

SUMMARY: Joint Fact Finding Meeting #3

Held August 3, 2016

Meeting in Brief

The Joint Fact Finding Committee discussed best available science regarding boating impacts and baseline conditions that will be used to inform the environmental analysis and to assist the Steering Committee in making policy recommendations. TRPA staff will return with a proposal on boating use assumptions. The California Air Resources Board is willing to perform modeling on boating air emissions once boating use assumptions and data are analyzed. TRPA staff gave an overview on the summer data collection, which has included buoy surveys, boat use surveys and a shoreline structure inventory. The Committee has begun compiling and sharing scientific literature on boating impacts and will dive more deeply into these studies at the next meetings. The group noted the lack of data on user conflicts although anecdotal reports occur. The group identified specific areas and future uses that merit consideration. The Committee will discuss adaptive management as a strategy for environmental threshold attainment at its subsequent meeting.

Action Items

Date	Responsible	Item
8/8	Rebecca	Make sure Fisheries study is posted on website
8/9	Adam	Review 2015 Shoreline scenic assessment and locate additional photo points if needed
8/5	Rebecca	Send Jesse the photo point protocol developed by Ascent
8/5	Rebecca	Send Harold the list of photo points & boat trips slide
8/10	Rebecca	Post 2010 PAH study on website
8/12	Brandy	Contact water trail coordinator for user surveys and review existing data (if any) on user conflicts
8/9	Harold	Share ideas for points looking out on the lake
8/25	All	Review 2010 PAH study in advance of next meeting
TBD	TRPA & Ascent	Develop a memo regarding recommended boat use assumptions for consideration by the JFF Committee
9/1	Dan Nickel / Gina	Update Memo 02 Boating Facilities to make sure buoy data inventory dates are consistent with what is being used
8/24	TRPA	Identify list of potential future watercraft uses (via Marina Association or Coast Guard).

Next Meeting: **August 25, 2:00-4:30**

Discussion Summary

Updates and Follow Up on Action Items from Meeting 2

Policy Memos-Since the last JFF meeting, the planning team and the Steering Committee have been developing policy memos on shoreline issues. These memos are working documents to identify and track the range of issues to be addressed in the Shoreline Plan.

Public Outreach-TRPA staff (Brandy and Public Information Officer, Tom Lotshaw) have been attending various home owner's association meetings and chambers to give briefings and solicit input on the Shoreline Plan. TRPA staff has made contact and will be working with both the Tahoe Keys and North Tahoe Marinas to complete an inventory of shoreline structures.

Literature Review-Committee members have been sending relevant literature related to boating impacts to TRPA staff who have now posted these on the [TRPA website](#) (they can also be accessed via [shorelineplan.org](#)). The studies are arranged by category and will be updated periodically. Any relevant studies should be sent to Rebecca who will make sure they are posted. Rebecca will make sure that the fisheries study that Sudeep sent out is posted on the website.

California Tahoe Conservancy Public Access Study-CTC received input on the scope of the public access study and is working on finalizing the contract with their consultant. The focus of the study will be to document beaches, parking and types of facilities used to access Lake Tahoe. The CTC is working with the state of Nevada to determine how the Nevada side of the Lake can be included.

Summer Data Gathering Update

Boat Use Survey-The TRPA boat crew have begun collecting data for the 2016 boat use survey. The results from this survey will show occupancy rates of boats on moorings (buoys, boat lifts). The crew has collected data on four days so far this summer with a goal of 12 total days of surveying to represent weekends, weekdays and holidays.

Buoy Survey-Intern, Mitch Koch gave an update on the Nevada buoy survey, which was completed documenting a total of nearly 1,200 buoys. The survey involved multiple TRPA staff members and collaboration with NDOW and the marina operators who provided kayaks. Spatial Informatics Group (SIG) is continuing its survey on the California side and to date had inventoried over 2,000 buoys. Once the inventory is completed, TRPA will coordinate with Nevada and California State lands to reconcile the 2016 survey data with the permit data to determine the appropriate baseline for the environmental analysis of the Shoreline Plan alternatives. The 02 Policy Memo: Boating Facilities buoy inventory section needs to be updated to have consistent studies with what is being used.

Scenic-Ascent and TRPA consulted with scenic experts and the committee to identify appropriate points and protocol to document existing shoreline conditions. After evaluating the possibility of high resolution video, Ascent and TRPA have decided to rely on photos for the scenic analysis. TRPA staff and others are planning on going out with the boat crew on August 11 to take photos. Committee members have reviewed and expressed confidence in the points, which are inclusive since the team doesn't yet know exactly what they will need. The Committee recommended that views from the shore also

be considered as they may be affected by modifications to shoreline structures. TRPA and Ascent staff agreed to look at the 2015 shoreline scenic assessment for information and points that could also inform the Shoreline Plan. Rebecca will send the protocol to Jesse for review. Rebecca also agreed to send Harold Singer the list of photo points.

Shoreline Interactive Map- TRPA staff is developing an interactive web based map that will help to inform the Shoreline Planning effort. The intent of the map is to provide committee members (Steering and JFF) and the public with a tool to identify areas of interest around the lake, investigate specific features and to make informed policy recommendations. The map will include multiple layers such as different types of shoreline structures, public vs private ownership, and environmental conditions.

Boating Impacts

One of the primary roles of the JFF Committee is to identify the best available science regarding potential boating impacts and to provide recommendations as to baseline conditions to the Steering Committee. Data being collected this summer will help to inform the baseline conditions by documenting existing structures and providing estimates of boating use. Past data collection and reporting can also be a tool to inform this effort. Brandy gave an overview of potential boating impacts, the assumptions used in the previous Shorezone environmental analysis and in the 2010 Shorezone report. The Committee observed three categories of boats on Lake Tahoe: 1) permanent; 2) transient that typically go through the AIS inspection; and 3) rentals.

Noise-TRPA currently enforces a 600-foot no-wake zone while the states enforce a 200-foot no-wake zone. The wake zone is intended to address noise, water quality and safety concerns. The 2008 shorezone program included additional recommendations to mitigate noise, such as speed reduction in Emerald Bay and no-dual switches on boats. Committee members highlighted the fact that there is a lack of enforcement due to limited resources.

Air Quality- In order to quantify the potential air quality impacts we need to agree on assumptions regarding the number of boats on moorings, boat trips and overall boat use on the lake. The Committee agreed that it is important to agree upon the assumptions used as model inputs. TRPA has data collected from the AIS inspections stations that includes boat type, year, and estimated number of trips. This data, along with the boat use survey and boat structure inventory is the best available science we currently have to determine air quality impacts from boating. The California Air Resources Board (CARB) has tentatively agreed to assist TRPA with emissions modelling. CARB has specific marine testing for boats to verify emissions. It should also be noted that CARB and the EPA adopted STAR for boat engines and therefore boat engines are producing fewer emissions.

Water Quality- A multi-agency water quality monitoring program was developed under the Blue Boating Program, a program established to mitigate the impacts of boat noise and air and water quality emissions for the 2008 Shorezone Plan, but is no longer being implemented. Currently, marinas in CA are required to perform water quality sampling as a condition of their Lahontan permit. Jesse recommended we evaluate the resuspension of sediment, which could be a driver for mooring locations. Thermal pollution is yet another factor, which the group discussed previously, that reduces circulation. Mary recommended that we look at a PAH study conducted in 2010 on Lake Tahoe which

identified “hot spots” where water quality impacts are occurring. TRPA staff will make sure we have that study on the website for future discussions.

User Conflicts-Steve Smith voiced concerns regarding user conflicts between motorized and non-motorized boaters and lack of enforcement of the no wake zone. He encouraged the Committee to evaluate “protected areas” (1,200 non-wake zones) for non-motorized boating. Participants confirmed anecdotal reports of user conflicts. Issues between motorized and non-motorized and public safety for swimmers emerged in a recent informal Sierra Club survey. The Committee agreed that it could identify specific conflict areas and potential solutions in the Shoreline Plan, such as D.L. Bliss or Sugar Pine State Park. Whether or not the Shoreline Plan would include such policies within its scope would be determined by the Steering Committee. The Committee also recommended consideration of future uses, such as hover boats, fly boards, and boater operator licenses being issued in California. Everyone agreed that it would be helpful to compile any available information and surveys of non-motorized users. Brandy will contact water trail coordinator for survey data.

Adaptive Resource Management Approach to Threshold Evaluation

Facilitator Gina Bartlett introduced the topic of utilizing the Threshold Evaluation framework as a tool to measure the success of shoreline policies. This is important to consider given that we may not have all of the information we need to estimate environmental impacts. Someone recommended reviewing the monitoring program developed in 2010. The Committee would consider how we can use adaptive management strategies rather than caps or finite limits on uses in the shoreline. This topic will be revisited at future meetings.

Participants

Lahontan RWQCB: Mary Fiore-Wagner

CTC: Penny Stewart

California State Lands: Jason Ramos (via phone)

League to Save Lake Tahoe: Jesse Patterson

Tahoe Lakefront Owners' Association: Jan Brisco

Nevada State Lands: Liz Kingsland

TRPA: Kenneth Kasman, Brandy McMahan, Jennifer Cannon, Mitch Koch, Dan Segan

Sierra Club: Harold Singer

Tahoe Keys POA & Beach and Harbors Ass.: John Larson, Patrick Ramsey

North Tahoe Marina: Jim Walsh

Interested Citizen: Steve Smith

Consultants

Adam Lewandowski, Ascent Environmental

Dan Nickel, The Watershed Co.

TRPA JFF Coordinator Rebecca Cremeen

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