and tackled runoff and erosion issues in the Country Club Heights area between Meadow Vale Drive and Elks Point Drive. Runoff and erosion were a persistent problem along Boca Raton Drive because of inadequate infrastructure. New improvements include curb and gutter, sediment traps, and infiltration basins, which allow for the re-wetting of the existing meadow system. The meadow now does its proper job of spreading and infiltrating stormwater runoff. This project is an outstanding example of using hardscape and natural systems to capture and treat stormwater runoff.

Public Comments & Questions

None.

VIII. PUBLIC HEARINGS

- A. Amendment to Chapter 84 of the TRPA Code of Ordinances regarding permitting of existing buoys in buoy fields TRPA team member provided the presentation.

Mr. Hester said this item was heard this morning by the Regional Plan Implementation Committee.

TRPA team member Mr. Conger provided the presentation.

Mr. Conger said today's proposal is an amendment to the Code of Ordinances to help with implementation of the shoreline plan. This amendment addresses permitting of existing buoys within buoy fields. We are in phase one of the shoreline implementation. During this phase, TRPA is permitting all existing grandfathered buoys. Phase two will begin in 2020 which involves permitting a limited number of new buoys. Before issuing permits for new moorings in phase two, phase one must be completed by determining the status of existing buoys. Staff discovered that a provision for grandfathering existing buoys inadvertently omitted buoys within buoy fields. Throughout the shoreline plan process staff has communicated to the public that legally established buoys will be allowed to remain. This was intended to apply both to buoys associated with private parcels as well as buoys in buoy fields. The shoreline plan anticipated that these buoys would be allowed to remain and was factored into the environmental analysis for the shoreline plan. The parameters to qualify as a grandfathered buoy in association with a littoral parcel. Staff is bringing the shoreline steering committee recommendation for consideration. The steering committee recommends that the same grandfathering criteria that currently applies to private littoral parcels also apply to buoy fields offshore of a littoral parcel when it's associated with a homeowner's association or a commercial tourist accommodation, marina, or public use. The limit of three buoys that applies to private littoral, however, would not apply. This proposal was reviewed by the Advisory Planning Commission on December 11 and the Regional Plan Implementation Committee this morning. Both recommended Governing Board adoption of staff's recommendation.

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Presentation can be found at:

[Agenda-Item-No.-VIII.A-Shorezone-Amendments](#)

Board Comments & Questions

Mr. Shute said the Regional Plan Implementation Committee discussed the item this morning and unanimously recommended approval. Given the complexity of the shoreline plan, it was an oversight not to include these other kinds of mooring fields in the program. It was always contemplated by the shoreline plan.

Public Comments & Questions

None.

Board Comments & Question

Ms. Aldean made a motion to move approval of the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff summary

Ayes: Ms. Aldean, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Wlaschin for Mrs. Cegavske, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates

Absent: Mr. Beyer, Ms. Faustinos

Motion carried.

Ms. Aldean made a motion to adopt Ordinance 2019-___, amending Ordinance 87-9, to amend the Code of Ordinances as shown in Attachment A.

Ayes: Ms. Aldean, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Wlaschin for Mrs. Cegavske, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates

Absent: Mr. Beyer, Ms. Faustinos

Motion carried.

- B. Proposed Tahoe Douglas Visitors Authority Tahoe South Events Center Project; 55 Highway 50, Stateline, Nevada

Mr. Hicks said in his professional life he's an attorney and has represented El Dorado Resorts, Inc. for many years. El Dorado Resorts through a subsidiary lease operates the Montbleu property. He has a professional conflict with this item and will not participate in the discussion. El Dorado Resorts is currently in contract to acquire Harrah's and Harvey's at the South Shore.

TRPA team member Mr. Nielsen and Mr. Feldman representing the applicant provided the presentation.

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Mr. Nielsen said today's item is informational only. The goal today is to introduce the board and public to the project. They'll summarize the issues currently being evaluated in the environmental document and take comment from the board and public.

Mr. Feldman on behalf of the Tahoe Douglas Visitors Authority said he started working in December 1994 for the Ledbetter family who then owned Harvey's to formulate a project that would have an event center.

The project proponent is the Tahoe Douglas Visitors Authority which was created by statute in 1997 to promote tourism in Lake Tahoe and to develop, plan, and operate a convention center. They brought a project to the Governing Board in 2006 where the board unanimously approved redevelopment project number three which included a 100,000 square foot, 4,000 seat multi-use facility. Unfortunately, it was impacted by the 2008 recession and further suffered when the State of California eliminated redevelopment in 2008, therefore, there was no financing to construct that facility. By 2011, a group of 45 stakeholders formed the south shore vision plan. Those stakeholders are private property owners from Ski Run Boulevard to Kahle Drive and included TRPA, the City of South Lake Tahoe, Douglas County, and the California Tahoe Conservancy. With the demise of California funding for the California facility, the Tahoe Douglas Visitors Authority resurrected its statutory objective to develop an event center. That event center item was identified in the South Shore Area Plan as one of the deliverables. It resulted in some legislation by the State of Nevada to fill in that funding void. Lake Tahoe has been entertainment destination and playground for the rat pack in the early days. We had world class entertainment that was part of our DNA and were able to accommodate that when we were the third largest gaming economy in the country and a showroom of 900 to 1,200 persons. They can't do that anymore but still find entertainment to be a compelling feature. We have endured an economic crisis of monumental proportions. Our economic crisis is attributable to California gaming.

Nothing has changed in the core in 25 years except for an amazing contraction of economic activity and unemployment. California and the City of South Lake Tahoe got in front of this economic situation and redeveloped, and we've emerged into a tale of two cities. In 2001, the south shore casinos had 11 percent of the northern California gaming market and 89 percent was native American gaming. By 2018, we have two percent of that market and 98 percent is native American gaming. That's not going to change, we're not going to resurrect a gaming economy at the south shore. There's been great success in terms of visitation involving entertainment with the Harrah's and Harvey's outdoor concert series. During this time frame, the assessed value within the core which is based on gross receipts declined from \$142 million to \$84 million over a 20 year horizon. That was mimicked and mirrored by a decline in employment from 10,000 to 3,000 jobs. There are a lot of people that have left this market because they can't find work and we are in a transition period. California and the City of South Lake Tahoe has set the example where environmental redevelopment has not only enhanced the built environment, but it has started to improve the economic condition. The redevelopment has now moved toward Ski Run Boulevard. The stasis that occurred at Stateline, while Harrah's was cutting edge in 1974. It hasn't changed and this economic downturn was brought before the Douglas County Board of Commissioners, unlike California, Nevada retained its powers of redevelopment and a blight study was commenced that determined that the physical and economic conditions at the casino core constituted blight. The Board of County Commissioners unanimously resolved to form redevelopment District 2 which has provided a platform for us create tax increment financing to help construct what was identified as the catalyst for change, the Tahoe South Event Center. This history started with the formation of the

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Tahoe Douglas Visitors Authority cumulating in 2019 with some legislation that was passed by the State of Nevada to supplement the opportunity for funding that was created through the Douglas County redevelopment area number two.

They've conducted a alternatives analysis to determine where they might be able to construct a new facility to address this need which was originally permitted in 2006 with project number three. On the Nevada side, the closer one is to a facility as an operator, perhaps the more economic advantage the operator may have. Design Workshops was engaged to look at all potential sites in the core and the determination from a land use perspective, anchoring an event center on the corner of US Highway 50 and Lake Parkway (loop road) would create a land use pattern that would compliment pedestrian activity, multi modal access and create a gateway into the tourist destination. The event center parking area would be reconstructed with contemporary design standards, landscaping, lighting, and transit features. The inside will be designed in a horseshoe and is designed to be as flexible as possible with an eye towards the future. It's designed to accommodate an array of events that would range from the predominant event which is public assembly for corporate and association groups from 350 to 1,200 persons. It will also be able to accommodate sports, performing arts, trade shows, drone racing, and electronic gaming. There will also be meeting rooms, skyboxes for performing arts events. In combination this is larger than the project three events center and more versatile. A performing arts event would seat around 6,000 people and could also accommodate basketball, youth and collegiate sports. There is not a facility in this market that can accommodate these uses. The maximum group that can be accommodated today is about 350 persons. When the casinos were constructed, they were not constructed to accommodate group business, they were constructed to accommodate player development activities. The economic impact of this is profound. We are one of those alpine resorts that has a larger summer season than winter season. We have devastating shoulder seasons in the spring and fall, and midweek in the winter. We don't need an event center to bring business to this market in the summer. The attendance cap for the facility is 2,500 in the summer. The economic impact from this facility on an annualize basis could be \$30 to \$60 million dollars per year. There could be up to 130 events with the vast majority being groups from 350 to 1,200. The construction labor impact is significant with about 800 jobs. Douglas County has lost over \$1 million dollars of revenue because its contraction of assessed value that would be reclaimed. There would be 200 to 400 part time jobs. We are a tourist destination with a large service worker industry. Every spring and fall many people have their hours cut because there's not enough business. This facility has the opportunity to provide the kind of employment gains for an existing workforce that struggles during those off peak times. They also have a \$10 million dollar private land contribution to help support this facility.

Part of the project description for this project is to create seasonal free and frequent microtransit system that would operate from the tourist bed base in California near the Beach Retreat and bring people from the core to Round Hill Pines Beach. That is the most heavily traversed area where there's the greatest need to move people. When they formulated the plan, they felt that they could generate about \$250,000 per year in subsidy to create this free system. Although, the system identified and analyzed in the environmental assessment contemplated a \$250,000 budget. They feel they can deliver a minimum of \$400,000 so that the level of service will be higher than anticipated and perhaps the service area could be broader. They'll continue to work with TRPA and stakeholder to see what can be done before the next few hearings. The project will eliminate 468 parking spaces and replace it with clean run off which will be a positive impact to the Stateline Stormwater Association which treats the

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stormwater in the core. A paid parking program will also be implemented that will be dynamic in terms of pricing and seasonality and will hopefully change people's behavior to use the free microtransit system. This would be an app based system. With those benefits, they forecast a reduction in VMT and therefore a benefit to air quality as well.

Microtransit has been pioneered by a company called Downtowner. In a case study in Squaw Valley who implemented this free and frequent microtransit system last year and had 81,000 riders. Visitation to the resort increased by 15 percent and the year prior they were parked out 40 days and with this system they were only parked out six days and reduced vehicle trips by 20,000. Aspen, Colorado had a similar experience with this. The need for this facility is not new, it's a need that's been identified and permitted and approved by the board with the project three approval. While that was 100,000 feet, this facility is larger at 138,000 feet. They didn't have any operating covenants to restrict attendance on the project three facility, here we have operating covenants. There's concern that TRPA doesn't want to be the police to have to shut people down because they violated the capacity. The Tahoe Douglas Visitors Authority will issue a request for proposal to national operator of these types of facilities. There'll be a contract which will require the operator to honor these covenants and will have penalties if they don't. They will not violate this 2,500 person restriction whether that's by deed restriction, contract, or penalty. Project three had a transportation component that was a contribution of \$10,000 per year to the coordinated transit system. Here it will be \$400,000 per year or more. If we're going to be successful with transit at the south shore, fair base transit is not going to generate the ridership that a free system is. It will take free and frequent to change people's behavior and this is the catalyst to make that happen.

Hotel occupancy in the core during the shoulder season is 56.2 percent and in the summer it's 88 percent. When you cross the stateline to California the shoulder season occupancy in the City of South Lake Tahoe is 26 percent. There's an oversupply of tired product in California and the better California properties are operating at a higher level. That's when people's hours are cut and they're looking for work and is then when the need exist.

This will be paid for by tax increment financing through the redevelopment area (RDA) in Douglas County. One percent of the lodging license fee which flows to the Tahoe Douglas Visitors Authority would be pledged for bonds and the balance would be made up by what was recently adopted by the State of Nevada; the \$5.00 per night, room night surcharge. That would generate sufficient revenue to construct the facility.

In a perfect world we would have been before you several months ago. The level of environmental analysis has generated an understandable request for a peer review. These things take time, money, and can delay the process. They hope to come back to the Governing Board in January with the release of the updated environmental assessment with a peer review for a more in depth discussion, and then return to the board in February for a decision. A favorable decision would enable them to issue bonds to construct this facility in April of 2020. Construction would start May 1, 2020 with an 18-month build and would be open for business in January 2022.

Had the Main Street Management Plan as part of the US Highway Revitalization Project deliverable been completed, perhaps this conversation would have been a little better defined. It's important for the events center project to harmonize with the Main Street Management Plan deliverables which includes a transit circulator and parking management. We need to get creative to see how we can adaptively address these issues. This type of redevelopment from

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the event center can be a catalyst for further redevelopment on the Nevada side. They would like to achieve a seamless destination between California and Nevada that compliments one another.

Mr. Nielsen said the project application for the events center was submitted in November 2017. The review of the application showed that the project conforms to code issues such as permissible uses, land coverage, height. Primary issues are centered around potential impacts which are evaluated in an environmental assessment. The environmental assessment will assess whether the project may proceed without preparation of a full environmental impact statement which is the next level of environmental documentation if all potential impacts can be determined to not be significant. The environmental assessment analyzes impacts to all environmental threshold areas and identifies impacts to traffic, groundwater interception, and scenic quality as the primary project issues. The interception of groundwater will occur as a result of this project. A 25-foot deep excavation is required at the south end of the building to establish a finish grade that will enable vehicles delivering equipment to access the back of the building and deliver equipment at the lowest floor level which is critical to the function of the building. Groundwater will be intercepted during construction and over the long term. Over the life of the project there will be a need to manage groundwater. Dewatering will occur offsite during construction and onsite over the life of the building. During construction groundwater will be intercepted by groundwater interception wells installed above the area of excavation and pumped across the street to the meadow where it will be discharged via sprinklers and allowed to infiltrate as opposed to leaving the site as surface flow. Over the life of the building groundwater will be captured and directed to an underground filtration chamber.

The scenic quality analysis in the environmental assessment includes visual simulations from a number of viewpoints as well as a massing study of the proposed building. The environmental assessment evaluates impacts to viewshed including view blockage of ridgelines, a bulk and mass study, and an analysis of the architecture, the landscaping, and the pedestrian improvements, etc. As a result, the environmental assessment identifies no impacts to scenic quality. They anticipate that there will be an incremental improvement to the applicable threshold ratings because of the improvement of the built environment representing the replacement of close to 500 space parking lot.

The traffic impacts are the most significant issue. In order to proceed with an environmental assessment as opposed to an environmental impact assessment, traffic impacts must be mitigated to a less than significant level. They know that the event center will result in an increase in vehicle trips and vehicle miles traveled. The applicant has proposed a mix of event center capacity limitations between June and September. Paid parking requirements and microtransit service to achieve a reduction in trips and vehicle miles traveled. The traffic analysis is being subject to peer review. To validate the assumptions in the traffic analysis regarding the effects of paid parking and microtransit, TRPA staff retained a transportation consulting firm to conduct a peer review of the traffic analysis which concludes certain reductions in traffic based on the implementation of paid parking and microtransit.

They anticipate including conditions of approval that address the traffic reduction measures that may include addressing seating capacity limitations by requiring the permittee to record a TRPA approved deed restriction limiting venue capacity in perpetuity. Ensuring that traffic reductions are achieved over the long term the applicant will have to submit parking agreements that are consistent with the main street parking management plan objectives and planning efforts underway. It will require ongoing coordination with the main street management plan transit

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circulator efforts. They're also looking at requiring post project traffic monitoring and adaptive management to ensure traffic reduction performance measures are achieved so they can validate if this project is approved, that the traffic reduction projections are accurate.

A key element in completing the environmental assessment was to ensure that project mitigations and conditions are clearly written, effective at reducing impacts, and enforceable over the long term.

Staff will return in January with a draft document for discussion and input from the board and public. After addressing the comments, they hope to return in February for action.

Presentation can be found at:

[Agenda-Item-No.-VIII.B-Events-Center-Presentation](#)

Board Comments & Questions

Ms. Aldean asked for additional information on the circulator. Is it demand responsive and what is the coverage area? As she's mentioned before and discussed with Mr. Feldman, there is the need for a central parking area. She asked based on the traffic study, where are the trips likely to originate from.

Mr. Feldman said the proposal is to have a minimum of two vehicles that would be on a deviated route system that would run from the heart of the bed base on the western edge near the Beach Retreat in the Al Tahoe Bijou area of South Lake Tahoe through Pioneer Trail and Ski Run Boulevard to the core and from the core to potentially Round Hill Pines. As originally forecasted with a \$250,000 budget, it was based on 30 minute headways with two vehicles operating. It would also have an app based deviated route. It would not provide transportation from Carson City or Meyers. It would be core based where the most intense lodging and recreation opportunities exist. The opportunity to have some satellite parking has not been analyzed in the environmental document. During public comment, there may be some comments about opportunities for that.

Ms. Aldean asked if the deviated route would apply just during the height of the tourist season and would the route be any different during the off season where they may have to reach out to other areas to encourage the use of transit.

Mr. Feldman said there's the aspirational goal and the project deliverable. The project deliverable is to create a system for primetime; mid-June through Labor Day. That's what was analyzed in the environmental document. They want to collaborate on expanding that to be a 12-month system, but they have to start somewhere. If they can't make a free system work, they would probably have to think about something else. He believes that a free system will work.

Ms. Aldean asked if the environmental assessment will include more detail on the economics of this. There are sources of funding for bond payments and asked if the \$400,000 for the transit system is coming out revenues.

Mr. Feldman said part of the Tahoe Douglas Visitors Authority Act requires one percent of Douglas County transient occupancy tax to be delivered to the Tahoe Douglas Transportation

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District. The Tahoe Douglas Transportation District has been using a good part of its resources to retire bond debt on the parking structure opposite the Douglas County Administration building. They're cautiously optimistic because it's a life or death situation for them that the Douglas County Board of Commissioners is going to allocate one half of that one percent to this transit system. That is the source of the \$400,000. That source will escalate overtime as room rates increase and hope the shoulder season occupancy will increase with the event center and that will further drive the transient occupancy tax and the budget for transit.

Ms. Aldean said in the economics of the deal, theoretically there will be adequate money generated by the use of the facility to support its maintenance and keep the building operating.

Mr. Feldman said people don't construct event centers to make money from them. It could operate at a loss and be a huge success. They expect that it will start at a loss but over time, the forecast is that it will break even and potentially make some money. The economic magic is to the rest of the community, not as an independent profit center.

Ms. Aldean said taxpayers are a little leery of being saddled with something that is aspirational. It's a beautiful project but there needs to be a contingency plan. The taxpayer is ultimately on the hook if the event center doesn't generate sufficient revenue.

Mr. Feldman said the Tahoe Douglas Visitors Authority has budgeted for the operation of the facility.

Mr. Lawrence said at the end of the day regarding environmental impacts and the environmental review there will be a lot of discussion on the traffic. A free circulator is great opportunity to do something. With the paid parking there is the assumptions that paid parking reduces trips because people don't want to take multiple vehicles to an event and pay for parking. That makes sense. He's previously seen with paid parking that it can be an extreme motivator particularly where parking is limited. As the project moves forward, it's important in the context of Tahoe and this project to be able to articulate in the analysis whatever the assumptions are regarding the VMT reduction with the paid parking, it needs to demonstrate how the analysis was Tahoe specific as opposed to a general nationwide industry standard.

Mr. Feldman agreed and said that is a tough order. They'll do everything they can to make sure it's the best they can deliver. They're doing something that hasn't been done Tahoe specific. There are other resorts that have success with paid parking and microtransit. They'll have data available to make the best analysis possible recognizing that there's no where in Tahoe to compare.

Mr. Lawrence said those examples such as Aspen, Colorado is what he's referring to when he said Tahoe specific. That the analysis is based on mountain communities as opposed to industry standards that might be applied to a different type of area. The more that we can be clear and articulate about the traffic the more it will help the decision making process.

Mr. Nielsen said the analysis does include a general reduction for paid parking. Then there are local factors that are considered which doesn't have a lot of data about local factors. It does include an adjustment for local factors. The peer review said that needed some additional refinement.

Mr. Shute said as co-chair of the stakeholder group doing the Main Street Management Plan,

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they could be done in a few months. And the fact that they won't be is not because of their work.

Mr. Feldman said he wasn't suggesting anything other than it's a collaborative process and it takes time.

Mr. Shute said the key for him on this project is offsetting the VMT. There will be people coming in the shoulder seasons that wouldn't be here otherwise and that will generate traffic. The link there is the Main Street Management Plan and the parking management plan that are not done. For example, coordinating transit may be that the parking management plan and what comes up with the Main Street Management Plan will call for some different concept or variation on what is being proposed. Then they'll have to write the condition so it will be flexible enough to hold them to a minimum standard but maybe go to something else if that is approved in their plan when it gets adopted. The Main Street Management Plan working group has been told by people that they won't go to the restaurants or the movies in the core because they don't want to pay for parking. Perhaps we're generating VMT inadvertently by the parking fee. It's also been suggested that if there was a free parking area linked to the availability of transit then you could get people to park there and get on transit. Tying down paid parking in perpetuity all over the place without considering that option, is an issue for him.

Mr. Feldman said their market is land starved that when you talk about satellite parking, you might as well talk about placing it on a satellite. It's hard to find a place to commandeer acres for a car park. That's not to say that they can't be creative and come up with solutions. Being fundamentally built out and an area where 90 percent of the land is in public ownership, there are challenges.

Ms. Aldean said she agreed with Mr. Shute and is concerned that paid parking could be a substantial deterrent to people. It would be short sided of us to do anything in perpetuity. There needs to be an adaptive management element to these conditions that will allow us to revisit these issues as time goes by.

Ms. Novasel said there is a misnomer in that when it was said that California gaming was one of the leading causes for the issue of Nevada gaming, it's not California gaming, rather it's the Indian gaming. California doesn't receive a lot of the profits from and therefore it has been a big stress in El Dorado County because of Indian gaming. On the California side of the south shore, El Dorado County has a health department, a law enforcement center, and many other systems that are dependent upon a good economy to be able to provide their services. One of the bigger impacts of this is the idea of having steady employment year round which many of them are from the California side. She likes the idea of being able to integrate the free and frequent transit with the housing and transportation needs.

Public Comments & Questions

Senator Settlemeyer, Senate District 17 representing Douglas, Lyon, Storey, and Churchill counties said this bill started out through an interim committee for the review and oversight of the Tahoe Regional Planning Agency and Marlette Lake Water system. In that respect, different discussions came forward on the agenda and a bill draft came out that way. It is a bi-partisan committee but also passed the senate unanimously. After hearing the presentation from different individuals talking about the transit, the environmental aspects, dealing with the sediment, and that most of the funding was going to come from the concept of the \$5.00 per

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room tax along with the jobs it would create. Whether it was the ongoing jobs through the event center or even the temporary jobs. It was an interesting aspect to have himself and the former head of the ALF-CIO, Danny Thompson at the chair at the same time testifying for this. Considering that all the construction jobs will be multi-level therefore, automatically union. Things have changed in Tahoe, since the time frame in 1988, the Indian gaming regulatory act came about. For the State of Nevada over that time frame, if you look at 1986 gaming statewide from Tahoe represented 7.7 percent of the gaming take. Currently, that's 1.9 percent. That's not coming back, and we have to change how we do things. We need to find ways to get people out in nature a little more. The next generation tends to play with the technology more. The concept that we have to aim for is to get people out and help them recreate and enjoy the outdoors. Once we bring people to Tahoe, then Tahoe will sell itself. He urged the board to try and support this project.

Mr. Lawrence agreed that Tahoe sells itself. One of the ongoing challenges that they've had is how to get people to one location at Tahoe and then how do we move them around without creating more traffic. This is a long ongoing item. There's been redevelopment projects on the California side, the Gondola, the year round recreation at Heavenly, the revitalization project and main street are one more component of making that stateline on the California and Nevada side a destination where you can do everything. At the end of the day, we'll have to see what the traffic analysis looks like.

Senator Settlemeyer said the Tahoe experience is very important. When he was young, it was skiing. It's changed and this is a good opportunity.

Mr. Rice said many of them in Douglas County realize how critical this is to the health of their county. The funds that are coming off of the hill are dwindling. At some point, it's going to impact the valley. This event center is going to be critical to the economic health of all of Douglas County. He'll do everything he can to ensure that they don't do anything to impact the environment but at the same time, we need to have this project go forward.

Senator Settlemeyer said in 1986, 70 percent of the property taxes in Douglas County were generated at Lake Tahoe. Now it's 36 percent. The district lines have changed and with redistricting coming up, it will happen again.

Mr. Bruce thanked Senator Settlemeyer for all his work at the legislature for helping make the project happen from the legislative point of view and bringing the people together.

Lisa Deleon, Destination Tahoe Meetings & Events said the event center offers the community an opportunity to increase off season and mid-week occupancy through conferences and trade shows that generate money into many different areas of the economy. Conventions don't just bring money to the casinos, money goes to local activities, tour providers, restaurants, small businesses, etc. It would provide additional hours for hospitality and professionals in this town. Any opportunity to provide a more consistent income stream to the local workforce has to be viewed as a positive. The peak time for meetings and conventions is September through early December and March through May. The casinos don't have enough meeting space to accommodate a large program. This will put south Tahoe on the map as a viable destination for large meetings and trade shows. The minimum square footage needed for 1,000 trade show booths is 20,000 square feet. Group business means less vehicles.

Corinna Osborne, Edgewood said Edgewood is no different than any other property in Lake

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Tahoe. They also experience declines in occupancy spring, fall, and mid-week during the winter. When they don't have economic stability during these times, it results in having to make changes in how they do business such as limiting their services which impact the workforce. As a result of these declines, it effects the workforce and creates major challenges in retention. These challenges would be mitigated with the proposed event center. Edgewood's commitment to this project is evident when their board agreed to donate the land for the construction and operation of the event center to facilitate implementation of this transformative project. Edgewood has a devotion to the community to help achieve stability for our destination and workforce. They also support the microtransit component of the event center and believe a free user friendly transit system would garner support from both public and private sectors to grow the system over time. Edgewood is a partner in the Stateline Regional Stormwater Association, and not only will the event center provide economic stability, it will also reduce sediment loading to the stormwater system and contributing to the total maximum daily load reduction goals.

Luca Genasi, Aleworx said if this project is done properly it can curb a lot of the seasonality ebbs and flows. This project is exciting for the community from an economic standpoint.

Tom Fortune, Heavenly Resort said this project is a game changer. He said they also see times when they could use more customers mid-week, shoulder weekends, etc. The event center will bring those events during those periods of time to help all the ski resorts grow their business. Heavenly now has employees in the winter and summer. They still have problems keeping those employee's year round. This community could enhance its reputation and service if they could keep year round professional service employees on without cycling them in and out. Heavenly has an opportunity to participate in the microtransit. The resort has four portals where guests access the mountain, three go largely unused much of the year. He urged the support of the project.

John Cahill, Hard Rock said he urged the board's consideration for support for the events center. It's crucial to repositioning the stateline hospitality industry in a manner that's going to be beneficial to all of South Lake Tahoe. Stateline's once robust economy which employed 10,000 people year round who resided in both Nevada and California has been drastically impacted by the development over the last 20 years of the \$7 billion dollar Indian Gaming industry in California. It's been long recognized the need to reposition stateline as a destination that is not dependent on gaming. A majority of guests who go to the Hardrock are not here to gamble, they're coming here for the unique experience Lake Tahoe provides. Through October 2019, Hardrock hosted 82 marketing events, attended by 9,676 people and hosted 177 group meetings attended by 60,658 guests. The majority of those attendees arrive at the Hardrock by bus. We need the event center to grow the next tier of the group sales market.

Scott McCoubrey, Stateline, Nevada resident said South Lake Tahoe has been in the survive mode for the past two plus decades and is now having a difficult time attracting new generations of vacation families, outdoor activity enthusiasts, and gaming customers who prefer more modern and upscale entertainment and convention venues. We're left with 40 percent lower tax revenues compared to 20 years ago. There's decreased property values, aging infrastructure, antiquated casinos and motels, outdated corridors and exteriors. There's a lack of workforce, affordable housing, loss of 7,000 local jobs, declining visitor experience, lack of employment opportunities during shoulder seasons and loss of small businesses tied to economy and housing. South Lake Tahoe will always have its beauty, charm, and captivating splendor but it won't be able to maintain or sustain the number of annual visitors if change

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doesn't take place. There's been upgrades to the community that have brightened up the surroundings such as the outdoor concert series, Edgewood's lodge, and the Heavenly Village. We must continue with the construction of an event center to allow South Lake Tahoe to thrive.

Jenay Aiksnoras, Lake Tahoe Yoga and Stateline resident said there's been many changes that have affected our community. As a small business owner, she now struggles during every shoulder season and burns the candle at both ends during the summer. This event center provides an opportunity for the community to be influenced by change that's beneficial and long lasting. The event center will help us to become a better place to visit and reduce the challenges we all face in this tourism driven economy by offering opportunities to stay and play year round. The event center will be a valued addition that will provide long lasting benefits for our community here at the lake and Douglas County.

Jan Vandermade, Carson Valley Visitors Authority said he's had extensive exposure to the redevelopment initiatives at the lake. On behalf of the many tourism based businesses within Carson Valley, he said the negative economic trends at the lake are well documented and were further supported in today's comments. It is through development projects such as these that the destination continues to preserve what is so special to all of us. The Edgewood and Tahoe Beach Club equally demonstrate responsible development at Lake Tahoe. The end results from a successful event center will directly benefit businesses and economic health county wide. There'll be direct impacts from vibrant activity at the lake. A long term vision was created for this community from the very early stages of redevelopment. It's time to set the tone in and around the casino core area. The steps taken to improve transportation to preserve lake quality, to stimulate economic diversification to demonstrate responsible planning continues. The Carson Valley Visitors Authority urged the board to consider the tremendous benefits and approve the project.

Rick Kozuback, International Coliseums Company, consultant to the Tahoe Douglas Visitors Authority said since he's been in the business since 1995 most of us wish we wouldn't have to pay for parking. Regardless of where we are most of the time there's a charge for parking and it doesn't deter the customer from going to an event. They hope that the distribution of parking throughout the area will allow people to come to an event, they stay there, they'll walk to the facility and downtown. The number of times there will be all 6,000 seats filled will probably be very few. They looked at what the facility might want to do in five years and ten years. They looked at the flexibility of this building and it will do a lot of different things such as youth sports, high school championships, concerts, conventions, etc. The charge on the parking will probably be the least of the issues.

Stacy Noyes, Lakeside Inn & Casino said overtime she's watched the decline in the market and gaming specifically. Many people have moved away from the area because they cannot find full time employment. The decline in the school enrollment on the Nevada side tells the story for us. The event center would infuse the market with energy and opportunities to allow for them to employ more people full time and year round. Lakeside Inn employees 181 employees of which 53 are part time. In 2007, they had 311 employees which 38 were part time. Transit has been an issue for a long time. The event center will be a catalyst for Lakeside Inn to be able to afford and contribute meaningfully to a larger year round, more reliable, free and frequent transit. The event center is a game changer for the tourism market, the families, schools, the economy, and the environment for Tahoe.

Joe Stewart, Sierra Con General Contractor said they've partnered with Core Construction and

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have been selected to be the construction manager at risk, general contractor on the event center. Preconstruction services are going on now. He's seen the change in the town. He's vested here as a general contractor and community member. He's seen how many projects he's been involved in have made major changes in the environment and economically. The event center will be a major game changer for the community. There'll be 800 construction jobs and many of those go to local people. The construction workers who come from out of town stay at the local motels, eat at the restaurants and contribute to the economy as well. This will also be shoulder season boost. As the construction manager at risk they took a trip to Dodge City, Kansas where they had a similar facility. It's a small remote town and this facility is very successful. It's a great example of build it and they will come.

Sue Barton on behalf of Bill Chernock, Carson Valley Chamber of Commerce said on behalf of the Carson Valley Chamber of Commerce please except these comments in support of the Tahoe Douglas Visitors Authority's Tahoe South Event Center Project. The need to revitalize the Nevada side of the south shore and its tourism product has been recognized for decades. The effects of the decline in tourism have been made tangible in the loss of jobs, gaming revenue, and property tax values. These effects are felt in both the lake portion and valley of Douglas County. The event center project provides a clear path to a reversal of these trends. Recognizing the changing desires of the traveler and providing a way to meet these new desires. Tomorrow's traveler demands the type of project proposed. One's who aesthetics work not just with its neighbors to the west but also with the natural setting. Every bit as important as the economic justifications for the project are the improvements in transportation and the measures that will be taken to preserve lake quality. It is a project of a type that is rarely seen. One that has the potential to transform a significant part of Lake Tahoe for the better and to do so for generations to come. Others will provide more detail of the many benefits at today's meeting and future meetings. They urge the board to view these benefits as worthy of the support of the agency and its goals by supporting the event center project.

John Packer, Harrah's and Harvey's said for over 40 years working at Harrah's he's always been aware of the infamous shoulder seasons with cutbacks and layoffs. The event center will help create dependable year round employment for people and helps support businesses throughout Douglas County and South Lake Tahoe. It will also be an enhancement to the ability to have a wide variety of events something the casinos have not been able to do on a consistent basis. Harrah's and Harvey's support the event center as a much needed year round attraction to be more economically competitive as gaming alone is no longer the primary economic engine sustaining the County on the south shore.

Todd Poth, local resident and business owner said his company works with over 100 different lodging properties with a large majority in the Tahoe basin. He also represents and works with 85 to 90 businesses with a lot of them in the basin. These people cannot take off during the day to attend these meetings and tell you how important this project is. The peaks and valleys of the traffic and people cause the majority of the problems. How do you create a year round transit when half the time it's overflowed, and no one can get use it and other times it's empty. This is a project that addresses these problems directly. It's a great project and he's in support of it.

Carol Chaplin, Tahoe Douglas Visitors Authority said this event center is about our community. It's about jobs, visitation, reinvention, and vitality. There's no community space that can accommodate growth. The event center will allow their soroptimist club to increase their annual event to 2,000 people and double the revenues. The scholarships that they provide would bump to \$2,000 and can go to 15 recipients instead of five. It's not just about visitors and increasing

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visitors. This event center will be a gathering place, an educational place, entertainment place, and a place that replaces what we lost long ago; gaming and economy. This board has the responsibility to ensure that this project is fully vetted, meets the shared environmental goals, and is a beneficial addition to the built environment. TRPA staff has the same mission. They are committed to delivering a project that passes the smell test on every level. They're working with TRPA staff to provide answers and assurances. If we don't have those today, they'll have them at the next meeting. She represents a large constituency that is like minded and sees the event center as their future.

Jerry Bindel, Forest Suites Resort said on behalf of the Forest Suites owners. The Robertson Williams families have owned Forest Suites at Stateline since 1965. They've seen much change on the south shore. One of most successful changes they've experienced is the positive impacts of the Heavenly Village on the California side of Stateline. The Heavenly Village has become a destination into itself. With world class restaurants, shops, gondola, mountain access, and entertainment. The village has allowed their guests and others in the tourist core area to stay out of their vehicles during their time in Tahoe. Many guests have expressed that it was nice to park their car and leave it for the duration of their stay in the core. A more recent addition of Van Sickle Bi-State Park has additionally allowed access to hiking and lake views again without the need for a vehicle. Business in the off season continues to suffer and a challenge. Inconsistent snow conditions are difficult and driving conditions can stop business that's progressing. Owning a business and a desire to continue to fund upgrades for capital and for facilities that will affect guests experience and the environment are challenging in a seasonal business model. Rarely, is an opportunity presented that will directly and positively affect the community such as the event center project. There'll be a more stable year round environment, year round employment will increase, and more capital will be available to be reinvested in facilities and environmental upgrades. In order to continue to decrease vehicle traffic, once the visitors arrive in the basin, a new transit service is also in this proposal. The transit service will have exciting improvements and the adaptive management is the way that the tourism district on the California side sees this progressing. They would like the transit to start with just the core and with business funding assisting they can expand and improve that service to go as far as Emerald Bay and the beaches. They encourage everyone not to let this moment pass for the betterment of the south shore community.

Bill Cottrell, Lake Tahoe Resort Hotel said he's seen a lot of changes since he started there in 1990. That year there were approximately 20 to 25 shared programs throughout the casino core. That's down to two programs this past year. This is one way to get a lot of that business back to Tahoe. His property was the first one to kick off the redevelopment program for the south shore. The ownership and Lake Tahoe Resort team is behind this project and asked for its support.

Jude Wood, Boys and Girls Club of Lake Tahoe said when she first joined the club over five years ago, there were approximately 88 percent of the members that were on free or reduced school meals. They are now down to about 58 percent. There are about 50 percent of those members living below the poverty line. Kudos to Vail and Heavenly because when they started operating in the summer, they saw a dramatic decrease in the number of scholarships that were applied for at the club. There is still a huge issue in the community with families that can't get by even working multiple jobs. We need to have economic development in this town.

Nicole Marsel, Boys and Girls Club said many families are affected by the lack of jobs or not having enough hours to make ends meet. It would be a beneficial impact to have a larger space

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for more people to come. Build it and they will come. Building the event center gives people like herself more chances to hold their events. She supported the event center project.

Heidi Hill Drum, Tahoe Prosperity Center said a recent study commissioned by the TPC provided much insight to the fragility of our economy. This job insecurity issue is also related to the high housing costs. More than half of homes in Douglas County are owned by second homeowners and not by full time residents. Only ten percent of the east shore residents qualify to buy a median priced home in Douglas County. The costs to retrain a minimum wage employee costs the business \$3,000. For middle management of a \$40,000 to \$60,000 salary, the costs to the business is \$8,000. This could create between 250 to 400 full time jobs. We need well paid jobs and housing. This project will have positive community benefits, economic benefits with tax revenue to the county and region, and environmental improvements of transit and the stormwater runoff. They support the project moving forward.

Steve Teshara, South Shore Transportation Management Association said the TMA has been serving the community on the south shore since 1994. They've been part of advocating for transit, community mobility, seeking funding for capital and other projects in the transportation arena. Currently, they are gearing up to expand their board and to be a part of facilitating the private sector involvement in the microtransit. He said that transit is an important part of what needs to be done on the south shore both for the US Highway 50 project and the event center. It's the catalyst to get the business community and the nonprofit community into facilitating the microtransit and expanding it from the core area to the outer regions of the community. The TMA is gearing up to add more resorts, lodging properties, small businesses, the health care industry, higher education, nonprofits including the League to Save Lake Tahoe, mobility advocates, and social service advocates. They'll be putting together a robust team to encourage the community to help support the microtransit. They urge the support of this project.

Gavin Feiger, League to Save Lake Tahoe said they've heard a lot of comments today about economics. With a six page staff report it's hard for them to gauge the environmental impacts of this project. They don't have a stance yet but are looking forward to seeing the traffic analysis and the assumptions that went into that along with the peer review. This could be the largest project built in Tahoe in the planning horizon of the Regional Plan. It needs to be a shining example of the Regional Plan implementation. There's some great stuff they've seen in the brief materials but looking forward to seeing that environmental analysis and a more extensive analysis depending on what that comes out with.

Zach Thomas, Tahoe Transportation District said the TTD is in the process of on boarding a technical consultant for that process. They'll be working with a variety of stakeholders including the main street stakeholder group, and the project proponent for the event center.

Board Comments & Questions

Ms. Laine said the City of South Lake Tahoe always contemplated and recognized the need for a convention center. They included that such facility in the development that fell apart around the same time the economy fell apart in 2008. They commend Douglas County for their insightfulness and support and to the Nevada Legislature for their assistance in making sure that there is an adequate funding stream. With their investment on the California side and now possibly the investment on the Nevada side, it's going to help tie those ends together. Having worked with Mr. Feldman on the Heavenly project, all of his visions as to how the Heavenly project would look is true.

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Ms. Gustafson agreed with Ms. Laine's comments. As she looks at the Regional Plan implementation and what we envisioned for building a healthy economy for the town centers was key to that. We've heard a lot of testimony on that today. Those of us in local government understand how important their services are tied directly to that economy. She looks at what they've been able to do in Placer County most recently because of the strength of the economy and providing the free Tahoe Truckee Area Regional Transportation (TART) service. They reinvest when they can and make environmental improvements when they are in the situation to be able to do that. It's important to talk about that triple bottom line and we have to be aware of the environmental impacts. She agreed with Ms. Aldean's comments about making sure that the plan for transportation is adaptive. As we move forward, she's waiting to see those elements that will allow that as well as the comment that was made earlier on the question on contingencies for the financing plan and making sure we're clear on that.

Mr. Wlaschin said he appreciated the comments in that this will have an impact on the transportation requirements in Lake Tahoe. He's hoping to see in the documentation that's put forward information on the potential increase to the demand on short term rentals. He's concerned about the 6,000 seat event center and the possible influx of people who may come to town and stay in vacation rentals. He doesn't expect that an environmental impact statement will come from this event center, but we need to take advantage of this opportunity to consider the second and third order effects. January 2022 will be here sooner than we realize and if the doors are open and we have our board meeting there then suddenly there may be people engaging in a topic that's been discussed here multiple times before.

IX. REPORTS

A. Executive Director Status Report

Ms. Regan said today was the kickoff of a six month campaign to celebrate our 50th anniversary. Next year, TRPA's 50th anniversary coincides with the 50th anniversary of earth day. We'll be having a reception in either April or May following a Governing Board meeting where we'll be inviting former members of the board, staff, and members of the community. She thanked Ms. Aldean for helping TRPA in putting together a proposal to have a Tahoe coin minted. This will be a commemorative piece not only for the agency but be used to possibly raise funds for projects like Tahoe in Depth, Take Care environmental stewardship program partnering with some of the other nonprofits in the area. TRPA will also be updating the strategic plan in 2020. We look forward to 2020 in honoring the past and elevating the future in this anniversary program. One of the items we'll be talking to the board about is TRPA's role in supporting both states in addressing new threats from climate change.

Mr. Hester said in February, staff will bring a presentation where we'll talk about the Compact mandates, environmental scan on what we see as the issues. In March, we'll look back at our accomplishments and will bring a draft of the strategic plan. In April, the goal is to bring the strategic plan for adoption. At TRPA's holiday party, they talked about how staff is a team. He told a story about how John Kennedy was at NASA during the space program before they went to the moon. He went down the wrong hall and ran into the janitor and when he asked the janitor what he was doing, he replied he was on the team going to the moon. We as staff appreciate being able to be a team with the board and what we can accomplish. Our board members do this not for any monetary reasons but rather because they care about the Lake.

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B. General Counsel Status Report

No report.

X. GOVERNING BOARD MEMBER REPORTS

Ms. Aldean said it's mutual. The staff has been delightful to work with. The characters have changed over the years, but everyone leads with their heart. Even in the past when things use to be more contentious than they are today, thankfully that's changed. But even when they were contentious, members of the board and staff liked one another. We may have our disagreements but if you have a fundamental respect for one another you can overcome those disagreements. Even if you have to walk away on opposing sides, never coming to a consensus, at least you feel like you've made the effort and the friendships developed over the years are going to be long lasting. Thank you for all the hard work you do and the heavy lifting. There seems to be a lot of comradery among members of the board and staff and let's hope we can continue to cultivate that in years to come. We need to have a Christmas celebration in July when weather isn't an issue and Christmas is not preoccupying all of us.

Mr. Yeates said he echoed a lot of the comments made and liked Ms. Aldean's idea of a Christmas celebration in July. It would be a cowboy Christmas! He thanked staff for the wonderful first year as chair. He appreciated staff's dedication, the hard work, and the creative work that the staff has supplied. He's grateful for his committee chairs, his colleagues who have taken on the responsibilities to deal with these issues. He enjoys the collegiality and the trust they have in one another as we work through these things. He's most grateful they don't break down into a Nevada or California or a local versus public situation.

Mr. Bruce thanked Mr. Yeates for the amount of time and thought he puts into this. Several times, he's been able to help us get through some difficult processes. He's creative and thoughtful in how to make things happen for both Nevada and California and the local groups.

XI. COMMITTEE REPORTS

A. Main Street Management Plan and other components of the US 50 South Shore Community Revitalization Project

B. Local Government & Housing Committee

Ms. Novasel said the committee met in November and approved seven month housing workplan that will be brought back to the board at a future date. Staff will be bringing back a series of workshops starting in January or February to the full board on housing in a regional context with the goal of developing a TRPA housing action plan.

C. Legal Committee

None.

D. Operations & Governance Committee

None.

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E. Environmental Improvement, Transportation, & Public Outreach Committee

None.

F. Forest Health and Wildfire Committee

None.

G. Regional Plan Implementation Committee

None.

XII. PUBLIC COMMENT

None.

XIII. ADJOURNMENT

Vice Chair Mr. Bruce adjourned the meeting at 3:56 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marja Ambler".

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