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, June 14, 2017** at the **TRPA Offices**, located at **128 Market Street, Stateline, NV**. The agenda for the meeting is attached hereto and made a part of this notice.

June 7, 2017

Joanne S. Marchetta
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA Stateline, NV	June 14, 2017 9:30 a.m.

AGENDA

I. CALL TO ORDER AND DETERMINATION OF QUORUM

II. APPROVAL OF AGENDA

III. PUBLIC INTEREST COMMENTS

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

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

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

IV. DISPOSITION OF MINUTES

V. PLANNING MATTERS/PUBLIC HEARINGS

A. Transportation Measures Working Group: State of the Practice Presentations on Identified Focus Areas and Related Matters	**Planning Matters Discussion and Possible Direction to Staff**	**<u>Page 1</u>**

	B. Comment on Draft EIS/EIS/EIR for US 50 Community Revitalization Project	**Public Hearings Public Comment**	**Page 3**
	C. Threshold Update Initiative: Threshold Standard Assessment Findings	**Discussion and Possible Direction to Staff**	**Page 9**
	D. Development Rights Strategic Initiative Status Report	**Planning Matters Informational Only**	**Page 11**
VI.	REPORTS		
	A. Executive Director	**Informational Only**	
	1) Strategic Initiatives Monthly Status Report	**Informational Only**	**Page 21**
	B. General Counsel	**Informational Only**	
VII.	APC Members	**Informational Only**	
VIII.	PUBLIC COMMENT		
IX.	ADJOURNMENT		

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

May 10, 2017

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Teshara called the meeting to order at 9:31 a.m.

Members present: Mr. Alling, Mr. Buelna, Ms. Carr, Mr. Drew, Mr. Esswein, Ms. Ferris, Mr. Hymanson, Mr. Young for Ms. Krause, Mr. Larsen, Ms. McClung, Mr. Teshara, Mr. Trout, Mr. Weavil

Members absent: Mr. Donohue, Mr. Guevin, Ms. Hill, Mr. Hitchcock, Mr. Plemel, Washoe Tribe Representative

Transportation Measures Working Group Community Members: Ms. Eckmeyer, Policy Analyst, League to Save Lake Tahoe, Andy Chapman, President/CEO, Incline Village Crystal Bay Visitors Bureau

II. APPROVAL OF AGENDA

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

III. PUBLIC INTEREST COMMENTS

Carl Hasty, Tahoe Transportation District said the draft environmental document for the US 50 South Shore Community Revitalization Project is out for public comment. TTD will be providing informational presentations to various boards through May and hearings for public comment will start in June.

IV. DISPOSITION OF MINUTES

Mr. Larsen moved approval of the March 8, 2017 as amended.
Mr. Esswein seconded the motion.
Mr. Drew abstained.
Motion carried.

Mr. Larsen moved approval of the April 12, 2017 minutes.
Ms. Carr seconded the motion.
Mr. Trout, Mr. Hymanson, and Ms. McClung abstained.

Motion carried.

IV. PLANNING MATTERS

A. Transportation Measures Working Group: Update on Workplan Survey of the Landscape, Identification of focus areas, and related matters

TRPA team members Ms. Maloney and Mr. Segan provided an update on the workplan and the survey of the landscape.

Ms. Maloney said there will be a review of the regional goals and working group objectives, types of performance measures and the evaluation factors that were developed and adapted for use with this initiative. Staff will also provide an update of the survey of the landscape and preliminary observations that come out of that.

On April 26, 2017, the Governing Board approved the 2017 Regional Transportation Plan that will be the guiding vision for the regional transportation system.

The goals (categories) of the Regional Transportation Plan:

Connectivity: Enhance and sustain the connectivity and accessibility of the Tahoe transportation system across and between modes, communities and neighboring regions for people and goods.

Economic Vitality and Quality of Life: Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

Environment: Protect and enhance the environment, promote energy conservation and reduce greenhouse gas emissions.

Operations and Congestion Management: Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

Safety: Increase safety and security for all users of the transportation system.

System Preservation: Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

Last month staff presented the 75 performance measures that are currently tracked and reported on. These have been put in "goal buckets." An example is there are 20 connectivity performance measures; are those the most direct or most effective way to measure connectivity or are there other measures that could be used to better understand whether we are achieving our connectivity goal? Are we measuring too many connectivity measures?

Staff has looked to other performance measure evaluation efforts and have identified three types of measures, and adapted four evaluation factors for understanding the effectiveness of these measures.

Mr. Segan said a simple and transparent system is being used that classifies measures as either inputs of activities, intermediate results or outcomes. This is trying to capture what level of the system the performance measures are operating on. For example, if the goal is improved Lake clarity, that would be classified as outcome. The intermediate result would be for reduced pollutant load. To improve lake clarity, a number of pollutants were identified as a concern and the goal would be to reduce the total volume of what might reach the Lake.

The question is what are the things being done to reduce the pollutant load, that will improve Lake clarity? They can identify the causal linkage between the actions and the ultimate results. Using results framework or a logic model is trying to convey the logic through which the project was designed.

This is a common process in any field where the outcomes are likely to be down the line. For example, if it is not likely to achieve the Lake clarity target for years on end, it is important to measure the progress towards that using other benchmarks to assess the effectiveness of what is being done.

Many of the Environmental Improvement Program performance measures that are on the EIP tracker, capture part of this input. It provides a trace of how the money is being spent within the region and what issues are trying to be addressed. There is transparency for how the money and resources are allocated. Inputs could just be monitored, but inputs don't tell the effectiveness. Is any of the time or resources spent providing any return on investment? What are the immediate responses of the system to the work that is being done? For example, Lake clarity, the input was street sweeping. Every time street sweeping is done, the expectation is not for the Lake to get clearer immediately. It is a complex system, but it is expected that the impact could be measured. The benefit of street sweeping would be captured through monitoring intermediate result. There is a contribution to the long-term goal, even if it not seen in the next clarity measurement.

Outcomes are what we are concerned with, these are the reasons we are doing the input and activities and measuring the intermediate results. It's important to also measure the ultimate response, this allows us to complete that logic model and if it will flow through the process. If the actions are being done and monitored and the expected intermediate results are seen, as the outcomes are measured, it allows staff to evaluate if expected results are being seen. If the desired outcomes are not seen, selected activities and or review the intermediate results to see if there break in the logic or a flaw in program design that needs to be addressed.

There are a host of other items listed that are monitored and are classified as other data types. Most of these are explanatory variables that help provide context to interpret the other information that is seen. Examples from the Regional Transportation Plan of information that's incorporated into program management and program design such as resident population, unemployment rates, transient occupancy tax, household incomes, and school enrollment. This data helps staff understand the results. For example, if there is a large decrease in traffic volume and correlate it to transient occupancy tax, are we also seeing reduced transient occupancy, reduced tourists coming to the region, is this a result of population decline, or is this a result of one of the programs that was implemented to reduce traffic volumes in the region?

These other types of information are not specifically monitored as part of the project, but are used to interpret the project's findings and to tailor management solutions to other areas so they can be most effective. Staff's focus is primarily on the intermediate results and how to measure the effectiveness of those.

Commission Comments & Questions

Mr. Larsen said the intermediate result outcome framing provides a nice continuum. The question is where do you start in this assessment? It appears that we are focused on intermediate results and is concerned that the intermediate results are not always linked to the outcome. He said it is important to focus on the desired outcome, before you jump to intermediate results. In the assessment of metrics, are the outcomes or intermediate results being looked at first or are those done concurrently? Sometimes, there are perceived linkages between intermediate results and outcomes that are not necessarily as tight as we might see.

Mr. Segan said Mr. Larsen is on track here. Staff is primarily taking the outcomes from the goals of the Regional Transportation Plan. This exercise is to explore the different ways that those outcomes can be measured. Intermediate results and outcomes proceed in parallel because the way that the search is being done. That will be explicit in the white paper.

Mr. Larsen confirmed that the outcomes are set by the Regional Transportation plan. We are looking at having a better understanding of how to track the intermediate result as it relates to the outcome and understanding the relationship between that metric and the desired outcome.

Mr. Segan agreed and said one clarifying point is that the goals and outcomes are somewhat synonymous, but there are multiple ways to measure outcomes. This will be documented in this white paper. There are seven options currently being used to measure congestion. These are all outcome-based measures. They measure the ultimate congestion on the roadways. There are also a host of intermediate results, that are more responsive to program action, that are useful for monitoring the goal of reducing congestion, but may not directly speak to the overall congestion.

Mr. Larsen asked if staff is looking at metrics of outcomes as well.

Mr. Segan said yes, that is correct.

Mr. Hymanson asked how the issue of time is addressed. The results frameworks slide shows that being addressed with short-term, medium-term, and long-term outcomes. Staff's example showed that the intermediate result can be measured annually, by project, or event, but the outcome may take years.

Mr. Segan said in the framework, intermediate result is used similar to how other programs use short-term outcome. Time is captured in that intermediate result. There are some outcomes that may immediately respond. In those instances, it's less important to have this intermediate step or short-term measure of how effective the program has been. It's not whether it is measured daily or annually, but that it's more likely to respond in a shorter-term time frame than the ultimate outcome.

Mr. Hymanson said you recognize that something is a long-term commitment but we need to document the steps towards progress and know if we are on the right track.

Mr. Segan said it could be done at any of the three levels. The Regional Transportation Plan and Congestive Management Plan, often have targets for inputs, activities, intermediate results, and shorter-term targets relative to the larger outcome such as in the Total Maximum Daily Load.

Mr. Marshall said there are interim targets within the threshold evaluation document and to some degree interim targets for longer-term outcomes.

Mr. Segan said when Ms. Maloney discusses the evaluation criteria today, one of those items will be, is it amenable to setting Specific, Measurable, Attributable Relevant, and Time Bound (SMART) targets? That is not within the scope of this white paper. Staff will not put forward recommendations for interim targets based on anything that's here. Either on the outcome level, intermediate results, or inputs and activities, that is the next step for this process.

(presentation continued)

Ms. Maloney said there are four evaluation factors identified. They were adapted based on performance measurement evaluation efforts at TRPA and elsewhere.

Reporting readiness is characterized by three factors. Data collection; whether the data for the measure is easily or cost-effectively acquired. Consistent reporting; whether the data is consistently reported. And quality assurance; whether the data for the measures is of high-quality or whether it requires additional quality assurance. Therefore, indicating that higher level resource requirements for whomever is developing the measure. These three factors are aggregated into a high, moderate, or low reporting readiness score.

TRPA has established data collection protocol for getting bicycle volumes. Data is collected uniformly across jurisdictions at a low cost and high quality because we've already invested in state of the practice electronic counters. For example, the measures of bicycle volumes would have a high reporting readiness score.

The second is connection with goal. Measures that have a verifiably direct connection with the goal would be scored as a direct measure, and indirect means the measure is a proxy for or has an indirect connection with the goal for which it is measuring. An example could be air quality, traffic volumes have some impact on air quality. One could rely on traffic volumes as a proxy for ozone, particulate matter, and carbon dioxide which could have an indirect finding. In that case, traffic volumes would be an indirect measure of air quality. Alternately, we could measure air quality, ozone, or carbon dioxide.
The third evaluation factor is Smart amenable; “Specific, measurable, attributable, relevant, and time-bound.” They are not evaluating the measures using these five factors, but are asking is the measure amenable to this SMART criteria?

Commission Comments & Questions

Mr. Hymanson asked for further clarification on “amenable.”

Mr. Segan said most of these are performance measures that are sourced from other jurisdictions and the majority will be. It doesn't mean that they have found someone that's actually set a target based on these but that they are specific enough. There are a couple of them that are vague or hard to define that will have an indication of "no."

Mr. Larsen said it seems that there is some potential overlap. "Connection" with "goal" seems similar to attributable. He asked if there any consideration of that potential overlap.

Mr. Segan said "attributable", is it attributable to the actions of the Agency and its partners in the Basin and is not about attribution of the measure to the goal itself. This is if there can be influence on the issue that the target was set for.

Mr. Drew said there is a lot of data collected in the Basin and can be a challenge on how to use it. There's limited value, it's hard to apply, it often seems academic and not applied. One of the ideas through this process is to eliminate items that don't provide value moving forward. That should inform policy changes in the future so that we don't continue to have regulatory requirements that mandate we do something. Is it correct that this is the category where we are addressing that within the metrics and going to move forward with?

Mr. Segan said staff has not specifically targeted that and is part of the reason for this discussion today to ensure that this is the right criteria. Staff will work to define something around management utility or the extent where someone is managing this.

Mr. Drew feels that everyone recognizes that there's been a lot of effort put into monitoring well beyond transportation; it's absurd that we're tracking seventy items for transportation. How do we pair that down to something that is meaningful and provides the most pertinent information to make decisions, whether that's TRPA, the Tahoe Transportation District, implementers or private projects? If we are missing that, it should be integrated here.

Mr. Teshara said thinking past the transportation measures and metrics, could this methodology be applied to some of the other items we are measuring. This is the time to call down the items that are being measured.

(presentation continued)

Ms. Maloney said the final evaluation factor is multipurpose. The Multi-purpose measures are sometimes called indices or composite measures. They aggregate multiple purposes or data points. Because this multi-dimensional facet is helpful for understanding the holistic transportation system performance, performance measures that are multi-purpose, are evaluated higher than those that speak to just a single component of the transportation system.

<u>Commission Comments & Questions</u>

Mr. Hymanson asked for an example of multi-purpose.

Ms. Maloney said an example would be congestion. It would take into account speed, delay or queue length at an intersection. Those items are aggregated into a congestion score for multi-purpose. A non-multipurpose measure would be delay or speed at a specific intersection.

Mr. Hymanson said the assumption is that many multi-purpose metrics would be truly models. They are aggregating data in ways that based on some algorithm or understanding the system to get an indexer.

Ms. Maloney said that observation is consistent with what they are seeing. It takes more data inputs to create and report on a multi-purpose measure. Those are some competing facets out of those measures.

Mr. Hester said the National Planning Conference had a session on multi-model level of service which showed where they measure multiple aspects of the system as the measure of how the whole system is working.

Ms. Carr said there has been discussion about how something that is multi-purpose is often, a higher value data collection point than something that maybe only informs one item. She assumes that even if one of these measures ranks as a “no” on multi-purpose, there is still apt to be a “yes but.” It's not multi-purpose that measures one item, but that one item informs us about this one outcome that it's still a valuable measure even if it's not multi-purpose.

Ms. Maloney said it may not be multi-purpose, but perhaps the data is easily collected for that single data point. Maybe it’s inexpensive to acquire and requires low staff resources to develop. Those types of items are being considered with all the evaluation factors combined.

Mr. Drew said he liked the red, yellow, green, yes or no. He asked if staff found that it is hard to define something as green or red and it ends up all being yellow? Has there been any pilot testing with a couple of items to see if they can be definitively put into these categories.

Ms. Maloney said the goal is not to have them all yellow and is not a concern. The survey of a landscape is just being completed and it’s the tip of the iceberg with regard to understanding what we are seeing.

Mr. Segan suggested a pilot exercise of this criteria over the next month once the group has agreed that the criteria is correct.

Mr. Drew encouraged staff to do that.

Mr. Young asked how this is related to the value of the data for how it would be used. Is it possible to have a low reporting readiness data that is important?

Ms. Maloney said yes. It could be a multi-purpose measure that maybe costly to acquire.

Mr. Young said for example, it is costly to acquire, hard to get, and doesn't meet any of those, but it is something we have to have. We need to be cautious in how we use this to toss things out.

Ms. Maloney said there are no plans to toss anything out. Ultimately, the white paper will have a chart with columns that state; reporting readiness, high, medium, low, direct or indirect, and multi-purpose. Is this an outcome or an intermediate result? Those items aggregated, will start to tell a story of the value of some of these measures.

Mr. Larsen said this concept of management utility maybe embedded in the SMART criteria but it would be good to be explicit about the management utility components of that, and frame those SMART questions in that context of management utility. If there is some extreme management utility, that would then be flushed out in this assessment of a metric that may override the reporting readiness or something else that might not rank as high. The management utility has extreme value in this process that needs to be accounted for and not lost.

Mr. Teshara said the other value, is it's a term that people can understand.

Mr. Segan said staff's takeaways from this discussion are to explore whether or not we need a specific criterion for management utility, or if that can be included in the SMART criteria. The other is to do a pilot application with the criteria and return to the Advisory Planning Commission next month with how well we can differentiate between these.

Public Comments & Questions

None

(presentation continued)

Ms. Maloney said the survey included 44 independent organizations; three at the federal level, six states, 21 regional organizations (Metropolitan Planning Organizations and Council of Governments), eight local agencies (Counties and Cities), and six other organizations (educational or policy institutions). From these 44 organizations, staff has identified 184 total measures. One of the takeaways is that these 184 measures aren't separate and distinct. Many of them are just nuance differences to others. Measures were grouped into measure summary sheets.

Access to amenities and services had 32 instances of variations of this measure. The text of the measure was highly variable, but when put together, there was a clear pattern. Relational differentiators, such as time was found. Variations that used different time values based on what's important to that specific community, corridor, or roadway segment. There were relational differences of distance; pedestrians were likely to walk approximately one quarter mile, but bicyclist were willing to bike a little further.

There was often a modal component; access using a specific mode such as bicycling, pedestrian, or transit. Within that mode component there was also a variation on the quality of service; premium transit versus a conventional bus. Each of these measures had some land use, or demographic characteristic such as a town center, shopping, schools, or work. Socioeconomic groups such as low income or parents with children.

Subcategories have emerged through the survey of the landscape. For connectivity, there are measures of bicycle and pedestrian, transit, and emerging technology. There are also some measures related to plug-in electric vehicles. Economic Vitality and Quality of Life is two subcategories. Environment, air quality, water quality, and noise are the primary environmental concerns related to the transportation network that other transportation planning agencies are utilizing. System Preservation; roadway, which would include bridges and pavements, as well as transit assets. Safety is categorized into two subcategories; required safety measures and discretionary safety measures. Operations and Congestion Management was challenging to group into just a couple of subcategories. Categories are bicycle and pedestrian, parking, roadway operations, roadway congestion management, transit, emerging technology, and system operations.

Through this, staff has seen opportunities to strengthen what is monitored and reported on and areas that may need to be looked at further. In addition, to seeing what others are doing.

For Connectivity, staff will consider non-auto connectivity measures that others are using. Economic Vitality and Quality of Life category didn't have too many measures overall, but did find some quality of life measures as it relates to traveler experience. For Environment, we are doing what is best practice and looking at transportation planning organizations where we found we are doing more than others. For safety, we've been doing the required safety measures, but some other organizations have additional discretionary safety measures that will be considered.

TRPA was awarded a grant to conduct regional safety planning, and perhaps staff may table the use of experts as part of this working group to undertake a deeper exploration of those safety measures. It will be included in the white paper, but that may not be the focus of next month. TRPA doesn't directly monitor transit asset conditions, but as part of the federal legislation our transit operators are undergoing transit asset management planning now. We are doing what others are doing for Operations and Congestion Management but are looking at the data to understand some of the gaps and possible areas of focus.

Three measures that TRPA doesn't report on are congestion, travel time, and delay. Congestion is a multi-purpose measure, it takes into account items like travel time and delay. Travel time and delay are singular measures, but they're all related to congestion.

Staff is continuing to document the results of the survey and develop the white paper. Consideration is also being given to bringing in technical experts to augment the staff effort and provide a different perspective on the state of the practice. Some of the topics the technical experts may discuss is congestion, measures of non-auto condition and quality, and possibly quality of life, and traveler experience.

Due to the scheduling constraints with the technical experts as staff’s work on this white paper, staff is proposing to push back this schedule one month. Technical experts would attend the Advisory Planning Commission meeting in June and the draft white paper will be presented in July.

<u>Commission Comments & Questions</u>

Mr. Teshara supported staff’s proposal to extend this by one month.

Mr. Young asked for more detail on what the experts would be presenting and discussing with the Advisory Planning Commission.

Mr. Segan said the experts have been asked to provide examples from other places they've worked, best practices or what is emerging in any of these fields. It will also provide guidance to staff for where the focus should be.

Mr. Young said everyone seems to agree that there is concern about the number of items measured and in the end, there is a clear package of measurements that are understandable. There is the possibility that the technical experts may suggest the addition of measures. Is there any value in having experts speak to us about the items we are measuring and tell us why we should keep doing it or why we should stop? If the goal of this exercise is to come up with a package of clear, concise, and paired down measures, maybe there should be more of a focus on that. We should look at what we measure and ask, what do we do with this measure, how do we get it, where does it come from, and do we need it? This is a great landscape survey but every time we look at what are the best practices and what do others do, there is the potential to broaden the scope.

Mr. Larsen said it is worth reminding ourselves of where we are in this process because the direction from the Governing Board is not to select metrics, make decisions or recommendations about metrics. We are not at this point in our process to make decisions of whether the metrics are good, bad, or otherwise appropriate for what we're doing. The Advisory Planning Commission is charged with providing a white paper as to what the metrics and what the field of transportation assessment looks like. It's not surprising that our universe is expanding and that can be a frustration. The intent is to look at that universe in its expanded state so we understand all the options and perspectives before contracting into something that's more valuable.

Mr. Teshara said there were a lot of comments on congestion during the review of the Regional Transportation Plan. We are not measuring that in a way that allows us to look to how might we resolve some of those issues. There was an article in the Sacramento Bee today "Driving to Lake Tahoe? Planners hope you'll take the bus instead." That gets to the quality of life and traveler experience. If people are going to Tahoe and getting stuck in traffic, that is going to degrades their experience in coming here. There are continuous conversations with partner agencies about their desire to have the highway system function for vehicles. We need more of the indicators that would allow us to have conversations with them about making the highways more non-auto and complete streets. Having input from the technical experts will be valuable when reporting out to the Governing Board.

Mr. Chapman, Incline Village Crystal Bay Visitors Bureau asked for more detail on the measures of non-auto conditions and quality and what might that expert bring to the table in definition.

Ms. Maloney said staff has looked at how others are measuring non-auto connectivity. There may be an option to drive to work but do you have an option to commute on a separated bike path. It would be looking at the connectivity of this system between where the population is staying overnight, both tourists and residents and where they're wanting to go. They want to get perspectives from the experts on, how to understand the holistic workings of all these different modes together, to increase quality of traveler experience, or quality of life as a resident. For example, it could be a dedicated transit lane. The question is how do you measure effectiveness of a policy or a program like that?

Ms. Eckmeyer, League to Save Lake Tahoe said under the environment for preliminary findings that TRPA is already doing best practice and there isn't a need for gap analysis. She asked if congestion and these other measures for the landscape are still going to address environmental impacts as it is one of the seven categories, or discuss air and water quality impacts. We already know TRPA is doing above and beyond in terms of measuring environmental impacts but that is one of the categories we agreed on for the scope of the white paper.

Mr. Segan clarified with Ms. Eckmeyer that the experts would speak to the causal link between congestion, air quality and or water quality?

Ms. Eckmeyer said it was not just the experts, but the white paper in general. It tags onto to the vehicle miles traveled question. On the preliminary findings that is something TRPA is already measuring, but vehicle miles traveled and how it's being used is something that drove the focus of this white paper and how relevant it is. Whether it needs to be expanded and how it is an air quality measure but what does that mean for water quality. Is there going to be discussion on environment in terms of this white paper and is the vehicle miles traveled going to be expanded in terms of looking at metrics for permitting projects.

Mr. Larsen said you are looking at trying to better understand the proxy linkage and if these conditions have an impact. He agreed that TRPA and the Basin are evaluating water and air quality impacts comprehensively because those items are measured directly. We don't use a proxy, we are not assessing something that is potentially linked to the ozone in the air because it is measured. He asked if Ms. Eckmeyer’s question was trying to define the linkages between these different areas and those environmental impacts.

Ms. Eckmeyer said yes, that is correct. She understands that it might not be possible and that the information might not be available. She suggested that the information should be specified in the white paper. She is looking at the overall picture and how this white paper is going to guide project approval and metrics with vehicle miles traveled continuing to be used as the traffic impact measure in permitting projects. This white paper might not address everything but the environment is one of the seven categories that we all agreed on at the start of this working group.

Mr. Segan said the white paper itself, and specifically in documenting vehicle miles traveled, speaks to the suitability of VMT in addressing a host of concerns. Especially when in the context of, how are other people using VMT. We could ask if these are the focus areas for experts to speak to; what is the link between VMT and congestion and is it a suitable measure of congestion?

Ms. Eckmeyer said yes, it would be helpful for staff and Governing Board discussions if the experts have any information on what is used throughout the nation.

<u>Public Comments & Questions</u>

Jennifer Quashnick, Friends of the West Shore and Tahoe Area Sierra Club said there have been a lot of questions about what the impacts are of vehicle miles traveled on water and air quality and are we measuring them well enough. They have raised the issue a lot about looking at VMT more locally as opposed to regionally. The issue's been raised by experts through the League to Save Lake Tahoe about the way that VMT is calculated in terms of traffic stations. VMT has gone up in the North Shore and gone down in the South Shore. For example, measuring ambient ozone isn't going to tell you the source or give you the information needed to figure out whether your actions are doing anything. There is value in doing some of these other measurements. It seems like that should be one of the key focuses of the expert discussions, is whether the current regional one peak day in August vehicle miles traveled measurement is adequately capturing that. Are there other metrics, is it looked at seasonally, by location, by day, etc.

Commission Comments & Questions

Mr. Hymanson suggested adding the environment as a fourth focus area. The environment has 39, the largest proportion of the total and has the biggest potential for change. It would be useful to have one or more experts discuss with us how they understand the environment. With the comments made today, it seems that the motivation is to go from quantity to quality. He asked if there are entities that aggregate data across metropolitan areas. For example, does the federal government look at mortalities across all metropolitan areas and provide a nationwide average and show how your number stacks up to that average?

Ms. Maloney said yes. The Map 21, federal legislation requires all states to coordinate with all the Metropolitan Planning Organizations within their states. They must set state targets on fatalities and serious injuries and crashes and the Metropolitan Planning Organizations can either adopt those state targets or set their own. TRPA coordinates with both Nevada and California to identify their targets and how they apply and whether we want to adopt our own. The idea is that they'll be rolled up so comparisons can be done across MPO's across states, at the national level and staff can start to trend those results.

Mr. Hymanson asked if that will be discussed in the white paper. There is leverage value for gathering data that both the states need. There's economies of scale and utility of the data for us and our partners.

Ms. Maloney said she envisioned that it would be included. As well as the environmental and human drivers of those measures and how policy or programs could have influence.

Ms. Carr said she is interested in what the experts might be able to inform us about the future, measuring where we're going, not necessarily measuring where we are, and new measures. She agreed with Mr. Young's assessment of the expansion of measures. New items that we are going to do might create the need for measuring new items such as moving towards more electric vehicles, how does that relate to the environmental condition of noise? If we want to promote water taxis, are people along the shoreline going to complain about noise? If we convert all diesel buses to electric buses, etc. Thinking about the environmental link and the information that the experts could possibly tell us from the noise perspective of where are we going, what lofty goals in the transportation plan telling and how do those relate to some of the environmental measures.

Ms. Maloney suggested it may be appropriate to add an evaluation factor for whether the measure is required to give some indication of whether we are going to have to report it anyway. Then we can start to acknowledge if it is needed or not.

Mr. Drew said that is important, but we should have an eye on the outcome of this because if we need to start changing some policy, this should drive that. Because something is required right now, doesn't mean necessarily that it should be required moving forward. Policy changes that make this more effective moving forward is the type of information that should be taken to the Governing Board.

Mr. Marshall said there are some requirements we can change and others that we cannot. To the extent that it's amenable, to subsequent revision maybe that's a red, yellow, and green.

Presentation can be viewed at:
http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-V.A-Transportation-Measures-Working-Group.pdf

B. Threshold Standard Assessment Methodology and Preliminary Findings

TRPA team member Mr. Segan provided an overview of the Threshold standard assessment methodology and the preliminary findings of that assessment.

Mr. Segan said this is part of the Threshold Update Initiative. Most of threshold standards are nearly 40 years old. It was identified as one of the strategic initiatives by the TRPA Governing Board in 2015 to engage in a process to review and potentially update those standards.

There are three primary goals of this initiative; representative, relevant, and scientifically rigorous set of threshold standards that are supported by a cost efficient and feasible informative monitoring and evaluation plan. We also want to establish a repeatable process to review these standards in the future. All 178 standards will not be reviewed and updated at once. There has been discussion with the partners to develop a coherent framework to work through priorities and identify subsets of the standards to address at once, remembering that we're eventually going to reach all the standards.

The findings of the assessment process would be the basis for identifying focus areas to initially target for review and update of these standards. This will create engagement in the process to review the standards and what opportunities there are to modify and improve these. The threshold assessment methodology was originally conceived about 1.5 years ago. A draft assessment methodology was proposed when the 2015 Draft Threshold Evaluation Report was released in September 2016. That assessment methodology, like the entire report, was subjected to a peer review. The peer review coordinators recruited three experts in the field of monitoring and evaluation to provide comments on this assessment and methodology, and its appropriateness as a starting point for the prioritizing effort within this initiative.

Collaboration is being done with the Tahoe Science Advisory Council which is the bi state 14-member science advisory council that Mr. Hymanson coordinates. This group has assisted in refining this assessment methodology.

A suite of processes were done and detailed in the assessment methodology that included partner consultation to ensure everyone is on the same page for what the assessment means and what it's trying to accomplish. That also included taking a portion of it to the Tahoe Inter-Agency Executive Steering Committee (TIE SC) last week for further feedback. Today we are presenting the draft findings of that assessment. Comments will be accepted for the next month on the draft form. The assessment findings will then be brought back to the Advisory Planning Commission in June to request recommendation to finalize the assessment.

The threshold assessment is comprised of nine questions, the first three of which are termed “standard-categorization questions.” First, what is the standard focused on; inputs, intermediate results, or measuring outcomes? The second is the causal basis for the standard; how strong is the scientific evidence that supports the standard that it was established on; is it old, is it new, has it been reviewed lately?' The third categorization question deals with overlap. Within the 178 standards, there is overlap. There are individual standards in multiple areas that speak to the same focus area. It is important to identify these because these are opportunities to simplify and provide a more coherent set of standards.

The next set is based on the SMART criteria. This is to what extent is the standard specific? Is it easy to understand what the focus is and it would be readily understood and interpreted in the same way by all. There was a one-through-five rating used for each of these. One means that it is not at all specific, and five meaning it's precise. Same for measurable. To what extent do we have the ability to measure progress towards attainment of this standard? Is that feasible, is that possible? Again, a one-through-five rating.

Attributable: Can the outcomes reasonably be credited to the partnership in the Basin or are they reliant on other things? Time-bound: Is there a date at which the standard achievement is expected?

Of the SMART criteria, and the questions in the assessment, the most conversations with the Tahoe Science Advisory Council was about how to address this issue of relevancy. It is the most subjective of all the assessment criteria.

Relevancy is particularly confounding because it raises a host of other questions such as, relevant to whom and relevant for what purpose? Rather than trying to look at whether stakeholders still care about this issue, it was suggested to take a different perspective and talk about the relevancy for the partnership to review the standard. One of the purposes of this exercise is to whittle down and find a number of standards, or a subset of the standards that we can begin to address now.

At the highest-level finding, they found that there is room for improvement in all areas. No standard scored perfectly. At the guidance of the Global Environment Facility, they looked at specific and measurable because these are often held up as the two most important duets; does everyone understand what you're getting at and can you measure progress towards it?

Looking at those two in conjunction, about 55 percent of the standards passed the criteria for being specific and measurable. based on the latest science (causal basis), there are 43 percent of the standards that would achieve those three marks; high scores for both specificity, measurability, and based on the latest science.

The results have been summarized in a dashboard. It captures the main elements of the assessment in one screen. One focuses on inputs, two is focused on intermediate results, and three is focused on outcomes. The majority are attributable, relevant for review, and a fair number. Only one of the standards mentions time and did not get a perfect score there. After the classification process, if it was a three or higher, it was specific. A one or a two, would be answered with a no. These aggregate results hide vast differences between the individual standards themselves, as well as between the categories. There is no uniformity between those.

Air quality; the two represents that the focus is on intermediate results. Three is focusing on ultimate outcomes. In air quality, a lot of these are state and federal standards. The Tahoe Basin often has adopted slightly stricter standards. The science behind these is regularly reviewed by partners at the EPA and within the state. The causal basis of this category is relatively high. There's also little overlap within this category relative to other measures.

Other than scenic, one of the highest performing categories is specific and measurable. It is the highest performing category for both specificity and measurability. Attribution is high as well. Only a couple were flagged as relevant for review.

Fisheries: Two is intermediate outcomes and three is ultimate outcomes. Fisheries is one of the categories that is dominated by intermediate outcomes. Both peer reviewers said all the fisheries standards are focused on fish habitat and none recognize underlying fish populations or that there's very little recognition of those. They are almost entirely focused on these intermediate results.

Relatively measurable and specific: They are attributable to the Agency. None were identified as high priority for review at this time by other partners. None have any time-bound element.

Noise: Is entirely focused on outcomes. The causal basis is high and there was no overlap within our noise standards. For the most part, they are specific and measurable. Attributability here has been called into question by peer reviewers in the past. This is primarily impacted by the single event noise category, which has been critiqued as potentially non-attainable. Just a couple were flagged as relevant for review and no overlap

Recreation: The recreation category has the distinction of not having any standards that are specific or measurable. There are only two standards in this category. The have been repeated concerns that this should be one of the early candidates for review from partners within the Basin. That's why there is the highest score for relevancy, as well as attribution.

Scenic resources: Three means that they are focused on outcomes. The causal basis was fairly well established. For the most part, they are specific. There is a detailed measurement system for scenic resources in the Basin. It scored perfectly for measurability, as well as attribution. It's well connected in that the policies can influence scenic condition within the Basin. It was not flagged as an area that was relevant for review. None of them, as with any of the other categories are time-bound. There is no date at which they should be obtained.

Soil conservation: One is input, two is intermediate, and three is outcomes. This is another category that is dominated by intermediate results. The science behind many of the soil conservation standards has been questioned as part of both peer reviews and flagged as an area of concern. There is approximately 30 percent overlap in this category. Measurability and specificity are about 70 percent, as is attribution. This was another area where some were flagged as candidates for review.

Vegetation: One is input. About 20 percent of the standard is focused on inputs and just over 80 percent are focused on the ambient condition. A lot of them that are specific are not measurable because we don't have an established baseline for them. They are mostly attributable, and a fair number of them were flagged by partners as potential candidates for review, primarily within the common vegetation standards; standards that relate to forest health. Overlap is also high.

Water quality has high overlap with 57 percent of the focus on intermediate results. Forty percent focuses on an outcome and one of the standards focused on an input. There is also overlap within the water quality category. Water quality is the most numerous set of standards and often see the standards repeated verbatim in other parts.

Specificity and Measurability: Attribution is high and a number of these were flagged as potentially relevant for review.

<u>Commission Comments & Questions</u>

Ms. Carr asked why time bound is zero when the clarity standard has the time element to it.

Mr. Segan said the adopted clarity standard doesn't include the date of attainment. The pelagic clarity standard for secchi depth scored out as the highest standard in the SMART attribution. It was given a three for time bound, and created a specific category for it in the rating system where the category states that this standard itself does not contain a date of attainment, but there are agreements and certified documents that contain a planned attainment date. In this classification system where everything has been classified as either a yes or a no, that went to a no and a rating of three.

(presentation continued)

Wildlife standards: Half is focused on desired outcomes; population numbers and half on intermediate results; habitat protection. Reasonable scores for specificity and slightly lower on measurement. There are numerous problems of measuring wildlife as the standards were articulated in past threshold evaluations, and a couple were flagged for review.

Comments can be sent to Mr. Segan through June 7, 2017. Recommendations based on those findings will be brought back to the Advisory Planning Commission next month. Staff will survey the landscape, get further direction as needed to help narrow the scope. Working groups will be consulted for technical recommendations and options for what a standard of the future might look like. There will be various review processes and then ultimately modifying some of the threshold standards.

Commission Comments & Questions

Mr. Hymanson said the total population of threshold standards is 178. It would be helpful to know in each of the category areas what the number of threshold standards that was reviewed for water quality, wildlife, and air quality.

Mr. Segan said that information will be added.

Mr. Hymanson asked if staff wants to entertain comments and questions regarding how to organize this system.

Mr. Segan said yes, that is acceptable.

Mr. Hymanson said if there are many standards that you want to measure and track, but how do you organize them as a system? Currently there are nine threshold categories and they are binned into each of those. Some reviewers refer to those as silos. Is that the best approach to think about the silos and evaluating them, or should there be more of a holistic or ecosystem approach and look across the silos. Where in the "red" part of the process would the framework or system organization happen?

Mr. Segan said it would be in two different parts of this process. The first part is directly within the process we discussed today. One of the assessment questions relates to overlap and we are hoping to begin to break down those silos. Staff will document where links were identified between standard categories and individual silos to get at the ultimate intent of the specific standard.

The first task for the Tahoe Science Advisory Council was helping staff to revise this draft assessment methodology. They completed that task about two months ago. The second task requested of them was for a review of other and identify what are good models and where are the pitfalls. The TSAC was asked to do that under two different rubrics. The first is looking at how they adopt their standards and the process for revising them and the reporting and evaluation framework. How are they sharing the information about the status of the system?

The draft version of that information will be available at the end of May. The information will be used to synthesize a direction of the future and identify options to holistically break down these silos, in addition to setting targets for the future threshold standard system. This is not setting a target in a specific resource area but will get at the broader question of system design to better inform management and be more responsive to concerns.

Mr. Alling said under relevancy for the wildlife dashboard, it says 100 percent but the bar is at approximately 50 percent.

Mr. Segan said that is a typo and it should be 50 percent.

Mr. Larsen asked where the assessment matrix can be located.

Mr. Segan said all the documents related to the assessment are posted on the Threshold Initiative webpage. It includes both the revised assessment methodology, the communications and guidance that we've received from the Tahoe Science Advisory Council, and the assessment matrix.

Mr. Hymanson said under the general findings that 55 percent of the total 178 standards were specific and measurable, 43 percent were specific, measurable, and based on the latest science. This has been a durable system for being 40-years old, but we all recognize its ready for examination and modification.

Mr. Segan said this is based on a reclassification of the one through five rating where three or above was used as the reclassification. If four or above was to be specific or measurable and best science, those numbers drop to 39 percent and 28 percent.

Mr. Hymanson said that is important information. It has huge implications and might be worth disclosing.

Mr. Segan said staff wanted to present information on findings in a way that's meaningful. It started with average scores for each which doesn't provide much context for everyone for interpreting how strong they are relative to other standards or what is the desired condition. That is why staff went to this binary reclassification of the underlying results to present it in the simplest possible way; is it specific and is it measurable?

Mr. Teshara said under the consultation on assessment process on page 15 and 16 there is a list of representatives from different sectors. He felt the business community perspective was missing. This would be an opportunity to bring them to the table as part of the discussion.

Presentation can be viewed at:
http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-V.-B-Threshold-Assessment.pdf

Threshold Initiative Update:
http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/threshold-update/

Public Comments & Questions

None

V. PUBLIC HEARINGS

A. Amendments to Chapter 63, Fish Resources, Section 63.4 Aquatic Invasive Species of the TRPA Code of Ordinances, relating to watercraft launching and boating best Practices

TRPA team member Mr. Zabaglo provided an overview of the proposed amendments. The codes for the Aquatic Invasive Species program were adopted in 2007. The program has an adaptive management philosophy relating to the rules and protocols. Early in the program a boater bypassed the inspection process, provided false information at a boat ramp to try and launch. That is the only incident where there was a violation of the rules. In response, all ramps were mandated to have a gate when a seal inspector was not present. The goal of the program is to make it easy to comply. There should be no reason to bypass the rules, but if someone does, there needs to be sufficient deterrents.

The Code of Ordinances currently has regulations that require an inspection prior to launch and the proposed amendments include a code that addresses the attempt to launch. Last year, a person attempted to launch over the beach with their personal watercraft. They got stuck so the launch was not successful. There was also theft of inspection seals at one of the ramps. Under the proposed code amendments, this would also be a violation. Clarity will be made to the language for an inspection prior to launch. As written, it only states that an inspection is required prior to launch and was challenged by a person who received an inspection at the beginning of the season and didn't feel they needed another inspection even though they had launched in other water bodies.

The last proposed amendment is for a drain plug regulation that would require the drain plug to be pulled when the boat left the water. This is to prevent inner Basin spread of existing species. This regulation is also being implemented throughout other western states. Nevada recently passed that law so it is illegal to transport a boat over land with a drain plug in place. There are also some technical cleanups as a result of some of these amendments.

The Governing Board's Legal Committee recommended that some of the language for the attempt to launch be amended from the existing section into the prohibition section. The new language would include the launching or attempt to launch any motorized watercraft.

"Unauthorized use of any of those materials" would be added to cover the potential theft or obtainment of materials for the program without authorization.

Needing and inspection or authorization prior to each launch will be covered by specifying that watercraft are subject to "Following inspection and/or decontamination, the launch or landing, as appropriate, is authorized by an inspector trained and certified pursuant to TRPA's standards and requirements for aquatic invasive species."

The Regional Plan Implementation Committee had discussion about adding what the penalty amount would be for violating any part of this code. Standard procedure is not to list penalty amounts in the Code of Ordinances, but is referenced in the Compact.

It was also suggested to add language to cover items such as jet packs. The Code of Ordinances states that all motorized watercraft need to be inspected and these types of items would be covered as they are powered by a motor. The definition of watercraft will also cover whatever type of watercraft may exist down the road.

Presentation can be viewed at:
http://www.trpa.org/wp-content/uploads/Agenda-No.-VI.A-AIS-Code-Amendments.pdf

Commission Comments & Questions

Ms. Carr asked how a user coming into the Basin would know what TRPA has determined necessary to inspect in regards to kayaks, float tubes, trampolines, etc.

Mr. Zabaglo said for example, when a person goes to a beach and wants to launch non-motorized equipment. The staff at the kiosk are trained to ask probing questions regarding aquatic invasive species and if the person is a member of the Tahoe Keepers program. If answers are of concern or the item does not appear to be clean, drain and dry, they will be required to get an inspection. Those inspections and possible decontaminations are no charge. The same protocols are used at the boat ramps.

Ms. Carr said she understands the desire to be consistent with the state law regarding the drain plug rule but based on the conversation at the last Advisory Planning Commission meeting about the possibility of the mechanical transport of the aquatic invasive species. She was encouraged by the fact that there was discussion about educating boaters to drain the water out of the ballast in deep water, where the species can't take hold, as opposed to draining in shallow water. She is concerned with the pulling of the drain plug on the ramp and the possibility of contaminated water going down the ramp to the Lake.

Mr. Zabaglo said the seal inspectors at the ramp and launch facilities are trained to have the drain plug pulled away from the ramp where seals are installed. These are in areas not at risk of having that water drain back down the ramp.

Ms. Carr asked where would a boater be advised to pull their drain plug at Sand Harbor.

Mr. Zabaglo said a person would drive about 200 feet away from the ramp to allow for other boats to be launched and that is where the seal inspector would apply a new seal on their boat, etc.

Ms. Carr asked if that is far enough away from the Lake to prevent that water being drained from reentering the Lake.

Mr. Zabaglo said in that specific case and at other launch facilities that distance is appropriate.

Mr. Hymanson asked if the draining is from the ballast tanks or just water that is in the bilge tank.

Mr. Zabaglo said this rule would be the requirement to pull a drain plug. Ballasts tanks have a significant amount of water in them and boaters generally drain that water in deeper parts of the Lake prior to returning the ramp.

Ms. McClung asked if there is precedent for establishing penalties for attempting to violate a code and is that enforceable. How do you prove they were attempting to violate code?

Mr. Zabaglo said all violations of the Code of Ordinances are subject to $5,000 per day, per violation, as stipulated in the Compact.

Ms. McClung asked about an attempt to violate.

Mr. Zabaglo said it is subject to the same Code provisions.

Ms. McClung asked if it was enforceable.

Mr. Zabaglo said yes. He said the incident with the jet-skier that got stuck, was observed by the watercraft team and would be similar to any other kind of observation of a Code of Ordinance violation.

Ms. Marchetta said this is an expansion of what would be a violation under the Code of Ordinances. The attempt provision is being added to expand what's considered a violation under the Code. It would be subject to the provisions of violations, which are limited to $5,000 per day, per violation by the Compact.

Mr. Young said the public should be as informed as possible, not about what the Code of Ordinances says, but why the Code exists. There should be training about what to say about the education piece.

Mr. Zabaglo said that is one of the major reasons why the program is so successful, because there is a huge emphasis on education and outreach. Not only with materials, but with the all the inspectors. They go thought rigorous training every year, customer service and education is a critical component of that piece.

Ms. Carr asked if it was possible for a person to have contact with an infested part of the Lake and bring that aquatic invasive species into the boat and then that contaminated water is drained out when the plug is pulled.

Mr. Zabaglo said yes. That is the intent of this rule, is to drain that water before the boat is launched somewhere else. A bilge pump will automatically come on when there's a certain level of water onboard so it could be transported or deposited somewhere else.

Ms. Carr said she is still uncomfortable with the possibility of spreading aquatic invasive species with this proposed drain plug code amendment.

Ms. Marchetta said Ms. Carr’s question is how do we know they will pull the plug and drain in a safe location that cannot contaminate a body of water.

Ms. Carr said that is correct. How do we know that they are not pulling that plug in an area where the water could drain down the parking lot and back into the Lake?

Ms. Zabaglo said the drain plug would not be pulled while still on the ramp, but rather further away where the boat would be secured for towing, seals applied, etc. These areas are far enough away that water will not reenter the Lake.

Mr. Teshara said is it correct that it is in an area where the inspectors are present.

Mr. Zabaglo said the seal inspectors would then do the final checkout of the boat and trailer and instruct the boater to pull the drain plug.

Mr. Teshara suggested that there be a stipulation that it is done where an inspector is present.

Ms. Carr suggested identifying those areas with signage at each of the boat ramps.

Mr. Zabaglo said staff will address that.

Mr. Marshall said staff will review the language to address Ms. Carr's concern. He suggested "Drain plug shall be removed in an appropriate location once the watercraft leaves a water body, and allow for the water to drain." Language could also be added that qualified where that should be drained.

Mr. Zabaglo said he would like to confer with existing Nevada law to ensure there is no conflict because the requirement already exists

Mr. Young said the inspectors are going to play a big role in making this happen. He suggested the stating "Approved location." The definition of approved is whatever the inspector tells you to do it. It doesn't have to be shown on a map.

Public Comments & Questions

None

Commission Comments & Questions

Ms. Carr made a motion to approve the required findings, including the finding of no significant effect for adoption of the amendments to the TRPA codes, section 63.4, as provided in attachment A.

Mr. Trout seconded the motion.
Motion carried unanimously.

Ms. Carr made a motion to recommend adoption of the Ordinance 2017 - __ to amend TRPA's Code of Ordinance section 63.4, as provided in attachment B. With the caveat that additional work will be done to revise the language to identify best practices, or areas where drain plugs could be safely removed from launch ramps, and have that language amended prior to the Governing Board meeting.

Mr. Trout seconded the motion.
Motion carried unanimously.

VI. REPORTS

A. Executive Director

No report.

1) 2017 First Quarter Report, January – March

Commission Comments & Questions

Mr. Teshara asked what the status was for the Sustainable Recreation Working Group.

Ms. Marchetta said this is one of the priorities of the Tahoe Interagency Executive Steering Committee, which oversees and administers the larger programs of the Environmental Improvement Program. They recognized that there was a gap in their governance system of those major EIP programs. There has never been a well-organized recreation-focused working group. Over the last year or so, in the work of the TIE Steering Committee, they have filled that governance gap by forming a working group related to recreation. They recognize that part of our recreation experience here is moving people to those recreation sites and how that works with the transportation system. Third, is the behavioral piece and stewardship. How do you start to influence visitor behavior, both in their choice of location and the way in which they interact with the environment? The working group will start to build action plans around this idea. Right now, we are at the early stages of aligning the Basin agencies around the problem statement.

Mr. Teshara said he received an email from a member of the public asking if the representatives had been appointed.

Ms. Marchetta said they have not reached that point yet. The TIE Steering Committee will be receiving an update on this initiative, within the next few meetings.

Mr. Teshara asked if there would be another public notice about this group being formed.

Ms. Marchetta said yes. People can contact Devin Middlebrook, TRPA staff or Joe Flower from the Forest Service with any questions.

Mr. Teshara asked if it was correct that the shoreline initiative is focused on the shoreline and is not addressing parking access and other similar issues.

Ms. Marchetta said yes, that was correct. The scope of the shoreline initiative is focused on filling that gap that was left vacant 20 to 30 years ago, related to development of new structures within the shorezone. This initiative is not addressing any upland planning for accessory uses.

Mr. Teshara said some believe that the issues and decisions could cause upland pressures, for instance parking access to public shoreline facilities.

2) Strategic Initiatives Monthly Status Report

No further report.

B. General Counsel

No report.

C. APC Members

Mr. Hymanson said the Tahoe Science Council is meeting on May 11, 2017, 10:00 am - 4:00 pm, at the Tahoe Center for Environmental Sciences in Incline Village.

VII. PUBLIC COMMENT

None

IX. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 12:08 p.m.

Respectfully Submitted,

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.

TAHOE REGIONAL PLANNING AGENCY

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MEMORANDUM

Date: June 7, 2017

To: TRPA Advisory Planning Commission, Transportation Measures Working Group

From: TRPA Staff

Subject: Transportation Measures Working Group: State of the Practice Presentations on Identified Focus Areas and Related Matters

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Requested Action: Working Group discussion and possible direction to staff.

Background: At the first meeting of the transportation measures working group on April 12, 2017, the presentation and discussion focused on existing and federally/state mandated transportation measures. The discussion highlighted gaps in the existing performance measures relative to the Region's transportation goals and priorities, which included congestion, parking, and measures of non-automobile system efficacy. The working group also commented that staff should look at whether any existing measures could be excluded in the future, or replaced with measures that more directly assess Regional values.

The May 10, 2017 working group meeting included discussion on evaluation factors for the performance measures and further clarified focus areas for technical expert presentations in June. The working group directed staff to focus on: (1) Measures of roadway efficacy and traveler experience ("auto measures"); (2) Measures of non-auto efficacy and traveler experience ("non-auto measures"); and, (3) Measures of transportation's impact on the environment. The purpose of the June meeting is to provide presentations and encourage discussion around these three focus areas. Staff will present and facilitate a discussion on:

- Update on White Paper Development
- Measures of Roadway Efficacy and Traveler Experience: Ron Milam, Fehr and Peers
- Measures of Non-Auto Efficacy and Traveler Experience: Brett Hondorp, Alta Planning
- Measures of the Transportation System's Impact on the Environment: Bob Larson, Lahonton Regional Water Quality Control Board, and Dan Segan, TRPA Principal Natural Resource Analyst

Contact Information: If you have any questions, please contact Lucia Maloney, Senior Planner at lmaloney@trpa.org or (775) 589-5324; or Dan Segan, Principal Natural Resource Analyst at dsegan@trpa.org or (775) 589-5233.

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MEMORANDUM

Date: June 7, 2017

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Public Comment on the Draft EIS/EIS/EIR for the US 50 South Shore Community Revitalization Project

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Requested Action: No action is required at this time. Staff requests that the Advisory Planning Commission (APC) offer comments and solicit public comments on the Tahoe Regional Planning Agency (TRPA) Draft Environmental Impact Statement (EIS), CEQA Draft Environmental Impact Report (EIR) and NEPA Draft Environmental Impact Statement (EIS) for the US 50 South Shore Community Revitalization Project. A presentation on the project and DEIS will be given at the APC meeting on June 14, 2017.

Project Background /Description: The Tahoe Transportation District (TTD) is proposing the US 50 South Shore Community Revitalization Project (project), which is designed to improve the Tahoe Region's transportation network while addressing affordable housing, community revitalization, mobility needs, and environmental gains. The project is in Douglas County, Nevada and the City of South Lake Tahoe, California in one of the most densely populated areas within the Lake Tahoe Region (see attached map of project area and study area). Within the project limits US 50 is a four-lane arterial highway with a continuous two-way left-turn median that transitions to dedicated left-turn lanes at intersections. On the western side of the project area Lake Parkway and Montreal Road are two-lane roadways. Increasing numbers of vehicles bypass US 50 and cut-though the existing Rock Point neighborhood negatively affecting these local roads.

The EIR/EIS/EIS will be used by the TTD, TRPA, and the Federal Highway Administration (FHWA) to render decisions regarding selection of an alternative and approval of project elements within their authorities. The EIR/EIS/EIS does not itself make a recommendation regarding the approval or denial of the project.

Project Location: The US 50 South Shore Community Revitalization Project is in Douglas County, Nevada and in the City of South Lake Tahoe in El Dorado County, California. The project site extends from the intersection of US 50 and SR 207 to approximately 0.25 miles west of the intersection of US 50 and Pioneer Trail and encompasses the infrastructure footprint and the abutting land to contain the potential construction disturbance areas of any of the alternatives. It is aligned along the existing routes of US 50 and Lake Parkway, and includes portions of the residential neighborhood west of the Heavenly Village Center. To the southeast of the project site, the terrain rises quickly toward the East Peak. Edgewood Creek, Golf Course Creek, and two unnamed drainages cross the project site.

Project Alternatives: The EIR/EIS/EIS examines five project alternatives including four build alternatives and one no build alternative (alternative A). Alternatives B through D realign existing US 50 from a just west of Pioneer Trail/US 50 intersection in California to the Lake Parkway/US 50 intersection in Nevada. The existing US 50 will become a complete street with reduced lanes, improved bicycle and pedestrian amenities and connectivity, lighting, and landscaping. The potential new mixed-use development site(s) will accommodate the displaced residents and businesses. Replacement housing and relocation assistance for residents and businesses will occur regardless of the mixed-use development or not. Alternative E constructs a raised pedestrian walkway over existing US 50 within the portion of the tourist core between the resort-casinos.

Summary of Environmental Effects: The draft EIR/EIS/EIS describes the detail of environmental effects that would result from each alternative. Refer to **Table S-1, Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures**, in the Summary chapter for a full description of these effects.

Most of the significant adverse effects may be mitigated to a less than significant level; however there are significant and unavoidable impacts for each build alternative related to community impacts, visual resources, and noise and vibration. These include Impact 3.4-1, physically divide an established community causing changes to community character and cohesion (alt. B-D); Impact 3.6-7, construction related traffic impacts (alt. E); Impact 3.7-1: degradation of scenic quality and visual character (alt. B-E); Impact 3.7-2, interference with or disruption of scenic vistas or scenic resource (alt. E); Impact 3.15-2: ground vibration during construction (alt. B-E); and impact 3.15-3: traffic noise exposure at existing receptors (alt. B-D).

There are significant or potentially significant impacts that may be reduced to less than significant with mitigation for all build alternatives including park and recreation facilities, public service and utilities, visual resources, cultural resources, water quality and stormwater, hazards, hazardous materials and risk of upset, air quality, noise, and biological environment.

There are several beneficial impacts for alternatives B-D related to traffic and transportation, bike and pedestrian infrastructure and safety, water quality, and GHG emissions. Alternatives A and E do not have the same benefits.

Public Review and Comment: The Draft EIR/EIS/EIS is available for public review and comment until July 7, 2017. The document is available at the following locations:

TTD
128 Market Street Suite 3F
Stateline, NV

TRPA
128 Market Street
Stateline, NV

South Lake Tahoe Public Library
1000 Rufus Allen Boulevard
South Lake Tahoe, CA

Zephyr Cove Library
338 Warrior Way
Zephyr Cove, NV

The Draft EIR/EIS/EA can also be found at the following websites:
www.trpa.org/get-involved/major-projects/
www.tahoetransportation.org/us50

Public Hearings: Public Hearings are scheduled to solicit comments on the Draft EIS/EIR/EIS as follows:

- **June 9, 2017** TTD Board of Directors Meeting, TRPA Board Rooms, 128 Market Street, Stateline, NV
- **June 14, 2017** TRPA Advisory Planning Commission Meeting, TRPA Board Rooms, 128 Market Street, Stateline, NV
- **June 28, 2017** TRPA Governing Board Meeting, TRPA Board Rooms, 128 Market Street, Stateline, NV

Comment Period: In accordance with Article 6.13(b) of the TRPA Rules of Procedure, the comment period for the Draft EIR/EIS/EIS commenced on April 24, 2017 and will conclude on July 7, 2017. The purpose of the seventy-five-day comment period is to gather input from the public regarding the adequacy of the Draft EIR/EIS/EIS in terms of identified impacts and proposed mitigation measures that are addressed in the environmental document. After the comment period a Final EIS will be prepared that will include responses to all written comments received during the comment period, and may include responses to oral or late comments per Article 6.14, TRPA Rules of Procedure. TRPA action on the project, including a hearing on certification of the Final EIR/EIS/EIS by the Governing Board, will be after publication of the Final EIS.

Contact Information: If you have any questions, or wish to submit comments regarding this item, please contact: Shannon Friedman, Senior Planner, sfriedman@trpa.org, (775) 589-5205.

Attachments:

A. US 50 South Shore Community Revitalization Project Site and Study Area

Attachment A

US 50 South Shore Community Revitalization
Project Site and Study Area

Exhibit S-1 **Project Site and Study Area Location**

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

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

MEMORANDUM

Date: June 7, 2017

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Threshold Update Initiative: Threshold Standards Assessment Findings

Requested Action: It is requested that the APC review the comments received and modifications provided in response to those comments, and provide direction to staff on finalizing the threshold assessment findings.

Background: Most of the threshold standards were adopted in 1982 based on science that is now over 35 years old. There is a broad bi-state consensus and support for updating the thresholds standards and monitoring systems. In 2015, the TRPA Governing Board identified the review and updating of the threshold standards as one of seven strategic initiatives for the agency. The goal of the initiative is to ensure a representative, relevant, and scientifically rigorous set of threshold standards, supported by a cost-efficient and feasible monitoring and evaluation plan, and the development of a robust and repeatable process for review of standards in the future.

At the May APC meeting, TRPA staff presented an overview of the assessment methodology, its development, and the draft assessment findings. The assessment methodology and findings were also posted to the TRPA website and TRPA staff invited members of the APC and the public to review the assessment findings and provide feedback as to how the assessment findings could be improved. This presentation will provide an overview of comments received on the assessment findings and the rationale for any modifications made in response that feedback.

Supporting documents can be found on the initiative webpage:

http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/threshold-update/

Following APC direction to staff on finalizing the threshold assessment findings, staff will prepare a report summarizing the final assessment findings and develop a draft work plan for the next phase of the threshold update initiative. Both will be taken to the Governing Board in August.

Contact Information: If you have any questions regarding this agenda item please contact Dan Segan, Principal Natural Resource Analyst, at dsegan@trpa.org, (775) 589-5233, or Jeanne McNamara, Principal Planning Analyst, at jmcnamara@trpa.org, (775) 589-5252.

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MEMORANDUM

Date: June 7, 2017

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Development Rights Strategic Initiative Status Report

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Requested Action: No action is required. This is an informational item.

Summary on Status Update and Development of Options: TRPA staff and the consultant team are halfway through phase two tasks of the Development Rights Strategic Initiative work program. The project mission is to consider changes to the current development rights system and transfer of development rights programs to better manage growth, support environmentally beneficial and economically feasible redevelopment, and improve the effectiveness and predictability of the current development rights system in TRPA's jurisdiction. The Development Rights Working Group (DRWG) has convened for four productive working group meetings and completed various milestones, including the selection of options based on best practices and ideas from discussions. Attachment A offers additional detail on the status of all the project tasks.

Potential Options:
In partnership with TRPA staff, the DRSI consultant team, Placeworks, prepared a report summarizing best practices relevant to the TRPA development rights system. At the February 24, 2017 DRWG meeting, participants discussed the best practices features provided in a report summarizing best practices relevant to the TRPA development rights system. Then at the April 26, 2017 DRWG meeting, participants discussed refinements to the four options (labeled A-D) and added a new option (referred to as E). The DRSI project team used input from the DRWG to draft options for further analysis of economic, environmental, legal, and planning implications. In addition, these refined options will be evaluated against the goals and criteria identified by the DRWG over a series of meetings (for additional detail, please see Factsheet #8, www.trpa.org/development-rights/).

The following five options, labeled A-E, are taken from the 24 features in the best practices report and other ideas discussed by the DRWG meeting participants. The features grouped in each option reflect different strategic approaches to addressing the major issues with the current TRPA development rights (a.k.a. commodities) system. Members of the DRWG have not reviewed the details in Option E and have not endorsed or approved any of the options except for further evaluation. Below, staff has outlined the different options, A to E, along with a description and code provisions.

Option A: Simplification of the development rights system

Description:

The purpose of this option is to simplify the current system by converting multiple types of development rights (i.e., residential, commercial, and tourist accommodation) into one common unit (e.g., square feet) and to remove the local government veto option from interjurisdictional transfers of development rights. A limitation on the net amount that can be transferred from any jurisdiction is included to limit potential loss of property tax and transient occupancy tax (i.e., room tax) to a jurisdiction.

<u>Code Provisions</u>:

i. Convert to single currency such as a Development Credit (referred to as feature 16 in the best practices report).

ii. Eliminate jurisdictional boundaries (referred to as Feature 17 in the best practices report). Include sideboards to limit potential loss to a jurisdiction.

Option B: More Bank Involvement and DTC Simplification

<u>Description</u>:

This option is designed to make purchase of development rights simpler for applicants by allowing them the option to pay a fee to a land bank. Land banks would maintain inventories of development rights, set the fee based on market conditions, and reinvest the fees to maintain the inventory of development rights. An added feature is to require additional development rights for residential units that exceed a certain size.

<u>Code Provisions</u>:

i. Establish a new TRPA Density Transfer Charge (DTC) similar to the excess coverage mitigation fee and require developers to pay DTC or acquire DCs from land banks or other sources (referred to as feature 2 in the best practices report).

   a) Set DTC at fixed affordable level based on market conditions and/or to incentivize certain redevelopment priorities including workforce housing (referred to as feature 1 in the best practices report).

   b) Require land banks to invest DTC funds in acquiring developed properties to increase inventory of DCs.

ii. Establish bi-state acquisition fund to match/leverage DTC revenue (referred to as feature 7 in the best practices report).

iii. Allow bonus floor area for individual residential units by TDR or DTC (Feature 9). This would set a baseline floor area for an individual residential dwelling unit that if exceeded, would require the purchase of another TDR credit or an additional DTC fee for the construction of these units. Consider analyzing how much money could be generated from the implementation of this feature.

Option C: Make Procedural Changes to Reduce Developer Uncertainty and Cost

<u>Description</u>:

This option is intended to reduce uncertainty and upfront costs for applicants by streamlining processes and procedures, and by allowing purchase of development rights or payment of the fee later in the development process.

<u>Code Provisions</u>:

i. Defer purchase of development rights and/or payment of a fee to a later point in the development process such as close of escrow, when there is income being generated, etc. using tools like a development agreement (referred to as feature 12 in the best practices report).

ii. Add other process improvements to streamline approval for environmentally-beneficial redevelopment and workforce housing in development appropriate or targeted areas such as non-sensitive land in Town Centers. Process improvements such as allow development rights to be more easily severed and held by banks, public party, or private party will be considered.

Option D: Everything in above Options A to C.

See descriptions and code provisions above.

Option E: Targeted Redevelopment

<u>Description</u>:

The purpose of this option is to encourage redevelopment of entire sites to implement the Regional Plan by improving the environment through replacement of older development that does not meet current standards, encourage transit use, etc. It allows any property owner in a qualified area to use their existing development rights to redevelop consistent with the applicable adopted area plan, regardless of the existing type of development and development rights. Additionally, short term vacation rentals must be on property designated as tourist commercial in the area plan and may not use development rights converted from another use. If the proposed development project is consistent with the area plan:

- Additional development rights from the TRPA pool can be used at no cost to the development project if available; and/or
- Additional development rights transferred from another site can be used. If development rights are being transferred between jurisdictions the “sending” jurisdiction may require reimbursement for lost property tax and transient occupancy (a.k.a., room) tax for three years.

<u>Code Provisions</u>:

i. Existing and undeveloped properties retain the same development rights converted to a common unit like square feet or Development Credits (as mentioned in above Option A, this is referred to as feature 16 in the best practices report)

ii. Development rights can be moved by filing with TRPA for transfer of development units (e.g., square feet) to an eligible parcel.

iii. If the site from which the rights are being transferred is in another jurisdiction, the jurisdiction from which the development rights are being transferred may require the jurisdiction to which the development rights are being transferred to compensate it for any lost property tax and transient occupancy tax (a.k.a., room tax) for up to three years.

iv. Projects can be built to the maximum development potential allowed by the adopted area plan provided:

   o The property is in a qualified area shown on the attached map (Attachment B) and which is: defined by the Regional Plan as the High Density Tourist District, the Regional Center District, or a Town Center District; or a parcel or parcels within ¼ mile of the Primary Transit Route[1];

[1] Pursuant to TRPA Code of Ordinances Definitions in Chapter 90, Primary Transit Routes includes the following routes: A. Highway 50 - from Carson City to Highway 89; B. Highway 89 – from Truckee to Highway 50 at the South Lake Tahoe “Y”; C. Highway 28 – from Highway 89 in Tahoe City to the intersection with Country Club Drive in Incline Village; D. Highway 267 – from Truckee to Highway 28; and E. Highway 207 – from Daggett Summit to Highway 50. Distance was measured “as a crow flies.”

- The required amount of development rights exists on site, they are transferred from the TRPA pool, they have been transferred to the site, or any combination of the above (i.e., the regional development cap is maintained);
- No vacation home rentals are created now or in the future unless the property is designated as tourist commercial in an adopted area plan;
- The owner of the property enters into a legally binding agreement not to convert any development rights from another use to use as a short-term rental (a.k.a., vacation home rental); and
- The entire site is brought into compliance with all applicable TRPA and local government standards and requirements including, but not limited to, environmental requirements (e.g., installation of BMPs), Regional Plan scenic and local government design standards, and local building code (e.g., energy efficiency and sustainability) requirements.

Contact Information:

If you have questions regarding this item, please contact Jennifer Cannon, AICP, Senior Planner, at (775) 589-5297 or jcannon@trpa.org or John Hester, AICP, Chief Operating Officer, at (775) 589-5219 or jhester@trpa.org.

Attachments:

A. Work Program Status Update, June 2017

B. Map of areas defined by the Regional Plan as the High Density Tourist District, the Regional Center District, or a Town Center District; or a parcel or parcels within ¼ mile of the primary transit route

Attachment A

Work Program Status Update, June 2017

Work Program Status Update, June 2017

Tasks		Status	DRWG Meeting Date
1.1.1-1.1.4	Stakeholder preparation, interviews, presentation to APC and GB, and distribution of final stakeholder assessment report	Complete	9.7.16
1.2.1 – 1.2.2	Prepare work program, present work program and obtain GB approval	Complete	9.7.16
1.3.1-1.3.3	Identify working group membership, GB approval of working group members, APC selection of two working group members	Complete	9.7.16
1.4.1-1.4.2	Enhance online development rights data and prepare report on current development rights inventories	Complete	9.7.16
1.5.1 and 2.1.1	Outline development rights policies, programs, regulations, permitting process; compare original intent to current situation; and identify areas for potential improvements. Present information sheets.	Complete	9.7.16
1.5.2 – 1.5.3	Add website improvements and materials to www.trpa.org/development-rights/ based on 1.5.1 and as new information is released. Provide updates to project email list and as new information is released.	Ongoing (two email list updates were sent prior to DRWG meetings, another to be sent prior to 2.24.17 meeting)	9.7.16, 10.25.16, 2.24.17, 4.26.17, Ongoing
2.1.2	Work group will determine "sideboards" and APA PAS inquiry specifications, staff will contact schools and post a Request for Proposals (RFP) for consultants	Complete: Revised Factsheet #6 includes the approved scope of work and mission, staff submitted inquiry and received information, and staff hired a consultant team after interviews and posting a RFP.	9.7.16, 10.25.16, 2.24.17
2.2.1	Document existing policies and code, and present to working group	Complete: Factsheet #7 provides this information.	10.25.16
2.3.1	Working group will determine criteria for selection of best alternative(s)	Complete: Factsheet #8 provides the results of the working group's decision on goals and criteria.	10.25.16
2.3.2	Present best practices research plan to working group	Complete: This was presented at the 10.25.16 DRWG meeting.	10.25.16
2.4.1	Engage California and Nevada university planning programs in research	Complete: Staff engaged and did not acquire adequate	8.16 to 11.16

		participation to implement this activity.	
2.4.2	Engage consultant or consultants (e.g., planning, legal, development economics, and/or financing) to synthesize APA PAS, universities, and original research, and to prepare best practices findings and alternatives	Complete: Staff posted RFP, panel interviewed 3 consulting teams, and hired the top ranking candidate.	10.16 to 12.16
2.4.3	Present best practices findings and preliminary alternative ideas, and solicit feedback from working group, APC, and GB	Present and discuss at the 2.24.17 DRWG meeting. Present to APC on 3.8.17 and GB on 3.22.17.	2.24.17, 3.8.17, and 3.22.17
2.5.1	Identify and present the range of alternatives and solicit feedback from working group, APC, and GB	Upcoming: present and discuss at the 4.26.17 DRWG meeting. Present to APC and GB in June.	4.26.17 and Upcoming (June 14 and June 28)
2.5.2	Evaluate alternatives using results from 2.3.1.	Upcoming	Upcoming
2.5.3	Present recommended alternative to working group for their recommendation with changes, if any.	Upcoming	Upcoming

Update on Additional Progress Beyond Work Program:

- The California Strategic Growth Council granted TRPA assistance in the form of consulting services to analyze the fiscal impacts of different land use scenarios for the development rights system. A fiscal impact analysis provides local decision-makers with an evaluation of revenue shifts that occur due to a proposed land use change and is a valuable tool for informing decisions about future development and its impact on a community's fiscal health. The fiscal impacts for the City of South Lake Tahoe and Placer County were analyzed and results will be reported during the next working group meeting.
- Pursuant the DRWG guidance, TRPA staff completed an analysis, heavily using GIS tools, to determine if the existing maximum densities, often referred to as zoning, allowed in the adopted local plans (either Area Plan, Community Plan, or Plan Area Statement) would allow the same amount of development as the existing development rights. Based on the analysis, it is clear the densities allowed in the adopted local plans would allow substantially more development when compared to existing development rights. This is not surprising as these plans were not designed to limit development to match development rights. The greater amount and density that would be allowed by adopted plans will be mitigated to some degree by net yield (i.e., reductions due to height limitations, setbacks, etc.). However, the concept of net yield should not be relied upon to limit actual development in plans to a level consistent with the development rights inventory since it would not provide predictability and certainty. To be more certain that this result would be achieved, downzoning of parcels would be necessary. The objectives of the DRSI do not include allowing more development and/or modifying existing development regulations to generate a higher unit yield on parcels, so the concept of substituting

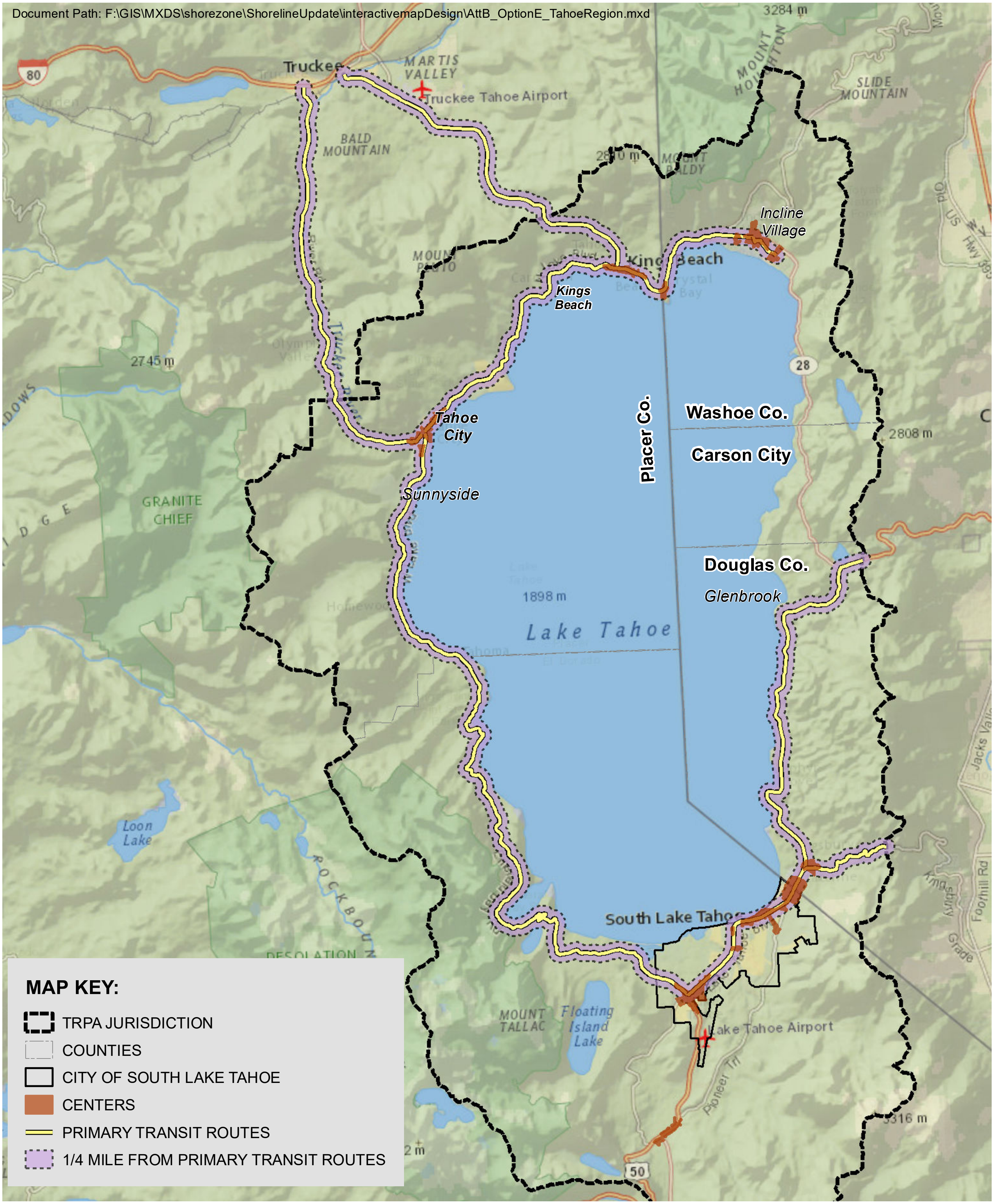
currently adopted local plan densities as an alternative to the development rights system should not be pursued.

- TRPA staff has met with different stakeholders such as the land banks, real estate/economic experts, stakeholders to gain feedback on the feasibility of options and to identify opportunities associated with the options. These meetings likely will continue.

Attachment B

Map of areas defined by the Regional Plan as the High Density Tourist District, the Regional Center District, or a Town Center District; or a parcel or parcels within ¼ mile of the primary transit route

Document Path: F:\GIS\MXDS\shorezone\ShorelineUpdate\interactivemapDesign\AttB_OptionE_TahoeRegion.mxd



TAHOE REGIONAL PLANNING AGENCY

DRSI OPTION E
LAKE TAHOE REGION

AGENDA ITEM NO. V.D.

 Date: 5/31/2017

<table>
<tr><th colspan="2">Strategic Initiatives Monthly Report - June 2017</th></tr>
<tr><th>Strategic Initiatives</th><th>Status</th></tr>
<tr><td rowspan="3">1. Development Rights</td><td>Progress/Accomplishments:
• Synthesized input from fourth meeting to refine options and prepared for committee meetings
• Met with different stakeholders to gain feedback on which ideas are promising and feasible
• Reviewed the results of the fiscal impact analysis completed for the City of South Lake Tahoe and Placer County</td></tr>
<tr><td>Future Focus:
• Evaluate options up against working-group identified goals and criteria and economic, legal, and fiscal considerations</td></tr>
<tr><td>Team Lead: Jennifer Cannon, Senior Planner, (775) 589-5297 or jcannon@trpa.org</td></tr>
<tr><td rowspan="3">2. Forest Health & Fuels Management</td><td>Progress/Accomplishments:
• TRPA staff continue work with the Lake Tahoe West Restoration Partnership Core Team, the Interagency Design Team Lead, and the Documentation and Permitting Coordination Team
• The Tahoe Forest Fuels Team (TFFT) submitted proposals for Round 17 SNPLMA funds and are in the planning phase for 2017 projects</td></tr>
<tr><td>Future Focus:
• The Lake Tahoe West Restoration Partnership Core Team continues directing the larger effort under the direction of the Project Coordinator
• The TFFT will finish planning and move into implementation of 2017 projects
• TRPA will continue to work with partners toward a sustainable forestry program for the Tahoe Basin through coordination among partners and the Lake Tahoe West Restoration Partnership</td></tr>
<tr><td>Team Lead: Mike Vollmer, Environmental Improvement Program Manager, (775) 589-5268 or mvollmer@trpa.org</td></tr>
</table>

Strategic Initiatives	Status
3. Aquatic Invasive Species Control	**Progress/Accomplishments:** • Funding from the following sources has been awarded to AIS Program partners: o SB 630 (CTC) o Prop 1 (CTC) o License Plate (NDSL) o USFWS o Truckee River Fund o Tahoe Fund o Integrated Regional Water Management (CA DWW) Total funding awarded is approximately $1.3 million.
	Future Focus: • Continue to pursue funds through the following: o Bureau of Reclamation o US Army Corps of Engineers o NDEP • TRPA, Lahontan and other stakeholders continue to work with the Tahoe Keys POA on their efforts to control invasive aquatic weeds in the lagoons and channels
	Team Lead: Dennis Zabaglo, Aquatic Resources Program Manager, (775) 589-5255 or dzabaglo@trpa.org
4. Stormwater Management Operations & Maintenance	**Progress/Accomplishments:** • The Road to Blue survey to gage property owner interest in different funding mechanisms for stormwater operations and maintenance went out in the mail May 1st and are in the process of being collected and analyzed.
	Future Focus: • Once analysis of the survey results are complete, the consulting team will complete a write up and results will be presented to stakeholders for additional input/direction.
	Team Lead: Shay Navarro, Stormwater Program Manager, (775) 589-5282 or snavarro@trpa.org

Strategic Initiatives	Status
5. Shoreline	**Progress/Accomplishments:** • RPIC endorsed the project scope and policy proposals under consideration by the Steering Committee
	Focus: • Receive endorsement from RPIC on a comprehensive set of policy proposals for inclusion in the Shoreline Plan and alternative descriptions for the Environmental Impact Statement (EIS) • Start scoping for the Shoreline Plan EIS
	Team Lead: Brandy McMahon, Principal Planner, (775) 589-5274 or bmcmahon@trpa.org
6. Transportation	**Progress/Accomplishments:** • Transportation Planning OWP 17/18 Approved at GB • Experts lined up for APC Measures Working Group 6/2017 • Initiated Development of LT Info Transportation Portal • Began scope of work development for Safety Plan
	Future Focus: • Regional Transportation Plan (RTP) Implementation o Funding allocation/distribution o Bi-State Transportation Task Force o Mega Region Summer Meeting o APC Measures Working Group o Supporting Bi-State Task Force o Transportation Demand Management Programs o Lake Tahoe Region Safety Plan
	Team Lead: Michelle Glickert, Principal Transportation Planner, (775-589-5204) or mglickert@trpa.org
7. Streamline Monitoring & Update Thresholds	**Progress/Accomplishments:** • Threshold assessment methodology revised in conjunction with the Tahoe Science Advisory Council • Conducted partner and stakeholder outreach on threshold assessment • Tahoe Science Advisory Council began a review of best practices for the establishment of standards and monitoring and evaluation programs
	Future Focus: • Revise threshold assessment findings and strategic direction for the initiative
	Team Lead: Dan Segan, Principal Natural Resource Analyst, (775) 589-5233 or dsegan@trpa.org