

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, March 8, 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.

March 1, 2017

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

Joanne S. Marchetta  
Executive Director

TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

TRPA  
Stateline, NV

March 8, 2017  
9:30 a.m.

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AGENDA

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

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

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

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

- IV. DISPOSITION OF MINUTES
- V. PUBLIC HEARINGS
  - A. Draft – Linking Tahoe: 2017 Regional Transportation Plan/Sustainable Communities Strategy

**Public Comment**

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VI. PLANNING MATTERS

- |                                                                                         |                                                   |                       |
|-----------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------|
| A. Review and Recommendation on Work Plan for the Transportation Measures Working Group | <b>Discussion and Possible Direction to Staff</b> | <b><u>Page 5</u></b>  |
| B. Development Rights Strategic Initiative Status Report                                | <b>Informational Only</b>                         | <b><u>Page 15</u></b> |
| C. Advisory Planning Commission Role in Threshold Assessment                            | <b>Informational Only</b>                         | <b><u>Page 25</u></b> |

VII. REPORTS

- |                                                |                           |                       |
|------------------------------------------------|---------------------------|-----------------------|
| A. Executive Director                          | <b>Informational Only</b> |                       |
| 1) Strategic Initiatives Monthly Status Report | <b>Informational Only</b> | <b><u>Page 27</u></b> |
| 2) 2016 Annual Report                          | <b>Informational Only</b> | <b><u>Page 31</u></b> |
| B. General Counsel                             | <b>Informational Only</b> |                       |
| C. APC Members                                 | <b>Informational Only</b> |                       |

VIII. PUBLIC COMMENT

IX. ADJOURNMENT



TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

TRPA  
Stateline, NV

February 8, 2017

**Meeting Minutes**

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Vice Chair Mr. Larsen called the meeting to order at 9:33 a.m.

Members present: Mr. Buelna, Mr. Comba for Ms. Carr, Mr. Esswein, Mr. Guevin, Ms. Hill, Mr. Hitchcock, Mr. Hymanson, Ms. Krause, Mr. Larsen, Ms. McClung, Ms. Ferris, Mr. Plemel, Mr. Weavil

Members absent: Mr. Donohue, Mr. Drew, Mr. Teshara, Mr. Trout, Washoe Tribe

II. APPROVAL OF AGENDA

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

III. PUBLIC INTEREST COMMENTS

None

IV. DISPOSITION OF MINUTES

Mr. Plemel moved approval of the December 7, 2016 minutes.  
Mr. Hymanson seconded the motion.  
Mr. Buelna abstained.  
Motion carried.

V. ADMINISTRATIVE MATTERS

A. Resolution recognizing Advisory Planning Commission member Mike Lefevre, US Forest Service representative

Vice Chair Mr. Larsen presented the resolution to Mr. Lefevre and read it into the record.

Mr. Hymanson moved approval.  
Mr. Guevin seconded the approval.

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Public Comments & Questions

None

Motion carried unanimously.

- B. Resolution recognizing Advisory Planning Commission member Mike Riley, Douglas County Lay member

Vice Chair Mr. Larsen presented the resolution to Mr. Riley and read it into the record.

Ms. Krause moved approval.

Ms. Hill seconded the approval.

Public Comments & Questions

None

Motion carried unanimously.

- C. Recommendation to the Governing Board that Jennifer Merchant, Placer County, fill the vacant position on the Development Rights Working Group

Mr. Hester said the position filled by Placer County representative, Shawna Brekke-Read is vacant and staff recommends Jennifer Merchant for the position. Ms. Merchant served on the Advisory Planning Commission for approximately eight years and is familiar with Development Rights Transfers in her role at Placer County and is the designee from the County's Executive Office to work on the fiscal analysis of development rights.

Commission Comments & Questions

Mr. Larsen said the Development Rights Working Group is critically important for the strategic initiatives. Ms. Merchant has long standing experience with development rights and supported staff's recommendation.

Public Comments & Questions

None

Mr. Plemel moved approval.

Mr. Hymanson seconded the motion.

Motion carried unanimously.

VI. PUBLIC HEARINGS

- A. Ordinance to adopt technical amendments to Chapters 34, 36, and 38 of the TRPA Code of Ordinances related to adoption of the Placer County Tahoe Basin Area Plan

TRPA team member Ms. Maloney provided an overview.

Ms. Maloney said there are three technical amendments related to last month's adoption of the Placer County Tahoe Basin Area Plan. The first one is in Chapter 34, Driveway and Parking Standards, that had a reference to the guidelines for signage, parking, and design for Placer County that has been superseded by the Area Plan. Chapter 36, Design Standards, has the same reference to that design guidelines document which also has been superseded by the Area Plan. In Chapter 38, Signs, the same document was referenced and again superseded by the Area Plan.

The Regional Plan Implementation Committee unanimously recommended this item in November 2016 for Governing Board approval.

Presentation can be viewed at:

[http://www.trpa.org/wp-content/uploads/Agenda-Item-VI.A-Feb-APC\\_Placer-Tahoe-BasinArea-Plan.pdf](http://www.trpa.org/wp-content/uploads/Agenda-Item-VI.A-Feb-APC_Placer-Tahoe-BasinArea-Plan.pdf)

#### Commission Comments & Questions

Ms. Hill asked if the Placer County Area Plan has been adopted and if there is a similar document that has the standards and guidelines for signage, parking and design.

Ms. Maloney said the Area Plan was adopted by the Governing Board on January 25, 2017. Placer County staff incorporated the design guidelines that were in the older 1990s document into the new Area Plan.

Ms. Hill asked if it is an appendix or if it spread throughout the Area Plan itself.

Ms. Maloney said it is spread throughout the Area Plan; for example, the parking would be in the transportation section, etc.

Mr. Marshall said in general when an area plan is adopted, there are provisions within the area planning chapter that states that the area plan preempts any inconsistent codes or plans. Some area plans will technical corrections and some won't. When there are direct conflicts staff feels that it is better practice to correct that kind of express reference rather than rely on an interpretation that the preemption occurs.

Mr. Larsen said it is essentially making sure the Code of Ordinances is consistent with the Area Plan and there is no ambiguity between interpretation of those two documents.

Mr. Marshall said that is correct. Staff prefers to correct it when there is an express reference to a document.

Mr. Buelna said that the new Area Plan has an implementing regulation section that is similar to the standards for design, parking, etc. It serves as the Lake Tahoe portion of a zoning ordinance that will contain all of those provisions.

Ms. Hill asked for the name and location of the document.

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Mr. Buelna said it is part of the Area Plan, but bound in a separate document. It can be found in the implementing regulations.

Mr. Buelna said it is an improvement to what they utilized in the past.

Ms. Hill asked if there are copies available to the public in their Tahoe City office.

Mr. Buelna said they do not, they have been directing everyone to website.

#### Public Comments & Questions

None

#### Commission Comments & Questions

Mr. Hymanson made a motion to recommend Governing Board approval of the required findings, including a finding of no significant effect, for adoption of the technical amendments to TRPA Code of Ordinances Chapters 34, 36, and 38, as provided in Attachment A.

Ms. Krause seconded the motion.

Ms. McClung abstained.

**Motion carried.**

Mr. Hymanson made a motion to recommend Governing Board adoption of Ordinance 2017- \_\_, amending Ordinance 87-9, as previously amended, to amend TRPA's Code of Ordinances Chapters 34, 36, and 38, as provided in Attachment B.

Ms. Krause seconded the motion.

Ms. McClung abstained.

**Motion carried.**

## VII. PLANNING MATTERS

### A. Advisory Planning Commission Priority Setting Workshop

Mr. Hester said the Governing Board delegated some of the seven strategic initiatives that they approved approximately two years ago to the Advisory Planning Commission, and have further recommended that the APC work on a specific item for Transportation Strategic Initiative. The primary components of the Transportation Strategic Initiative; Vision (RTP) is what the plan is for transportation services and facilities moving forward. That is done every four years as part of the designated Metropolitan Planning Organization. With recent legislation, visitors can now be counted and moves the Tahoe Basin into the same guidelines as the larger Metropolitan Planning Organizations. We need to address funding in order to realize the vision and implement the plan. The Governing Board will determine how to move forward with funding following adoption of the Regional Transportation Plan. The Transportation Measures (indicators) need to be updated because the Threshold Initiative looks at some of the measures that relate to Transportation. With this new designation, as an urban type Metropolitan Planning Organization TRPA needs to provide more



performance measures and other indicators that are required at the federal level. At the State level, the California Environmental Quality Act (CEQA) has been amended to change the measures to look at vehicle miles traveled and greenhouse gas reduction.

TRPA team member Mr. Segan provided the background on why Transportation Measures have become a focal point.

The 2015 Threshold Evaluation Report includes an evaluation for vehicle miles traveled within the Basin. The standard is for a ten percent reduction from the total vehicle miles traveled in the Basin in 1981. This standard has been evaluated as in attainment for the past seven years. Staff received about 200 pages of public comment most of which related to vehicle miles traveled and the vehicle miles traveled standard. Some of the concerns were about how and the amount of monitoring that was done. Suggestions were made for new decision rules for project approval and numerous recommendations were made for additional standards such as local vehicle miles traveled standards. Recommendations were made for how to use level of significance with regard to vehicle miles traveled. Stakeholders in the Basin were using vehicle miles traveled as a proxy for a host of concerns. The increase in vehicle miles traveled is negatively impacting these things. Mid-lake clarity, congestion within the Basin, visitor experience, quality of life for local residence, and other impacts associated with traffic such as noise and air quality.

Majority of the 178 Threshold Standards were adopted in 1982. The vehicle miles traveled standard was adopted to prevent algae growth within the Lake. At the time the standard was adopted, some thought that the primary reason the Lake was declining in clarity was because of the algae growth. Through the Total Maximum Daily Load program, it has been realized that fine sediment particles are the primary reason for the decline. Algae is still a concern but it is known that atmospheric deposition of nitrogen is the primary pathway through which nitrogen enters the Lake. None of comments received mentioned algae growth within the Lake as related to vehicle miles traveled.

Staff is requesting that the Advisory Planning Commission synthesize all the information on a white paper to better inform decision making. Looking at the new landscape, legislation, and guidance coming out, staff has identified a number of needs as part of taking a more nuance and comprehensive approach to addressing the transportation measures.

Presentations can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-VII.-A-APC-Priority-Setting-Workshop.pdf>

<http://www.trpa.org/wp-content/uploads/Agenda-Item-VII.-A-APC-Transportation-Measures-White-Paper-Action-Plan.pdf>

#### Commission Comments & Questions

Ms. Hill asked if it was correct that vehicle miles traveled has decreased since 1981.

Ms. Maloney said the recent Caltrans and NDOT traffic volumes numbers showed that from 1986 to 2015, South Lake Tahoe showed a 21 percent decline and the Basin had a 16 percent decline.

Mr. Larsen said that there is a concern that items such as congestion, quality of life, idling traffic are being adequately reflected in the metrics being used. There is a disconnect between the perception of what is happening with traffic and how it is monitored, measured, and being assessed with respect to the threshold.

Mr. Hymanson asked for clarification on the Advisory Planning Commissions role in this Transportation Initiative.

Mr. Larsen said the Advisory Planning Commission will be looking at what their workplan will be for the coming year and how to engage with this priority.

Ms. Marchetta said the Advisory Planning Commission is being asked to survey best practices, and best sources of information on a variety of issues that were identified. After the white paper is created then next steps will be determined on how to move within the Threshold Update Initiative.

Mr. Guevin asked how Caltrans and NDOT determined this traffic data.

Ms. Maloney said there are 20 count stations around the Basin including the Basin entry points that are monitored by Caltrans and NDOT and are posted on their websites annually.

Michael Ward, Highbar Global Consulting said the Advisory Planning Commission Action Plan is to compile data and concepts and produce a white paper on Transportation Measures that can be used to inform future Transportation policy decisions including those related to congestion management. The goal is to complete a white paper by July 2017 to guide the Governing Board on Transportation policy decisions.

He asked what caught the groups' attention from the information provided by staff and what are some of the concerns?

Mr. Larsen said the fact that vehicle miles traveled (VMT) is being overburdened with a variety of different concerns. There are a number of different issues associated with traffic and transportation management in the Basin. Those concerns are not being adequately assessed with the current metrics. Vehicle miles traveled is being used as a proxy for a variety of different things that it was never intended to do. One of his concerns is using VMT as a proxy for fine sediment particles.

Mr. Guevin said walkability and pedestrian safety needs to be improved and parking availability needs to be addressed.

Mr. Esswein said the availability of data is limited and there must be other options for measuring traffic and congestion. Vehicle miles traveled is not measuring the wait time when cars are idling in traffic. One suggestion was to contact Google and get some of their traffic data.

Mr. Hitchcock said vehicle miles traveled is an air quality indicator but as cars get cleaner, there can be more miles traveled without additional impacts other than the fine sediment that eventually goes into the Lake.

Ms. Krause said we need to address the public's expectations of how to handle the amount of people wanting to visit the area.

Ms. McClung said there is a lot of traffic and you have to sit in your car to get about anywhere. She believes that most of that congestion is from the recreation users. Corralling that recreation use and directing it appropriately, providing facilities to accommodate that and how that effort might dovetail with the sustainable recreation discussion.

Ms. Hill said the metric that measures congestion is level of service at an intersection. Level of service A is the best and F is gridlock. In some cases, projects with a level of service F is acceptable. Level of service is a better indicator of traffic than vehicle miles traveled.

Mr. Hymanson said what caught his attention was the origin of the vehicle miles traveled standard because it was a standard that was developed to help attain other water quality standards. It is problematic when there are multiple indicators trying to get at the same end point. Nitrogen deposition in the Lake is directly measured but has not gone into the mix if this is the origin of the VMT. He suggested comparing those two. The other item is the strong conflation of vehicle miles traveled with level of service. Although, they are connected there are significant differences in how they are measured and interpreted. We cannot keep people from coming to the Basin, there needs to be another transportation system, a secondary road around the Lake or maybe there is a limit to the number of cars that can be in the Basin and people would then be required to use public transit. Those types of things are not going to have much of a future here.

Mr. Ward said in order to approve a final workplan in March, what are the intermediate steps that need to take place in April, May, and June.

Mr. Larsen said in order to be as collaborative as possible, we need to identify stakeholders and bring them into the discussion.

Mr. Guevin suggested that a subgroup be created before April and to also do a public survey.

Mr. Larsen said one of the first items to be accomplished is to set side boards. The Advisory Planning Commission's assignment is to gather information and not propose solutions. We do need to move carefully in terms of gathering that information and laying the foundation to have a more informed conversation about what we are looking at.

Mr. Ward asked the group to identify the actions as 1 = Must do, 2 = Should (also) do, and 3 = Could (maybe) do.

Mr. Hymanson asked if the July deadline is mandatory, he feels there needs to be more time.

Mr. Ward said this is one of the items to be addressed today, is the time frame right and are there the resources.

Ms. Marchetta said in general yes. This is the first stage of a longer process.

Mr. Haven said the white paper is the first step. In March, the Advisory Planning

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Commission will hear a presentation on the Regional Transportation Plan that will address some the solutions that are starting to come out of this discussion. The task is to focus on is how do we measure the effectiveness and the performance of the Transportation system as we begin to implement some of these solutions and the RTP is that forum.

Mr. Hester said the white paper is on what the measures are and not what should be used, but rather what are the practices out there.

Mr. Larsen said we are not doing this in a vacuum, a lot of work has already been done. Much of what the Advisory Planning Commission is doing is reviewing and providing guidance and directing some of the staff support that we can leverage to do this.

Mr. Ward asked for the items listed with a number one.

Mr. Plemel said provide a draft paper to the Advisory Planning Commission for review in June.

Mr. Larsen said have staff identify metrics and practices in April.

Mr. Esswein said to identify and prioritize available data in April.

Mr. Guevin said to meet with biking and walking groups to make safer and user friendly transportation. Include Caltrans, NDOT, and the Nevada Office of Traffic Safety in the discussions. This is a front-loaded item because it would be used to develop the plan.

Mr. Hester asked for clarification on how that would fit into measures.

Mr. Larsen said it is to identify and engage with stakeholders.

Mr. Hitchcock said how is vehicle miles traveled used by other jurisdictions.

Ms. McClung said perform an assessment of the effectiveness of existing indicators that are currently in use for the May schedule.

Mr. Larsen said a future discussion needs to be on how effective the indicators are.

Mr. Weavil said disparity between the perception of transportation and congestion issues and the data.

Mr. Buelna said outreach to key stakeholders. Preliminary groundwork should be done before reaching out to these stakeholders.

Mr. Larsen said it may be identify in March and engage in April.

Mr. Comba suggested reaching out to the technical experts to see how the data is being measured, evaluated, and interpreted.

Mr. Guevin said we need to determine what is being measured. Vehicle miles traveled is

only a portion of it, we need to review vehicle impacts versus VMT.

Mr. Larsen said it is possibly metrics to evaluate vehicle impacts on the environment.

Mr. Ward suggested that the March workplan be used to set sideboards on data, metrics, and Stakeholders.

Mr. Hester said originally it was how to synthesize this into categories when it is put together. It is a taxonomy for this, it is not just level of service, safety, total vehicle miles traveled, etc. Staff will bring back a taxonomy as part of the March workplan and that may help set side boards.

Mr. Hymanson said the white paper will need to be finalized. He has a concern that part of the issue surrounding this is that the agencies and stakeholders don't share a common understanding of what we are trying to get to and what should be measured. There needs to be more in depth outreach such as a workshop with the experts to come to a common understanding.

Ms. Marchetta asked for clarification on the outreach; is it correct that it is for outreach to outside experts and public outreach to the lay public.

Mr. Hester suggested that an expert be brought to an Advisory Planning Commission meeting. In regards to the public, a measure could be to do a public opinion survey.

Mr. Hymanson said staff received approximately 200 pages of comments on the Threshold Evaluation Report, there is clearly a lot of concern around that and it is not just the interpretation of the data. There is something to be gained by engaging with the public and speak with the experts in a public setting. Part of the sideboards is going to be what are the questions, goals and issues.

Mr. Ward said that could be a component of the workplan preparation for the March meeting; how, when, and with what effects. In April, a presentation from the experts on strategies for transportation measures from "other" than Tahoe.

Mr. Hester said staff also plans to bring the Advisory Planning Commission information on what some of the latest practices are.

Ms. McClung said we need to define and have an agreement on what the desired conditions are.

Ms. Marchetta said the Regional Transportation Plan is in process. Staff is currently working on two items; establishing the plan, this can almost look at metrics outside of that desired condition, what metrics are used for what problems? Then there can be the conversation about what are the problems that need to be addressed. For example, if the issue was quality of life, what is used to measure it? Right now, the survey is separate from the arguable entirety of the desired condition.

Mr. Ward suggested that Ms. McClung's suggestion be part of step two in the process and put it in notes for July. He asked if the public survey should be part of the data gathering, public process, or is it yet to be determined.

Mr. Larsen suggested that it should be part of the public process.

Mr. Hester said staff agreed with Mr. Larsen.

Mr. Guevin said he felt it should be brought in at the beginning to get some context from the public so they are engaged from the start.

Ms. Hill said at the Truckee Meadows Water Authority meeting last week a packet was distributed during public comment promoting free tours to different locations on the Tahoe Area Regional Transit System on Sunday's between 2:00-4:00 p.m. There needs to be better education to the public for alternative forms of transportation.

Mr. Larsen said this exercise is a survey of metrics. That will help establish the Advisory Planning Commissions role in the process and prepare them to be a part of the next steps; determine the appropriate metrics and how to influence what is important.

Ms. Hill suggested that public ridership could be a metric.

Mr. Hester said if it is determined that public ridership is a good measure for transit then the next step is to figure out how to get better ridership. Some use revenue mile, it is not just ridership. If it is free, there is great ridership but if you use revenue miles, it helps pay for the system.

Mr. Larsen said from a bus perspective, locals using transit is great but a lot of what is being talked about is visitors that are creating traffic issues on peak days. Those two items are different. It is applaudable to improve ridership on the buses but it needs to be determined how that fits into the larger question of what is trying to be solved.

Mr. Guevin said we need to look at the impacts, it is not just the exhaust. It could be impacts such as parking on the side of the road creating erosion into the Lake.

Mr. Ward said the Advisory Planning Commission's assignment is to determine which measures are going to best inform the policy determinations available to the Governing Board.

Mr. Hymanson referred to the June milestone to provide a draft paper for the Advisory Planning Commission. Is staff going to provide a document with recommendations that will be available for public comment and recommendations at the APC meeting?

Mr. Hester said staff would bring a draft in June, receive public input and then bring it back to the Advisory Planning Commission in July for recommendation to the Governing Board.

Mr. Hymanson asked if it was correct that this report would have research and analysis, outreach, and information gathering to learn about the population of metrics that may be useful but also make recommendations on which ones would be best for Tahoe.

Mr. Hester said the direction from the Environmental Improvement Program Committee was to draft a white paper on what is available.

Ms. Marchetta said after that the Advisory Planning Commission may be asked for recommendations. She suggested that the report identify what metrics are most sensitive rather than making recommendations at the start.

Mr. Ward revised the draft paper to specify "Provide a draft paper for the Advisory Planning Commission to review in June that includes measures that are most sensitive to the problem(s) identified."

Mr. Hymanson said he initially felt that there should be an outside peer review, but doesn't believe that is necessary if they are not making a recommendation at this time.

Mr. Ward said this is a stakeholder level review, not a technical peer review. The white paper may outline the need for a technical peer review.

Mr. Hymanson said that would be true if there are models that are suggested to generate the specific metric.

Mr. Ward asked the group for any items that have not been suggested to this point.

Mr. Guevin said roundabouts in North Tahoe. There is a lot of data that supports roundabouts and moving traffic. Is there any post measurement they have that we could say it relates to the Basin; did they make a difference or not?

Mr. Larsen said in May the Advisory Planning Commission should review and discuss findings to help inform the drafting of the white paper.

Mr. Hester suggested an engagement opportunity would be to have staff presentations, expert(s) presentations, and public input one month and then draft findings are compiled and brought back the following month to the Advisory Planning Commission to discuss.

Mr. Larsen said his concern is if there is enough bandwidth and time to get everything done.

Mr. Hester suggested that May could also be a public engagement opportunity.

Mr. Larsen said once key stakeholders are identified, he feels that they will participate in all the meetings.

Mr. Hymanson said he is concerned about overloading staff. He would support extending the time in order to get a quality product.

Mr. Ward asked if there are any additional entities that need to be included in the workplan process.

Mr. Larsen suggested the League to Save Lake Tahoe and Friends of the West Shore.

Mr. Hymanson suggested the business community for balance and completeness.

Mr. Guevin suggested Nevada Department of Transportation and the Director for bike and pedestrian safety for Nevada and California's Office of Traffic Safety.

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Mr. Ward added transit operators to the list.

Mr. Segan said this is a five-step process. The first one is the topic identification process where issues and topics bubble up. The second step is the product that this Commission produces, the formation or convening of technical working groups that can survey the landscape of issues and bring back a synthesis of those findings that can inform next steps. Recommendations would be the next steps that comes out of this process. This lays the parameters or decision space within which those recommendations would likely be selected from. After a specific recommendation is made, there would be a formal proposal that will have a review period.

Mr. Hester said this process will be used multiple times during the Threshold Update.

Public Comments & Questions

Jennifer Quashnick, Friends of the West Shore said they are concerned with environmental impacts and public safety impacts and look forward to being engaged.

VIII. REPORTS

A. Executive Director

None

B. General Counsel

None

C. APC Members

Mr. Guevin said there are several new developments taking place for the Tahoe Douglas Fire Protection District.

Mr. Larsen said on March 9, 2017, the Lahontan's Board will be considering the updated Municipal Stormwater Permit that regulates the jurisdictions on the California side of the Tahoe Basin. This five-year permit that implements the Lake Tahoe TMDL will not have any substantive changes and is focused on implementing the next five-year target.

IX. PUBLIC COMMENT

None

X. ADJOURNMENT

Vice Chair Mr. Larsen adjourned the meeting at 12:29 p.m.

Respectfully Submitted,





ADVISORY PLANNING COMMISSION  
February 8, 2017

Marja Ambler  
Clerk to the Board

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





MEMORANDUM

Date: March 1, 2017  
To: TRPA Advisory Planning Commission  
From: TRPA Staff  
Subject: Public Hearing on Draft - Linking Tahoe: 2017 Regional Transportation Plan/Sustainable Communities Strategy

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Requested Action: Conduct Public Hearing and provide comments on Draft - Linking Tahoe: 2017 Regional Transportation Plan/Sustainable Communities Strategy

Staff will provide a summary presentation of the Draft - Linking Tahoe: 2017 Regional Transportation Plan/Sustainable Communities Strategy. TRPA staff will answer questions from the Advisory Planning Commission and record any public comments received.

Staff Recommendation: Review document and accept public comment.

Required Motions: This is a discussion and public hearing; no motion is required.

Project Description/Background: On February 22, 2017, TRPA/TMPO released a Draft of Linking Tahoe: 2017 Regional Transportation Plan/Sustainable Communities Strategy (2017 RTP/SCS), and the associated environmental analysis in accordance with Article VII of the Tahoe Regional Planning Compact, Chapter 3 of the TRPA Code of Ordinances, and the California Environmental Quality Act (CEQA). Comments on the 2017 RTP/SCS will be accepted **until March 24, 2017**. The purpose of the comment period is to gather input from the public, Tahoe Transportation Commission, APC and TRPA/TMPO Governing Board members on the Draft 2017 RTP/SCS. Upon the conclusion of the comment period a Final 2017 RTP/SCS will be prepared and will include responses to all relevant comments received during the 30-day comment period. TRPA/TMPO action on the 2017 RTP/SCS is currently scheduled for April 2017.

The 2017 Regional Transportation Plan sets forth a comprehensive transportation system to serve the travel needs of the Lake Tahoe Region and meet regional goals. The plan identifies a long-term vision, regional transportation goals and supportive projects, and policies and programs needed to meet these goals. The 2017 RTP/SCS is an update to the 2012 RTP (Mobility 2035) and as such identifies the projects, policies, and programs planned for implementation in the Tahoe Region through 2040. The 2017 RTP/SCS includes a transportation strategy package that includes a financially constrained project list (i.e., identifies those projects for which reasonably available funding has been identified). The 2017 RTP/SCS establishes the regional blueprint for transportation and satisfies TRPA Compact, State, and Federal transportation planning requirements. The plan is developed to reduce the dependency on the private automobile per the Tahoe Regional Planning Compact and implements the TRPA Regional Plan through an update of the Transportation Element of the TRPA Goals and Policies. Acting as the federally recognized Metropolitan Planning Organization (MPO), this plan satisfies federal planning requirements identified in 23 CFR 450. As an

MPO in California, the plan also serves as the updated Regional Transportation Plan/Sustainable Communities Strategy aimed at reducing mobile sources of greenhouse gas emissions in accordance with California SB 375.

The 2017 RTP/SCS continues to refine and improve upon previous RTPs and transportation policies established for the Lake Tahoe Region. This plan builds on the 2012 RTP update that focused on making town centers more transit friendly and walkable/bikeable, and adds emphasis on achieving seamless round the Lake connectivity, between neighborhoods, town centers, and recreation destinations. Priority investments include additional transit services, filling gaps in the shared use paths, and retrofitting the existing roadways with safety, technology, and water quality enhancements. The plan includes:

- ✓ Critical new bicycle and pedestrian facilities
- ✓ New transit routes and increased service frequency
- ✓ Free to the user transit on select routes
- ✓ Additional travel options to access Tahoe from surrounding urban areas
- ✓ Additional miles of roadway water quality improvements
- ✓ Corridor Revitalization projects that offer multi-faceted community benefits
- ✓ Transportation demand management programs
- ✓ Technology investments to maximize system efficiency and encourage zero emission vehicle use

Environmental Review: Concurrently on February 22, 2017, TRPA/TMPO issued a Notice of Intent and Notice of Availability (NOI/NOA) and a joint environmental document consisting of an Initial Study/Mitigated Negative Declaration and Initial Environmental Checklist/Finding of No Significant Effect, referred to hereafter as the Initial Study/Initial Environmental Checklist (IS/IEC), for the proposed 2017 RTP/SCS. The IS/IEC was developed in compliance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), CEQA Guidelines, and TRPA Compact, Code of Ordinances and Rules of Procedures. The IS/IEC has been circulated for public review for 30 days beginning on February 22, 2017.

The IS/IEC examines the update in policy framework and project list from the 2012 RTP/SCS to the 2017 RTP/SCS and tiers from the 2012 RTP/SCS EIR/EIS. For the majority of impact topic areas, the changes in policy and project list provide no impacts not already disclosed by the 2012 environmental review (see Section 3.5, *Abbreviated Environmental Checklist*). For those environmental impact topic areas where the regulatory environment has changed and more detail is needed, a more detailed description and analysis is included (see Section 3.4, *Expanded Environmental Checklist*). These sections include: Transportation, Greenhouse Gases, Air Quality, Noise, and Aesthetics. The IS/IEC discloses no unmitigated significant impact and TRPA therefor intends to rely on the IS/IEC to support a Negative Declaration/Finding of No Significant Effect.

Document Availability: The 2017 RTP and all supporting documents (environmental analysis and appendices) are available in the following formats:

- Online at <http://www.trpa.org/regionaltransportationplan/>
- CD or USB stick available at the TRPA Offices
- Printed Copy available at TRPA Offices

Opportunities for Comment: TRPA will respond to all relevant comments received by 5:00 p.m. on March 24, 2017 and incorporate as appropriate in the Final 2017 RTP/SCS. Written comments may be submitted via Fax (775) 588-4527; via Email [mberyl@trpa.org](mailto:mberyl@trpa.org) or may be mailed to the following address:

Tahoe Regional Planning Agency  
 Attn: 2017 RTP/SCS Comments  
 P.O. Box 5310  
 Stateline, NV 89449

In addition to emailed or mailed written comments, verbal and/or written comments will be documented at the public hearings identified below.

Approval Process and Schedule: The 2017 RTP/SCS is scheduled for approval by three distinct transportation authorities of the TRPA Governing Board (MPO, TRPA, and RTPA in CA), via recommendations from two advisory bodies (APC and TTC) and committees of the TRPA Governing Board.

<b>Linking Tahoe: 2017 Regional Transportation Plan - Public Hearing/Approval Schedule*</b>		
February 22, 2017	TRPA/TMPO Governing Board	Document Release & Initiation of comment period
March 8, 2017	Advisory Planning Commission	Draft- Public Hearing
March 10, 2017	Tahoe Transportation Commission	Draft- Public Hearing
March 22, 2017	TRPA/TMPO Governing Board	Draft- Public Hearing
April 12, 2017	Advisory Planning Commission	TRPA Governing Board Recommendation
April 14, 2017	Tahoe Transportation Commission	TMPO Governing Board Recommendation
April 26, 2017	TRPA/TMPO Governing Board	Approval of 2017 RTP/SCS

\*This schedule is illustrative and is subject to change

Contact Information: If you have questions regarding this item, please contact Morgan Beryl, Senior Transportation Planner, TRPA, at (775) 589-5208 or [mberyl@trpa.org](mailto:mberyl@trpa.org)



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MEMORANDUM

Date: March 1, 2017  
To: TRPA Advisory Planning Commission  
From: TRPA Staff  
Subject: Review and Recommendation on Work Plan for the Transportation Measures Working Group

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Requested Action: The Advisory Planning Commission (APC) is asked to review and discuss the Work Plan for the Transportation Measures Working Group (Attachment A) and provide direction to staff in the form of a recommendation that Governing Board endorse the work plan.

Staff Recommendation: Staff recommends that the APC review the proposed work plan and recommend Governing Board endorse the Transportation Measures Working Group work plan.

Background: The Lake Tahoe Region's transportation system is a central component of residents' quality of life and visitors' experiences. It is also intimately tied to the region's economy and environmental health. Increased visitation in recent years has brought transportation related issues (e.g., congestion, safety, traffic volume) to the forefront of stakeholder concerns, and has motivated different parties to make suggestions for a host of new policies to address the concerns. Informed policy discussions are built on a common understanding of the issues. Rather than adopting new policy in haste, there is a clear need to understand the suite of concerns being raised by stakeholders and to better understand how those concerns relate to the transportation system. At their February 22, 2017 meeting, the TRPA Governing Board Environmental Improvement Program (EIP) Committee endorsed the creation of a working group to survey the transportation measures landscape. Additionally, they endorsed the TRPA Advisory Planning Commission as the convening body for the transportation measures working group. The Board charged the working group with surveying the transportation measures landscape to identify the state of the practice for measuring and reporting on a range of transportation-related issues. The Board asked that the working group reach out to experts and transportation managers at local, regional, state, and federal levels to understand how transportation measures are used and misused, and that the working group provide a white paper on the state of the practice to the Board by their July 2017 meeting to inform future discussions and ultimately, decision making.

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

Attachments:

- A. Work Plan

Attachment A  
Work Plan



# Work Plan

March 8, 2017



## Transportation Measures Working Group



*A Voice for Lake Tahoe*

Approved by the TRPA Governing Board \_\_\_\_\_

AGENDA ITEM NO. VI.A.

# Introduction

The Lake Tahoe Region’s transportation system is a central component of residents’ quality of life and visitors’ experiences. It is also intimately tied to the region’s economy and environmental health. Increased visitation in recent years has brought transportation related issues (e.g., congestion, safety, traffic volume) to the forefront of stakeholder concerns.

TRPA received significant feedback on the Vehicle Miles Travelled (VMT) standard during development of the 2015 Threshold Evaluation Report. The Regional VMT standard establishes a goal of a 10% reduction of total VMT in the basin from 1981 levels. The standard was assessed as “in attainment” and has been assessed as “in attainment” in every threshold evaluation report since 2007. Stakeholder feedback contained recommendations for additional VMT-based standards, and suggestions for how VMT could be used to evaluate projects or guide policy. The feedback was motivated by a suite of concerns ranging from water quality to noise, for which stakeholders perceived the VMT standard to be the closest surrogate.

Recent federal legislation including the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) and Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act has also prompted renewed thinking on how the performance of transportation systems are measured. Lake Tahoe’s designation as a Transportation Management Agency (TMA) under the FAST Act requires development of a Congestion Management Process (CMP) and additional strengthening of the Region’s performance-based planning framework. Both federal laws include target-setting in coordination with Caltrans and NDOT. Additional California state requirements, SB 375 (greenhouse gas reduction requirements) and SB 743 (modification of transportation related CEQA requirements), are also changing the transportation measures landscape.

Informed policy discussions are built on a common understanding of the issues. Rather than adopting new policy in haste, there is a clear need to understand the suite of concerns being raised by stakeholders and to better understand how those concerns relate to the transportation system. Within the Basin, this need extends to building a common evidence-base around the state of the practice for use of transportation measures and the complex interplay of drivers (e.g. consumer behavior, regional employment, and economy) that influence individual measures of transportation performance, and to provide a forum where stakeholders can discuss those issues.

At their February 22, 2017 meeting, the TRPA Governing Board Environmental Improvement Program (EIP) Subcommittee endorsed the creation of a working group to address the need identified above. They endorsed the TRPA Advisory Planning Commission as the convening body for the transportation measures working group, and charged the working group with surveying the transportation measures landscape to identify the state of the practice for measuring and reporting on a range of transportation-related issues. The Board asked that the working group engage transportation experts and professionals at local, regional, state, and federal levels to understand how transportation measures are used and misused, and that the working group provide a white paper on the state of the practice to the Board by the July 2017 Board meeting to inform future discussions and ultimately decision making.

The mission, work plan schedule, products, and scope of the survey are discussed in more detail in the following sections. This work plan and recommendations for the Advisory Planning Commission convened Transportation Measures Working Group are scheduled for presentation by TRPA staff at the

Approved by the TRPA Governing Board \_\_\_\_\_

March 2017 Governing Board meeting. The work plan will be reviewed periodically and, if necessary, will be updated.

## Mission

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Survey the transportation landscape to compile data and concepts on transportation measures and prepare a state of the practice white paper that can be used to inform future transportation policy decisions, including those related to congestion management.

## Product

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Produce a white paper synthesizing the information obtained from the survey of the transportation measures landscape. The white paper shall identify state of the practice (and best practices where they exist) on individual transportation system performance measures and how they are used.

## Work Plan

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The work plan is summarized in the table below. The table illustrates the headline milestones, agenda, and scheduled meetings proposed within this Transportation Measures Working Group work plan. The work plan is proposed to be formally endorsed by the Advisory Planning Commission (APC) on March 8, 2017, with staff presenting the proposed work plan to the TRPA Governing Board for their approval on March 22, 2017. Work will begin immediately, with staff presentations on existing and federally or state-required measures in April. During the first two months of the work plan, staff will lead a survey of the landscape and the compilation of measures and information on the state of the practice from around the country. The survey of the landscape will be presented at the working group's May meeting, alongside presentation(s) by leading experts in the field of transportation measurement. The work plan will conclude with a staff presentation of the draft white paper in June, and a finalized white paper for Working Group approval in July. The finalized white paper is scheduled to be presented by staff to the TRPA Governing Board at their July meeting.

## Meetings

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The working group will meet monthly between March 2017 and July 2017. The meetings will be scheduled on the same day as the monthly APC meetings and publicly noticed along with the APC meeting. All working group meetings will be open to the public. The anticipated schedule of meetings will include the working group meeting immediately following the APC meeting. The final meeting in July, will be scheduled so that the final white paper produced and endorsed by the working group can be considered by the APC.

## Working Group Composition

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The transportation measures working group shall be comprised of the following representatives, and all members of the public are invited to attend working group meetings and participate in discussions:

- All Advisory Planning Commission (APC) members;
- One representative from the environmental community; and,
- One representative from the business and tourism community.

Approved by the TRPA Governing Board \_\_\_\_\_

**TRANSPORTATION MEASURES WORKING GROUP WORK PLAN**

		<b>TIMELINE AND HEADLINE MILESTONES</b>				
		March 2017	April 2017	May 2017	June 2017	July 2017
<b>Actions and Commitments</b>						
<b>Headline Milestones</b>		<ul style="list-style-type: none"> <li>• <b>Work Plan Recommendation</b></li> <li>• <b>Mission</b></li> <li>• <b>Group Composition</b></li> <li>• <b>Milestones</b></li> <li>• <b>Taxonomy</b></li> <li>• <b>Scope of Survey</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Threshold Measures</b></li> <li>• <b>Baseline Federal/State Requirements</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Survey of the Landscape within Taxonomy</b></li> <li>• <b>Technical Expert Presentation</b></li> <li>• <b>Draft Measures List for Draft White Paper</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Review and Discuss the Draft White Paper</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Completed White Paper to Guide GB Transportation Policy Decisions</b></li> </ul>
<b>Workshop Agenda</b>		<p>a) <b>Staff Presentation:</b> Work Plan Synthesizing February APC Discussion</p> <p>b) <b>Activity:</b> Review workplan</p> <ul style="list-style-type: none"> <li>• <b>Mission</b></li> <li>• <b>Group Composition</b></li> <li>• <b>Milestones</b></li> <li>• <b>Taxonomy</b></li> <li>• <b>Scope of Survey</b></li> </ul> <p>c) <b>Work Plan Recommendation</b></p>	<p>a) <b>Staff Presentation:</b> Summary of last Working Group meeting and work plan update</p> <p>b) <b>Staff Presentation:</b> Transportation-related Regional Plan Performance Measures and Thresholds: (1) How We Use Them, (2) How Others Use Them</p> <p>c) <b>Staff Presentation:</b> Baseline Federal/State Requirements</p> <p>d) <b>Activity:</b> Gap Identification</p>	<p>a) <b>Staff Presentation:</b> Summary of last Working Group meeting and work plan update</p> <p>b) <b>Staff Presentation:</b> State of the practice synthesis of transportation measures, focus on identified gaps</p> <p>c) <b>Technical Expert Presentation:</b> State of the Practice</p> <p>d) <b>Activity:</b> Review Draft Measures List for Draft White Paper</p>	<p>a) <b>Staff Presentation:</b> Draft White Paper</p>	<p>a) <b>Staff Presentation:</b> Final White Paper</p>

## Taxonomy & Scope of Synthesis

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Through review of performance measures utilized in local, state and federal programs, the following categories are recommended to serve as the taxonomy for the survey of the landscape and ultimate scope of the synthesis review. Examples are provided as to the type of measures that could fall under these categories.

1. Air Quality (e.g. emissions)
2. Water Quality (e.g. pollutant loading)
3. Reliance on Automobile (e.g. mode share, public transit ridership, miles of non-auto paths)
4. Safety (e.g. crashes, fatalities)
5. Congestion (e.g. levels of service)
6. Quality of Life (e.g. affordability index, travel time to work, visitor experience)
7. State of Good Repair (e.g. infrastructure condition)

## Scope of Survey – Engagement and Outreach

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The working group will be charged with the surveying the landscape of transportation measures. A key component of the survey will be engagement and outreach to technical experts and other organizations in the transportation field to inform understanding of the state of the practice. The following entities have been identified to serve as sources for measures:

- **Federal**
  - Federal Highways (FHWA)
  - Federal Transit Administration (FTA)
- **State**
  - California (Caltrans)
  - Nevada (NDOT)
  - Florida (FDOT)
  - Oregon (ODOT)
  - Ohio (ODOT)
  - Tennessee (TDOT)
- **Local Planning Organizations**
  - Broward County
  - City of Aspen
  - Santa Cruz
- **Other Organizations**
  - Transportation for America
  - Texas Transportation Institute (TTI)
- **Regional Transportation Planning Organizations**
  - Washoe RTC
  - Southern Nevada RTC
  - Carson Area MPO
  - Sacramento Area Council of Governments (SACOG)
  - San Francisco Metropolitan Transportation Commission
  - San Diego Association of Governments (SANDAG)
  - Puget Sound Regional Council (PSRC)
  - Chicago Metropolitan Agency for Planning (CMAP)

## Appendix A: Transportation Measures Working Group Roles and Responsibilities

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1. The working group is expected to meet monthly between March 2017 and July 2017.
2. Members of the working group are expected to attend every meeting or find an agreed upon replacement/alternate.
3. Members should review the materials before the meetings and come prepared for discussions. TRPA staff will disseminate meeting materials 5 business days before the meeting.
4. Members should act as project ambassadors and communicators to their individual networks. They should regularly solicit feedback to inform work tasks and build support towards successful outcomes.
5. Members shall offer informed recommendations.
6. The chair and vice chair will facilitate meeting progress, encourage robust civil dialogue, and find areas of agreement.
7. Members should share the air space during meeting discussions, should engage in civil dialogue, and work to find areas of agreement.





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**MEMORANDUM**

Date: March 1, 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 Best Practices Report:** TRPA staff and the consultant team have finished on schedule phase one and part of phase two tasks of the Development Rights Strategic Initiative work program. TRPA hired a consultant team to help with the best practices research and alternative development. The Development Rights Working Group has convened for three productive working group meetings. Below, Table 1 offers additional detail on the status of all the project tasks.

In partnership with TRPA staff, the DRSI consultant team, Placeworks, prepared a report summarizing best practices relevant to the TRPA development rights system. This report synthesizes best practices in transfer of development rights programs in jurisdictions outside of the Lake Tahoe Region. The purpose of this report is to help shape ideas for improving the transfer of development rights (TDR) system at the TRPA. The report includes features addressing some of the main concerns identified by DRWG members and stakeholders, as reflected in the Stakeholder Assessment Report and the Goals and Evaluation Criteria. Based on the case studies and the consultant team's expertise, the report provides an array of 24 features that could be considered for improving the development rights system. These 24 features do not exhaust the possible improvements that might be identified and should be considered a menu of preliminary ideas. Lastly, the report provides detailed descriptions of successful TDR programs from across the country in 13 case studies.

Chapter 2 of the Development Rights Best Practices Report highlights the 24 features to be discussed, evaluated, and considered in the development of alternatives for the development rights (a.k.a. commodities) and transfer of development system. The Development Rights Best Practices Report can be accessed at: <http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/development-rights/>.

At the last Development Working Group meeting held on February 24, 2017, the working group discussed various best practices features and ideas on how to improve the development rights system. Attachment B highlights a broad level summary of the results from the alternatives generation exercise at the Development Rights Work Group Meeting #3. In addition to showing the features that had the most support, additional features were identified. Additional work will be done to capture the guidance from the working group meeting and this guidance helps to begin the conversation on potential changes to the development rights system.

Contact Information:

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

Attachments:

- A. Table providing March 2017 Update on the Work Program Schedule for the Development Rights (Commodities) Strategic Initiative and Table 1: Work Program Schedule
  
- B. Table providing Development Rights Working Group #3 Alternative Generation Exercise Results (2.24.17)

Attachment A  
Table providing March 2017 Update on the Work Program Schedule for the Development  
Rights (Commodities) Strategic Initiative

**Work Program Status Update, March 8, 2017**

<b>Tasks</b>		<b>Status</b>	<b>Meeting Date</b>
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 <a href="http://www.trpa.org/development-rights/">www.trpa.org/development-rights/</a> based on 1.5.1 and as new information is released. Provide updates to project email list and as new information is released.	Ongoing (three email list updates were sent prior to DRWG meetings)	9.7.16, 10.25.16, 2.24.17, 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	Complete: Staff	8.16 to

	in research	engaged and did not obtain adequate participation to implement this activity.	11.16
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	Presented and discussed 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 APC Meeting, 3.22.17 GB Meeting
2.5.1	Identify and present the range of alternatives and solicit feedback from working group, APC, and GB	Upcoming: present and discuss at a DRWG expected to occur in April (the day before or after GB). Present to APC and GB in May.	Upcoming

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. The three land use scenarios are: existing development (baseline), compact development in Town/Regional Centers, and less new development (buyout). These scenarios are conceptual and should not be construed as development rights system alternatives. A fiscal impact analysis provides local decision-makers with an evaluation of short and long-term cost 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 will be analyzed. Jennifer Merchant, from Placer County and Kevin Fabino, from the City of South Lake Tahoe are participating with TRPA and the consultants on this project.
- The DRWG requested that staff prepare an analysis comparing the quantity of existing development rights to the quantity that would allowed if only the adopted regional and local plans were in place and the existing development rights system was phased out. Staff completed an initial analysis and is refining that based on DRWG direction received at the February 24, 2017 meeting.

Table 1  
Work Program Schedule

# March 2017 Status Update, Work Program Schedule for the Development Rights (Commodities) Strategic Initiative

Tasks	2016 (July – December)			2017 (January – December)			2018 (January – December)												
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
1.1.1-1.1.4	Completed																		
1.2.1																			
1.2.2																			
1.3.1																			
1.3.2																			
1.3.3																			
1.4.1																			
1.4.2																			
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2.5.2																			
2.5.3																			
2.5.4																			
3.1																			
3.2																			
3.3																			
3.4																			
4.1-4.9																			TBD

**Completed Tasks**

**Tasks to be covered at the 2.24.17 working group meeting and March 2017 APC and GB meetings**

**Future Tasks**

Attachment B  
Development Rights Working Group #3 Alternative  
Generation Exercise Results (2.24.17)



**Development Rights Working Group #3 Alternative Generation Exercise Results (2.24.17)**

Features	Breakout Groups Support	
	# Support	# Oppose
<b>Features Group 1: Address the cost of development rights</b>		
1. Sell TDR Bank Commodities at Prices Developers Can Afford	●●	
2. Use Density Transfer Charges for Optional Compliance	●●●	
3. Set Appropriate DTC Prices		
4. Set Area-Specific DTC Requirements for Bonus Density	●	
5. Allocate Bonus Density Only by DTC		
6. Explore Changes in TRPA's Transfer/Conversion/Allowance Ratios		
7. Increase Reliance on Non-TDR Sources to Fund Preservation	●●●	
8. Allow Advanced Building Permit Allocations by TDR or DTC		
9. Allow Bonus Floor Area for Individual Dwelling Units	●	
10. Change Traditional Easement Acquisitions to TDR Bank Inventory		
11. Defray RDR Bank Costs Using Environmental Mitigation Credits		
12. Optional Deferral of DTC Compliance Until Lots Are Sold	●	
13. Grant an Increased Number of Bonus Units (TDRs) For Removal of Existing Structures		
14. Granting TDRs for Sending Site Restoration and Title Conveyance		
15. Uniform Per-acre TDR Requirement for Receiving Areas		
<b>Features Group 2: Address the complexity of the development rights system</b>		
16. Use a Single Currency for All Commodities	●●●●	
<b>Features Group 3: Improve predictability</b>		
17. Eliminate the Ability of Local Governments to Veto Inter-Jurisdictional Transfers	●●●●	
18. Allow "with-TDR" Density by Right	●	●
<b>Features Group 4: Increase flexibility</b>		
19. Target Infrastructure to Increase Town center Development Capacity		
20. Allow Appropriate Receiving Zones Higher Maximum "With-TDR" Densities		
<b>Features Group 5: Address workforce housing</b>		
21. Allow More Multiple-Family Residential Units Per TDR Than Single-Family Units		
22. TDR Bank Sells TDRs at Different Process for Single-Family Versus Multiple-Family Residential Units		
23. Grant Bonus Units to Affordable and Moderately Priced Dwelling Units		
24. TDR Bank Discounts Sales Price for Bonus Workforce and Affordable Housing Units	●	
<b>Features added by breakout groups</b>		
Vacation home rentals must buy a tourist accommodation unit	●	
Try changes first using a pilot program	●	
Recognize the system functions as a cap and trade model	●	
Target sending areas	●	
Support affordable housing	●	
Allocate for blight	●	
Use transient occupancy tax to recover cost for development rights	●	
Additional CTC authority	●	





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MEMORANDUM

Date: March 1, 2017  
To: TRPA Advisory Planning Commission  
From: TRPA Staff  
Subject: Advisory Planning Commission Role in Threshold Assessment

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**Requested Action:** This is an information item only; no action is required.

**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 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.

In the conclusions and recommendations chapter of the 2015 Threshold Evaluation Report (issued by the TRPA Governing Board in December 2016) staff proposed assessing the Threshold standards against best practices. The chapter also proposed a framework to guide that assessment. The assessment is intended to highlight the aspects of the current system that are well-designed and identify where improvements may be warranted. The assessment is designed to diagnose the attributes of the current system, but will not be prescriptive in terms of next steps. The Tahoe Science Advisory Council reviewed the proposed assessment process, as well as feedback from three experts in the field of monitoring and evaluation, and provided TRPA with recommendations to revise the process.

The Final 2015 Threshold Evaluation Report and peer review comments can be found at <http://www.trpa.org/regional-plan/threshold-evaluation/>.

The Tahoe Science Advisory Council memo on proposed assessment can be found at <http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/threshold-update/>.

**Contact Information:** If you have any questions regarding this agenda item please contact Dan Segan, Principal Natural Resource Analyst, at [dsegan@trpa.org](mailto:dsegan@trpa.org), (775) 589-5233, or John Hester, Chief Operating Officer, at [jhester@trpa.org](mailto:jhester@trpa.org), (775) 589-5219.



## Strategic Initiatives Monthly Report - March 2017

Strategic Initiatives	Status
<b>1. Development Rights</b>	<b>Progress/Accomplishments:</b> <ul style="list-style-type: none"> <li>• Held second working group meeting and defined criteria and goals for evaluating alternatives</li> <li>• Interviewed and hired a consultant team to help with best practices research and alternative development</li> <li>• Awarded technical assistance grant from the California Strategic Growth Council to gain an assessment of fiscal impacts associated with different land use scenarios</li> </ul>
	<b>Future Focus:</b> <ul style="list-style-type: none"> <li>• Research and summarize best practices related to the scope of work</li> </ul>
	<b>Team Lead:</b> Jennifer Cannon, Senior Planner, (775) 589-5297 or jcannon@trpa.org
<b>2. Forest Health &amp; Fuels Management</b>	<b>Progress/Accomplishments:</b> <ul style="list-style-type: none"> <li>• TRPA joined the core team for the Lake Tahoe West Collaborative project and Mike Vollmer was named the Interagency Design Team Lead</li> <li>• Six of the Tahoe Forest Fuels Team (TFFT) coordinated SNPLMA proposals were awarded a total \$27,397,653</li> <li>• Mike Vollmer was named the Task Leader for the Tahoe Basin Tree Mortality Task Force and will be leading this effort going forward</li> </ul>
	<b>Future Focus:</b> <ul style="list-style-type: none"> <li>• The Lake Tahoe West Collaborative core team is moving forward under the direction of the new Project Coordinator</li> <li>• The TFFT will strategize for the next round of SNPLMA (White Pine Bill) funding at their annual winter retreat this February</li> <li>• 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 Collaborative project</li> </ul>
	<b>Team Lead:</b> Mike Vollmer, Environmental Improvement Program Manager, (775) 589-5268 or mvollmer@trpa.org

Strategic Initiatives	Status
<p><b>3. Aquatic Invasive Species Control</b></p>	<p><b>Progress/Accomplishments:</b></p> <ul style="list-style-type: none"> <li>• Funding from the following sources has been awarded to AIS Program partners: <ul style="list-style-type: none"> <li>○ SB 630 (CTC)</li> <li>○ Prop 1 (CTC)</li> <li>○ License Plate (NDSL)</li> <li>○ USFWS</li> <li>○ Truckee River Fund</li> <li>○ Tahoe Fund</li> <li>○ Integrated Regional Water Management (CA DWW)</li> </ul> </li> </ul> <p>Total funding awarded is approximately \$1.3 million.</p>
	<p><b>Future Focus:</b></p> <ul style="list-style-type: none"> <li>• Continue to pursue funds through the following: <ul style="list-style-type: none"> <li>○ Bureau of Reclamation</li> <li>○ US Army Corps of Engineers</li> <li>○ NDEP</li> </ul> </li> <li>• 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</li> <li>• USFWS funds awarded to TRPA for AIS control in the Tahoe Keys (West Channel) was approved to be used to reimburse costs associated with “Boat Back-up Stations” (intended to remove plants from props prior to leaving entering the Lake proper), plant fragment collection trials and sampling. These efforts were approximately \$48,000.</li> <li>• AIS Control projects implemented by Tahoe RCD in 2016 include the following locations, treating a total of 4.5 acres: Lakeside Marina and swim area, Truckee River, Fleur de Lac, and Crystal Shores Condominiums</li> </ul>
	<p><b>Team Lead:</b> Dennis Zabaglo, Aquatic Resources Program Manager, (775) 589-5255 or dzabaglo@trpa.org</p>
<p><b>4. Stormwater Management Operations &amp; Maintenance</b></p>	<p><b>Progress/Accomplishments:</b></p> <ul style="list-style-type: none"> <li>• Concluded Phase I of the Strategic Initiative</li> <li>• Commenced Phase II to draft the Survey Instrument</li> <li>• Secured funding to complete Phase III of the project.</li> <li>• Consulting team contract in process through Tahoe RCD.</li> </ul>
	<p><b>Future Focus:</b></p> <ul style="list-style-type: none"> <li>• In spring 2017, the consulting team will finalize the draft survey instrument, and complete Phase III of the project to administer the survey, analyze data to evaluate public support for potential revenue options, and seek stakeholder input following results.</li> </ul>
	<p><b>Team Lead:</b> Shay Navarro, Stormwater Program Manager, (775) 589-5282 or snavarro@trpa.org</p>

Strategic Initiatives	Status
<b>5. Shoreline</b>	<b>Progress/Accomplishments:</b> <ul style="list-style-type: none"> <li>• Worked with the Shoreline Steering Committee to develop policy proposals</li> <li>• Presented initial policy proposals to RPIC in November &amp; January</li> </ul>
	<b>Focus:</b> <ul style="list-style-type: none"> <li>• Present Comprehensive Policy Proposals to RPIC in March</li> <li>• Start scoping for the Environmental Impact Statement</li> <li>• Develop goals, policies, and code and the alternatives to be evaluated in the environmental analysis</li> </ul>
	<b>Team Lead:</b> Brandy McMahon, Principal Planner, (775) 589-5274 or bmcMahon@trpa.org
<b>6. Transportation</b>	<b>Progress/Accomplishments:</b> <ul style="list-style-type: none"> <li>• Public Draft of Regional Transportation Plan (RTP) released on February 22, 2017</li> </ul>
	<b>Future Focus:</b> <ul style="list-style-type: none"> <li>• Public Hearing and Outreach to collect public comment on Draft Regional Transportation Plan</li> <li>• Incorporation of Public Feedback and Approval of Plan in April 2017</li> </ul>
	<b>Team Lead:</b> Morgan Beryl, Senior Transportation Planner, (775) 589-5208 or mberyl@trpa.org
<b>7. Streamline Monitoring &amp; Update Thresholds</b>	<b>Progress/Accomplishments:</b> <ul style="list-style-type: none"> <li>• Final 2015 Threshold Evaluation Report issued 12/14</li> </ul>
	<b>Future Focus:</b> <ul style="list-style-type: none"> <li>• Work with the Tahoe Science Advisory Council to refine the proposed assessment of threshold standards</li> </ul>
	<b>Team Lead:</b> Dan Segan, Principal Natural Resource Analyst, (775) 589-5233 or dsegan@trpa.org







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MEMORANDUM

Date: March 1, 2017  
To: TRPA Advisory Planning Commission  
From: TRPA Staff  
Subject: 2016 Annual Report

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

Background and Discussion: TRPA is moving forward with strategic initiatives identified in 2015 by the Governing Board as priorities over the next five years. These initiatives align directly with the four objectives in the agency's Strategic Plan. At a strategic planning retreat in March 2016, the TRPA Governing Board reaffirmed its support for these high-priority initiatives and reviewed work plans and timelines for completion.

This staff report tracks to and expands upon information in the 2016 Annual Report. It also provides additional annual performance reporting required by the Regional Plan and reporting on sustainability indicators.

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

Attachments:

1. 2016 Regional Plan Performance Measure Report
2. 2016 Sustainability Indicators Report

# 2016 ACCOMPLISHMENTS AND FUTURE PRIORITIES

## TRPA STRATEGIC INITIATIVES

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### **THRESHOLDS UPDATE STRATEGIC INITIATIVE**

Most of the threshold standards TRPA adopted in 1982 are based on science that is now over 30 years old. The cost of fully and consistently monitoring and measuring the existing threshold system has also proven unsustainable. A broad bi-state consensus supports considering updates to the thresholds and monitoring systems. TRPA is working with the new Bi-State Tahoe Science Advisory Council and science community to create a sustainable, prioritized, and relevant monitoring plan, and consider modifying the threshold standards to reflect the latest science and the significant values in the Lake Tahoe Region.

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

### *2016 Accomplishments*

- The Governing Board issued the **2015 Threshold Evaluation Report** in December. The report is a detailed evaluation of the status and trend of conditions in the Tahoe Region relative to more than 170 standards. The report includes contributions from more than 60 people from 25 organizations and was the second threshold evaluation report to undergo an independent peer review process. The report included a proposed first phase for the threshold update initiative, a comprehensive review of the current threshold standards against best practice.
- The newly formed 14-member **Tahoe Science Advisory Council** held its first meetings in 2016, and TRPA has been an active participant in its discussions. In August, the Council decided its first substantive project would be to provide scientific and technical support to TRPA and partners as part of the threshold update initiative.
- TRPA and Tahoe Science Advisory Council are working together to incorporate peer review comments on the proposed **assessment of the threshold standards** into a revised assessment that will be finalized in the first quarter of 2017.

### *Future Focus*

Work with the Tahoe Science Advisory Council to revise the threshold assessment methodology before bringing it back to the TRPA Advisory Planning Commission (APC) and Governing Board for review and guidance. Staff will work with the Tahoe Science Advisory Council and other partners and stakeholders to target efforts to strengthen the threshold system and develop guiding principles to use in revising threshold standards or suggesting new standards. An effective threshold system will allow for accurate measurement of a wide variety of environmental goals.

## SHORELINE STRATEGIC INITIATIVE

In 2016, TRPA launched the shoreline plan initiative to enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for potential future development in the shorezone. TRPA and partner agencies initiated planning by engaging the Consensus Building Institute (CBI), a third-party mediation firm, to convene stakeholders and complete a stakeholder assessment. The assessment aided the development of a planning process and the shoreline plan initiative work program, which was accepted by the TRPA Governing Board on April 27, 2016.

The shoreline plan scope of work focuses on the extent of allowed development of structures (marinas, piers, buoys, slips, and boat ramps) to support water-dependent recreation within the shoreline and effective resource management to ensure threshold attainment. The scope of work is provided in more detail in the scope memo on [www.shorelineplan.org](http://www.shorelineplan.org).

***Strategic Initiative Desired Outcomes:** The shoreline plan initiative will result in updated goals and policies in TRPA's Regional Plan and new regulations in the TRPA Code of Ordinances (Chapters 80 to 86) aimed at enhancing recreation and protecting the 72-miles of Lake Tahoe's shoreline.*

### 2016 Accomplishments

- The **shoreline plan work program** will implement the shoreline plan initiative in the following phases:
  - Phase 1:** Stakeholder assessment and work program
  - Phase 2:** Baseline information, draft planning concepts, and scope environmental alternatives
  - Phase 3:** Environmental review
- Formed a **steering committee** to engage stakeholders and guide development of new shoreline regulations. At 11 work sessions throughout 2016, the committee began developing recommended policy proposals and expects to offer a complete program recommendation for public and Governing Board review by spring 2017. Committee membership includes principals from the California State Lands Commission, Lahontan Regional Water Quality Control Board, Lake Tahoe Marina Association, Tahoe Lakefront Owners' Association, League to Save Lake Tahoe, Nevada Division of State Lands, and TRPA.
- Formed a **joint fact finding committee** made up of scientists and technical experts who are identifying and providing recommendations of the best available information and science on which to base the shoreline plan.
- Worked with the joint fact finding committee, partner agencies, and Ascent Environmental to identify, update, and collect information needed to establish an accurate baseline for the shoreline plan:
  - Completed a scenic survey, noise survey, boat use occupancy survey, and buoy survey during the 2016 boating season.

- Collected and posted scientific studies and technical reports identified by the joint fact finding committee to inform the shoreline plan.
- Developed the shoreline plan map, an interactive tool posted on the TRPA website and linked to [www.shorelineplan.org](http://www.shorelineplan.org). Using GIS layers, the map is a tool to identify existing shoreline characteristics and structures, including marinas, piers, natural features, and environmental conditions such as fish habitat. The map is also a tool to simulate proposed changes in policy and approach.
- Organized and launched a comprehensive public outreach and engagement campaign for the shoreline plan initiative.
  - Shorelineplan.org includes current information on the planning process, committee membership, meeting information, the link to the shoreline plan map, links to relevant studies, and other planning information, such as the stakeholder assessment, work program, proposed scope memo, and policy issue summaries. The website keeps people up to date about shoreline planning.
  - During the summer, when most lakefront owners are at Lake Tahoe, held information and outreach meetings with homeowner associations, business groups, Realtors, and boating organizations, among many others. The outreach briefings provided information about the shoreline plan initiative, including how the public and stakeholders can stay informed, and solicited input on issues and considerations for the shoreline plan.
  - Hosted two public workshops: one at the North Shore and one at the South Shore. More than 100 people attended and provided feedback on shoreline policy issues. Public input from the workshops is available on [www.shorelineplan.org](http://www.shorelineplan.org).

### *Future Focus*

The steering committee will create a complete set of policy proposals for consideration by the Regional Plan Implementation Committee (RPIC). The policy proposals endorsed by RPIC will be used to draft updated goals, policies and code, as well as the alternatives to be evaluated in the environmental review.

## **DEVELOPMENT RIGHTS STRATEGIC INITIATIVE**

Investment by the private sector in environmentally beneficial redevelopment is a key to implementing the Regional Plan. The development rights strategic initiative evaluating the transferable development rights system's (a.k.a. the commodities system) effectiveness in accomplishing the Regional Plan's goals. The initiative is considering potential changes to the development rights system to better manage growth, support environmentally beneficial and economically feasible redevelopment, and improve the effectiveness and predictability of the development rights system. This initiative is evaluating commercial, tourist accommodation, and residential development units; the timing of development rights allocations; related codes and policies, and will examine alternative systems to implement existing Regional Plan policies while considering existing development rights. Affordable housing and vacation rentals are being addressed primarily by local governments and, in this TRPA initiative, will be addressed only in terms of the quantity and type of development rights and allocations available.

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

### **2016 Accomplishments**

- Completed the **Stakeholder Assessment Report** and presented it to the TRPA Governing Board and Advisory Planning Commission. Interviews with 55 stakeholders identified issues and needs related to the development rights system and is a benchmark to inform future work and process.
- The TRPA Governing Board approved the **Development Rights Work Program** and working group approach in July. The work program outlines the tasks, budget, schedule, and collaborative approach that will serve as the blueprint for moving forward in four phases. All phase one tasks and part of the phase two tasks have been completed.
- Convened the first two meetings for the newly formed **Development Rights Working Group**. The working group, including Regional Plan Implementation Committee members and key stakeholders, is collecting and considering data, information and studies as a basis for recommended policy changes while serving as a public forum. The working group approved the mission and scope for the initiative and the goals and criteria for evaluating the current system, best practices, and other alternatives.
- Secured technical assistance for a **Fiscal Impact Analysis** of the development rights system from the California Strategic Growth Council Sustainable Communities Planning and Monitoring Program under Proposition 84.

### **Future Focus**

A consultant team is partnering with TRPA to summarize planning and policy best practices and present results to the working group to help inform the development of alternatives. Additional economic, fiscal, legal, and planning considerations for alternatives will be analyzed and presented. The team will identify a range of alternatives, evaluate alternatives against criteria identified by the working group, and recommend a preferred alternative on which to develop details.

## **TRANSPORTATION STRATEGIC INITIATIVE**

TRPA’s transportation initiative will enhance Lake Tahoe’s transportation system with improved trails, transit, and technology. Completing the 2017 Regional Transportation Plan, Linking Tahoe, is a first essential step.

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

## *2016 Accomplishments*

- The Governing Board approved **Linking Tahoe: Active Transportation Plan** in March. The plan seeks to improve transportation in the Tahoe Region through an updated, expanded, and community-driven bicycle and pedestrian network.
- At online events and workshops, more than 800 people, including 100 Hispanic community members, provided input into developing the 2017 Regional Transportation Plan. Public input ensures the plan captures current community challenges and needs.
- An increase in plug-in electric vehicle (PEV) use is part of implementing the award-winning Tahoe Sustainability Action Plan and is one avenue toward threshold attainment. Completed the **Tahoe-Truckee Plug-in Electric Vehicles (PEV) Assessment Report**, which offers an overview of the regional use of PEVs, charging infrastructure availability, state of PEV offerings, applicable policies and incentives, and driver needs TRPA expects to complete the PEV Readiness Plan and sector-specific toolkits in early 2017.
- Created a **transportation performance assessment** to clearly link transportation capital investments to regional and community goals. This assessment will assist in screening and prioritizing regional transportation projects and engage stakeholders in the improvement process.
- Guided key legislative changes to the **Federal FAST Act transportation funding formula**. Until this change, federal transportation funding has been based on the Tahoe Region's limited resident population. The FAST Act now recognizes the heavy visitation to Lake Tahoe and brings additional funding to the region based on formulas assuming a year-round population of 210,000 people.
- Secured \$225,000 from the California Department of Transportation to develop a **Lake Tahoe Regional Safety Plan**.
- Completed the first round of the **On Our Way Grant Program** transportation planning grants launched in 2014 to fund neighborhood-level transportation and community improvements needed to meet region-wide sustainability goals. Outcomes include:
  - A \$2.1 million construction grant awarded to the City of South Lake Tahoe for the Al Tahoe Safety and Mobility Enhancement Project, a high priority project recommended in the South Tahoe Area Connectivity Plan.
  - A \$2.9 million construction grant awarded to El Dorado County for intersection improvements at Pioneer Trail and U.S. Highway 50.
  - Inclusion of Tahoe City Mobility Study recommendations into the Placer County Area Plan and the S.R. 89/ Fanny Bridge Community Revitalization Project.
  - A new transit stop at Spooner Summit providing accesses to the Tahoe Rim Trail trailhead.
  - Coordinated branding, name and logo for the lake-looping bike and pedestrian path, the Tahoe Trail.

## *Future Focus*

The first and key milestone of the Transportation Initiative goal is to complete the 2017 Regional Transportation Plan update as the basis to accelerate transportation system implementation and

improvements. The update will incorporate ongoing corridor-level planning and focus on addressing growing recreation travel demand. Formalize the regional congestion management process to adapt to changing regional transportation demand. Build out the transportation dashboard on [www.laketahoeinfo.org](http://www.laketahoeinfo.org) to better provide information about project funding and the prioritization process.

## **STORMWATER MANAGEMENT OPERATIONS & MAINTENANCE STRATEGIC INITIATIVE**

TRPA's stormwater initiative will improve water quality and advance threshold attainment by supporting local governments to establish sustainable long-term funding for stormwater operations and maintenance. A Tahoe Resource Conservation District stakeholder assessment is being used to develop a financial outlook and unified action plan for California local governments to fund long-term stormwater operations and maintenance. TRPA is assisting stakeholders from Nevada that want to join the process.

***Strategic Initiative Desired Outcomes:** A sustainable structure and action plan to secure regional funding for stormwater management operations and maintenance that will help to maintain threshold and federal water quality standards.*

### **2016 Accomplishments**

- Completed phase one and initiated phase two of the **“Road to Blue”** Initiative, a long-term funding strategy for operations and maintenance of stormwater projects on the California side of Lake Tahoe. Using input from a stakeholder assessment, TRPA and partners created a financial outlook and proposed action plan. The next phase is to survey property owners and evaluate public support for revenue options.
- **Issued 521 BMP certificates** to recognize the work of area property owners in protecting the lake: 337 certificates for single family residential parcels, 103 for multi-family residential parcels, and 81 for commercial parcels. Of these certificates, 40 were for parcels participating in area-wide water quality treatment projects.
- By the end of 2016, 76 businesses had taken the required actions to qualify as members of the **Lake Friendly Business Program**. The program encourages businesses to protect the lake by completing and maintaining stormwater BMPs. The program recognizes member businesses as good stewards of the lake through print advertisements and social medial campaigns.
- TRPA **re-issued 74 BMP certificates** to verify BMP maintenance and effectiveness. Notified 416 commercial parcel owners and 1,528 large multi-family residential parcel owners with BMP certificates issued more than five years ago that maintenance of their BMPs was due. Stormwater Management Program staff assisted with the development of inspection and maintenance logs and completed on-site inspections to verify maintenance and ensure continued effectiveness.
- Trained Placer County staff on BMPs, hosted a BMP Contractor's Workshop, participated in Earth Day festivals at both the North and South shores, worked with local elementary school children in an Outdoor Explore education event, presented to Nevada Division of Environmental Protection

on low-impact development BMPs, and worked with the League to Save Lake Tahoe on its Pipe Keepers program to increase the understanding of stormwater's impact on Lake Tahoe.

### *Future Focus*

Continue progress on the stormwater initiative to secure stable long-term funding for stormwater operations and maintenance; continue to provide local jurisdictions Total Maximum Daily Load support by facilitating parcel-level BMP implementation and maintenance in priority catchment areas; and coordinate with local jurisdictions for implementation of area-wide water quality treatment projects.

## **FOREST HEALTH STRATEGIC INITIATIVE**

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

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

### *2016 Accomplishments*

- Secured more than **\$29 million** for forest health and fuel reduction projects in the Tahoe Region. The Tahoe Fire and Fuels Team aligned around a successful Southern Nevada Public Lands Management Act Round 17 grant proposal for reducing wildfire risk to communities, watersheds, and natural resources; improving forest health; and educating people about the need to create defensible space on their properties.
- Worked with the California Tahoe Conservancy, the U.S. Forest Service Lake Tahoe Basin Management Unit, California State Parks, the Tahoe Fire and Fuels Team, and the National Forest Foundation to form a multi-agency large-landscape collaborative, **The Lake Tahoe West Restoration Partnership**. The new inter-agency initiative recognizes the need to move fuels and forest health management beyond the wildland-urban interface with the objective to restore the resiliency of the West Shore's forests, watersheds, recreational opportunities, and communities. Broad stakeholder and science work groups convened in 2016.
- In response to unprecedented tree mortality throughout other parts of the Sierra Nevada range, the **Lake Tahoe Basin Tree Mortality Task Force** formed and developed an incident action plan to coordinate work and build partnerships to better address the advancing threat of bark beetles in the Tahoe Region.
- Continued to provide expert urban tree risk assessment and evaluation to the public and partners. TRPA **issued 682 tree removal permits** in 2016. Tree removal permits can now be processed more efficiently using an online application
- TRPA leads planning and public outreach within the Tahoe Fire and Fuels Team. This year's accomplishments:



- 1,305 acres of prescribed burning
- 339 acres of mechanical thinning
- 2,162 acres of hand thinning
- 3,498 parcels were inspected for defensible space

### **Future Focus**

The forest health strategic initiative will maintain or increase the pace and scale of forest health and fuels reduction work while planning for large landscape scale forest health/restoration treatments beyond the wildland-urban interface that will have multiple environmental benefits. Continue coordination with Tahoe Basin agencies on work to address the advancing bark beetle threat and dead tree removal and continue conservation work for Tahoe yellow cress through implementation of the updated conservation strategy.

## **AQUATIC INVASIVE SPECIES STRATEGIC INITIATIVE**

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

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

### **2016 Accomplishments**

- **Control Projects and Funding**
  - Helped secure **\$1.3 million** for future projects to control AIS from the California Tahoe Conservancy, Nevada Division of State Lands, U.S. Fish and Wildlife Service, the Tahoe Fund, and the Truckee River Fund.
  - **Treated and retreated 5.77 acres** of invasive weeds at six locations: Crystal Shores (Nevada), Truckee River downstream of the dam (California), the lakeside of the Tahoe City dam (California), Lakeside Beach & Marina (California), Fleur du Lac (California), and Glenbrook (Nevada).
  - Continued work with the Tahoe Keys Property Owners Association to develop control strategies within their lagoons and partnered with the U.S. Fish and Wildlife Service to award the association with \$48,000 to assist with their aquatic weed removal program.

- Worked with the U.S. Army Corps of Engineers to develop a new Tahoe funding agreement that will enable AIS funds to be allocated to TRPA for control, monitoring, and research depending on funding availability.
- **Prevention Program**
  - Directed the clean and safe launch of 24,222 watercraft in 2016 and performed comprehensive **inspections on 8,741** additional watercraft. The program **decontaminated 2,975 watercraft**.
  - Sampling events during the 2016 summer **detected no new AIS invasions** at Lake Tahoe.
  - Partnered with the Town of Truckee to construct a permanent, **shared AIS inspection station** that serves both programs. Truckee has identified a location for the station and is in the process of detailing the specifications for construction. TRPA is putting together a complete specification package for a new semi-permanent decontamination unit for the station.
  - To improve process and effectiveness, inspectors began using a mobile application at two ramps to enable sharing key information with other AIS programs outside the Region. Work is ongoing to extend the use of the app to all ramps and inspection stations.
  - Enhanced prevention program **quality control** using a “secret shopper” that visited the four AIS inspection stations and several launch facilities. In two assessment rounds, results revealed established protocols are being followed consistently.
  - Program partners released a new online training video with updated information for Tahoe Keepers, a free self-inspection and decontamination training program that provides hand-launched watercraft users with the information needed to help stop the spread of AIS.
- At a facilitated **strategic planning** retreat, the AIS prevention program lead agencies, TRPA and Tahoe RCD, established a list of action items to further improve the program operation and effectiveness.
- In February, participated in **National Invasive Species Awareness Week**, legislative edification and action in Washington, D.C. regarding invasive species issues, AIS impacts, and coordinated funding approaches.
- **Collaborated with the boat industry** in 2016 to encourage improved design and construction to prevent AIS spread and facilitate inspection and decontamination. The public-private collaboration is yielding positive change. Volvo engines, for example, will add a dedicated flush port to support AIS decontaminations that are safe for engines and more effective at preventing the spread of AIS.
- Continued national-level AIS education and advocacy by presenting at the 2016 International Boat Builders Exposition in Tampa, Florida, the largest trade show of its kind in the U.S.
- The Tahoe Aquatic Invasive Species Coordinating Committee developed a “**science action list**” to identify high priority AIS research needs and key management questions. The committee will continue to science funding for these priorities.

### *Future Focus*

Develop an AIS monitoring plan for consistent lake-wide surveillance; continue to pursue funding for AIS monitoring in concert with other nearshore monitoring activities; enhance the use of technology for AIS information collection and dissemination; evaluate control options within the Tahoe Keys lagoons to treat invasive weeds; continue seeking long-term, stable funding for AIS control work; and investigate innovative solutions for AIS prevention, control, and monitoring.

## **ONGOING INITIATIVES AND ANNUAL ACTIVITIES**

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### **LONG RANGE PLANNING DIVISION**

Long range planning priorities are established by TRPA's Governing Board annually and reviewed based on evaluations of progress toward achieving and maintaining environmental threshold standards every four years.

#### *2016 Accomplishments*

- **Placer County Area Plan:** Worked with Placer County to complete the final environmental review for the Placer County Tahoe Basin Area Plan and the Tahoe City Lodge project. The plan is the culmination of a multi-year collaborative planning process. Placer County approved the plan and project in December, and the Governing Board certified the final EIR/EIS and approved the Placer County Tahoe Basin Area Plan in January 2017.
- **Shoreline public safety locations:** The Governing Board unanimously approved TRPA Code of Ordinances amendments to address the needs of law enforcement, fire, and Coast Guard emergency first responders for suitable and reliable lake access. The amendments provide design and location allowances for essential public safety facilities that meet the long-term operational and safety needs of emergency responders.
- Processed the first package of technical amendments to the TRPA Code of Ordinances as part of a larger goal to improve and clarify the Code for users.
- **Map technology:** Transitioned TRPA's official maps from antiquated paper records to up-to-date GIS technology. Processed TRPA Code of Ordinance amendments to implement the change.
- **Woodstove Rebate Program:** Worked with local government partners to issue wood stove replacement rebates to reduce regional emissions. Changing out non-EPA compliant woodstoves reduces regional emissions of reactive organic gases, nitrous oxides, and particulate matter. As of the end of fiscal year 2016, partners issued 105 of 220 available rebates.
- Completed round two of the Sustainable Communities Planning Grants and Incentives Program funding by the California Strategic Growth Council. Funding from the program generated area plans consistent with the TRPA Strategic Plan, created a development rights tracking system and sustainability indicator dashboard, published the inaugural Lake Tahoe Sustainable Communities Partnership Annual Report, and developed the long-range strategy for the TRPA Strategic Plan.

### *Future Focus*

Continue work with local jurisdictions to implement area plans to achieve the goals and policies of the 2012 Regional Plan, work with stakeholders to develop a new shoreline plan and implement the development rights strategic initiative, and continue to build partnerships toward implementation of the Lake Tahoe Sustainability Action Plan, a first step toward making the Lake Tahoe Region fully sustainable.

## **CURRENT PLANNING DIVISION**

TRPA achieve environmental threshold benefits through project implementation by the public and private sectors. The Current Planning Division review applications in a timely and consistent manner to serve the public and help facilitate environmental improvement and economic investment in Lake Tahoe communities.

### *2016 Accomplishments*

- Reviewed **879 permit applications** in 2016. One hundred percent were screened for completeness within 30 days of receipt, and 100 percent were reviewed and issued within 120 days of being found complete.
- Started to implement the “**Welcome Mat**” Initiative to integrate permitting processes with local government partners and make them consistent, predictable, transparent, streamlined, and user-friendly. Welcome Mat work included:
  - Improved website navigation to online parcel and permit records
  - Streamlined permit review process steps and tracking through the Citizen Access Database
  - Improved accountability for project review time
  - Tahoe Talks “Permitting 101” community informational sessions at the North Shore and South Shore
  - Electronic sign-in and customer service information gathering at the TRPA front counter
  - Creation of the online tool, “Where do I go to get a permit?”
  - Expanded capabilities for grading season exceptions and tree removal e-submittal applications
  - Increased efficiency of environmental compliance inspectors with in-the-field technology and emailed inspection approval letters
  - Online access to land capability and coverage verifications
  - Partnering with the local Code for America volunteer group, HackTahoe, to create innovative, user-friendly technology applications for permitting processes
  - Permitting process improvement meetings with local jurisdictions
  - Improved online mapping tools

### *Future Focus*

Continue to implement the Welcome Mat initiative with local partners to improve every stage of the permitting process. In 2017, focus on implementing five improvement projects: launching one-day

permitting, overhauling applications, updating and reorganizing permitting webpages, creating customer service surveys, and organizing a user group.

## REGIONAL PLAN COMPLIANCE AND ENFORCEMENT

The Code Compliance Program uses inspection, monitoring, and enforcement to ensure projects and activities comply with the TRPA Regional Plan, TRPA Code of Ordinances, and memorandums of understanding (MOUs). Primary responsibilities include code enforcement, physical inspection of permitted projects, MOU monitoring, and BMP inspection and enforcement.

### *2016 Accomplishments*

- Performed **845 compliance inspections**. Of these, 198 resulted in TRPA code enforcement cases. One hundred and sixty-five cases were resolved, referred, or recorded; 25 cases resulted in a staff level penalty; and eight resulted in Governing Board approved settlements.
- Completed all code case inspections within one week of intake, meeting a TRPA performance measure. Code case investigation involves file research and/or field inspection.
- Completed all pre-grade inspections within three days of request and all final inspections within 15 days.
- Completed **100 audits** of memorandum of understanding projects issued by local partners. Ten percent of all active projects were randomly selected and inspected for conformance with winterization guidelines. Additionally, at least 10 percent of projects where TRPA holds a financial security were randomly chosen and inspected for compliance with security release conditions. Local jurisdictions met requirements between 86 and 96 percent of the time in both categories. Where needed, corrective action is agreed upon and monitored to completion.
- TRPA's three-person watercraft team operates from May through October assisting in threshold and AIS monitoring, public education, and compliance with boating rules.
  - In 2016, the team educated more than 300 boaters on TRPA boating rules (the carbureted two-stroke engine prohibition, watercraft noise ordinances, shorezone regulations, and the 600-foot no-wake zone), led 20 education tours, completed four separate water quality tests, and assisted the TRPA shoreline initiative with a new buoy survey.

### *Future Focus*

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

## ENVIRONMENTAL IMPROVEMENT PROGRAM ADMINISTRATION

TRPA Environmental Improvement Division leads the Lake Tahoe Environmental Improvement Program (EIP), a collaborative public and private, multi-jurisdictional capital investment program to conserve and restore Lake Tahoe's environment and enhance public recreation opportunities. The division leads development of new financing strategies for future projects and programs, sets priorities so limited

funding achieves maximum threshold gain, and builds new associations beyond the Tahoe Region to improve plan implementation and leverage new funding sources.

### **2016 Accomplishments**

- The **20<sup>th</sup> anniversary Lake Tahoe Summit** attended by President Obama highlighted the major accomplishments of the EIP over the last 20 years and reiterated the strong commitment from the federal, state, and local sectors to the EIP. TRPA led the EIP Coordinating Committee to produce briefing papers and fact sheets for the event.
- Co-led the Tahoe Interagency Executives Steering Committee’s work to manage the EIP and secure funding for restoration programs.
- Collected EIP project accomplishment and expenditure data for the 2015 year earlier and more efficiently than ever before using the EIP Project Tracker. Since 1997, EIP accomplishments include:
  - Restored 16,343 acres of wildlife habitat
  - Restored 1,558 acres of stream environment zone
  - Opened 2,770 feet of shoreline
  - Treated 65,380 acres of forests to reduce hazardous fuels
  - Upgraded 729 miles of roadway to reduce erosion and stormwater pollution
  - Constructed or improved 152 miles of bike and pedestrian routes
  - Upgraded 39 transit facilities
  - Inspected 46,853 boats for aquatic invasive species
  - Decontaminated 23,502 boats
  - Treated 41 acres of lake for invasive clams and plants
- **Awarded \$814,632 in mitigation funds** to local jurisdictions for stream environment zone restoration projects, stormwater improvements, and bicycle and pedestrian paths.
- Major EIP projects started or under construction in 2016:
  - **Lake Tahoe West:** Spearheaded by the U.S. Forest Service and the California Tahoe Conservancy, collaborative planning is underway to implement landscape-scale improvements for watershed restoration, forest health, and recreation across multiple jurisdictions along Tahoe’s West Shore.
  - **Incline to Sand Harbor Multi-Use Path:** Construction started on a three-mile paved path that will link Incline Village to Sand Harbor State Park. The project includes new parking areas and trailheads and enhanced transit service to improve safety and reduce congestion, as well as water quality improvements. The project is planned to be completed in 2018.
- Major EIP projects completed in 2016:
  - **Burke Creek Highway 50 Crossing and Realignment:** Located above Rabe Meadow near Kahle Drive and South Stateline, the project removed a portion of a parking lot in a floodplain, reconstructed 250 feet of stream channel, and upgraded an undersized culvert under Highway 50.
  - **Homewood Bike Trail:** A key one-mile link of the West Shore Bike Trail was completed, improving bicyclist and pedestrian safety in and around Homewood.

- The U.S. Forest Service Pacific Southwest Region awarded the Heavenly Epic Discovery project and partnership (Heavenly Mountain Resort, the Lahontan Water Board, TRPA, and the U.S. Forest Service) with the **2016 Regional Foresters Award** for "Leading in a Public Services Environment."

### *Future Focus*

Improve coordination on the recreation focus area of the EIP to look for connections between recreation and transportation and for a sustainable recreation strategy. Address policy issues to help increase the pace and scale of forest health projects. Work with the Bi-State Tahoe Science Advisory Council to better link EIP actions to outcomes and address emerging science themes in the EIP.

## **RESEARCH AND ANALYSIS DIVISION**

TRPA monitors hundreds of environmental threshold standards, performance measures, and management actions for progress and effectiveness. The agency formed a Research and Analysis Division to strengthen its relationship with the science community and provide the best possible information for policy decisions, operations, and accountability.

### *2016 Accomplishments*

- Launched the **Parcel Tracker** tool on [www.LakeTahoeinfo.org](http://www.LakeTahoeinfo.org) to improve public access to information about property permitting records and development rights on nearly 50,000 parcels in the Lake Tahoe Region.
- **Enhanced TRPA's GIS systems**, including adding several new data layers and interactive maps with an easy-to-use Map Maker website (<http://gis.trpa.org/MapMaker>). Created a Best-in-Basin map to showcase award-winning projects.
- Completed **annual field monitoring**, including 28 stream bioassessments, 40 stream environment zone assessments and noise monitoring for 34 plan area statements, eight transportation corridors, and nine shorezone sites. Worked with partner agencies to complete osprey breeding and peregrine falcon surveys and maintained TRPA's three visibility and air quality monitoring stations.
- Updated internal systems and continued to **streamline permitting workflows** to save planners time while reviewing projects, implemented additional paperless permitting capabilities, and refined electronic tools for field inspectors.
- Converted an additional 1,300 paper project files to electronic formats and uploaded them to TRPA's permitting database for easy and efficient staff and public access. More than 7,000 permit files have been converted and uploaded since 2013.

### *Future Focus*

Continue supporting TRPA's work to streamline and enhance systems, integrate with partner agency systems, reduce staff time for data entry, and improve tracking, reporting, analysis, and processing of information and permits.

## EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the 2012 Regional Plan. The External Affairs team leads public engagement initiatives in collaboration with a wide variety of agency and nonprofit stakeholders. In 2016, TRPA continued ongoing education and outreach in the Lake Tahoe Region to raise public awareness about issues at Lake Tahoe and improve public understanding about the agency's role.

### *2016 Accomplishments*

- Legislative Affairs
  - Passage of the **Lake Tahoe Restoration Act** in 2016 was a major milestone for the Lake Tahoe Region and TRPA played an integral role in convening the partnership essential to the bill's successful outcome.
  - Collaborated with the Tahoe Alliance, resulting in numerous Sacramento Capital tours and legislative field tours in the Tahoe Basin.
  - Coordinated the first joint legislative committee meeting between Nevada and California legislators in many years.
- Environmental Education
  - **Epic Winter Snowshoe Program:** TRPA secured grant funding from Vail Resorts for a program to take 305 fifth-grade students to the top of Heavenly Mountain Resort to learn about Lake Tahoe's winter environment and mountain safety. The program was designed in collaboration with Heavenly Mountain Resort, Lake Tahoe Community College, Lake Tahoe Unified School District, Sierra Avalanche Center, South Tahoe Environmental Education Coalition, Tahoe Institute for Natural Sciences, and the U.S. Forest Service Lake Tahoe Basin Management Unit.
  - **Science Expo:** Participated in this annual event in March, bringing science education about Lake Tahoe to 15 regional schools and thousands of elementary school students. Also, participated in spring school field trips through the South Tahoe Environmental Education Coalition, reaching 6,500 students over two weeks, and helped expand environmental education programs to Zephyr Cove Elementary School.
  - **Wonders of Water:** Participated in Wonders of Water events at each South Shore elementary school as part of the South Tahoe Environmental Education Coalition, helping approximately 1,000 students learn more about local wildlife, aquatic invasive species, and water quality.
- Public Outreach:
  - **Think First, Keep Tahoe Fire Safe:** With grant funding from CAL FIRE, TRPA and other members of the Tahoe Fire and Fuels Team launched the Think First campaign to help raise public awareness about wildfire risk, prevention, and preparedness. The campaign ran from June to October. It included a website, [www.ThinkFirstTahoe.org](http://www.ThinkFirstTahoe.org), social media pages, campaign materials distributed at local events and community meetings, and billboard, print, online, and radio advertising. The campaign reached tens of thousands of residents and visitors with



- the important message that they need to Think First to help prevent and be prepared for Lake Tahoe’s next wildfire.
- **Lake Tahoe Wildfire Safety Expo and Fire Fest 2016:** Attended these two annual events at the South Shore to raise community awareness about wildfire risk and preparedness, interacting with hundreds of Lake Tahoe residents.
  - **Society of Environmental Journalists:** University of California, Davis; University of Nevada, Reno; and TRPA led visiting environmental journalists on a tour of the lake, helping them learn more about environmental issues at Lake Tahoe and how TRPA and partner agencies work to conserve and restore the basin’s environment.
  - **Best in Basin:** Organized the 2015 Best in Basin awards program to recognize agency partners and showcase exceptional projects that are improving Lake Tahoe’s environment and communities. Presented nine Best in Basin awards in September, recognizing: Bijou Bike Park, Granlibakken Energy Upgrades, Central Incline Village Phase 2 Water Quality Improvement Project, Sawmill 2B Bike Path and Erosion Control Project, Middle Rosewood Creek Area A Stream Environment Zone Restoration Project, Lower Chipmunk and Outfall Water Quality Improvement Project, Incline Creek Restoration State Route 28 Culvert Project, Lake Forest Water Quality Improvement Project, and Angora Burn Area Restoration Phase 3.
  - **Tahoe in Depth:** Published three editions of this award-winning environmental newspaper in 2016, including a special edition focusing on 20 years of environmental conservation and restoration for the Lake Tahoe Summit, which featured keynote speaker President Barack Obama.
  - **Lake Spirit Awards:** In April, TRPA recognized four community members—Beth Quandt, Ben Fish, Lisa Wallace, and Cyrus Miller—with Lake Spirit Awards to showcase their hard work and strong commitment to preserving the lake and its environment.
  - **Faces of Tahoe Conservation Campaign:** Executed a campaign highlighting Lake Spirit Award winners to raise awareness about the program and people working hard to protect Lake Tahoe. The campaign included advertisements online, in local newspapers, and on Facebook.

*Future Focus*

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

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

*2016 Accomplishments*

- **Successful Regional Plan Ruling:** The federal Ninth Circuit Court of Appeals in San Francisco in November issued a unanimous ruling upholding TRPA’s landmark 2012 Regional Plan, ending three years of litigation by the Sierra Club and Friends of the West Shore.

- The Governing Board approved fiscal year 2017 internal budgets in June. TRPA started the new fiscal year with budgets to support all Governing Board priorities.
- Fully leased the TRPA building with all major tenants committed for at least the next year.
- Transitioned to a new information technology support vendor to improve reliability and connectivity.
- Held a leadership workshop on conflict, negotiation, and leadership skills for TRPA's Leadership Team.
- Completed annual performance reviews by July, and distributed performance-based incentive bonuses based on achieving work plan goals.

### *Future Focus*

Focus on acquiring, developing, recognizing, and retaining top talent; redesign and implement a new merit-based pay system; update agency core competencies and personnel policies; and design and implement a skills-based leadership curriculum. Explore options to reduce long-term debt; implement new budget reporting processes to support division and strategic initiatives.

## **ATTACHMENTS**

1. 2016 Regional Plan Performance Measure Report
2. 2016 Sustainability Indicators Report

Attachment 1  
2016 Regional Plan Performance Measure Report

## **Attachment 1: 2016 Regional Plan Performance Measure Report**

In June 2013, the TRPA Governing Board approved 14 Regional Plan Performance Measures and associated sub-categories. The approved measures relate to the intended implementation actions resulting from the 2012 Regional Plan amendments, which encourage compact environmental redevelopment in pursuit of threshold attainment. Many measures are long-term land use or environmental goals and may take years or even decades to show measurable progress. In those instances, ongoing activities expected to lead to performance results are described. The Governing Board established short-term level-1 benchmarks to show interim progress, and where information is available, progress toward these is reported.

In addition to progress measured by the benchmarks, other activities are resulting in measurable positive outcomes for the environment that may not meet the specific parameters of the adopted performance measures. For example, since the adoption of the 2012 Regional Plan, 12,765 square feet of coverage has been removed and transferred off of sensitive lands and 97 tourist accommodation units and 52 residential units have been removed from sensitive stream environment zones. These transfers could not be counted toward the performance measure as some were not transferred into town centers but nonetheless result in development being removed from sensitive lands, one of the key desired outcomes of the Regional Plan. Similarly, more than 35,000 square feet of coverage, 42 residential units, 30 tourist accommodation units and 15,260 square feet of commercial floor area have been transferred into town centers since adoption of the updated Regional Plan, but some could not be counted for the performance measure report because the sending parcels were not in remote areas or stream environment zones.

Much progress is dependent on property owners developing plans, obtaining financing, and proceeding with specific projects. To that end, TRPA has drastically improved its tracking and accounting systems to aid future project applicants in proposing environmentally beneficial action. As a leading indicator of future progress against these performance measures, TRPA analyzed banked commodities available for transfer. More than 7,100 square feet of banked commercial floor area has been removed from stream environment zones and may be transferred in the future. Another 15,254 square feet of banked commercial floor area and 846,000 square feet of associated coverage is identified in remote areas. Thirteen tourist accommodation units (TAUs), 11 residential units and 486,000 square feet of coverage from stream environment zones have been banked. Banked commodities can be transferred in the future and most will be used in town centers because of 2012 Regional Plan policies that provide incentives to relocate development there.

### **Adopted Regional Plan Performance Measures**

#### **Regional Land Use Patterns**

1. Distribution of development for land-use types
2. Annual average number of units transferred to town centers from sensitive and remote land
3. Removal rate for existing non-residential units of use

4. Housing availability for residents and workers

#### **Travel Behavior**

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian)
6. Automobile vehicle miles traveled per capita (excluding through trips)
7. Construction of pedestrian and bicycle improvements

#### **Environmental Restoration**

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded)
9. Issuance of best management practices (BMP) certificates in conjunction with property improvements and area-wide BMP installations
10. Lake Tahoe Total Maximum Daily Load (TMDL) performance benchmarks
11. Scenic improvement rate on urban roadways

#### **Effective Regional Plan Implementation**

12. Prepare and maintain area plans in conformance with the 2012 Regional Plan
13. Complete mitigation measures identified in the Regional Plan Update environmental impact statement

#### **Economic Vitality**

14. Rate of redevelopment

### **Executive Summary of Performance Measure Status**

A summary of the status of the 14 Regional Plan Performance Measures follows. Data through December 31, 2016 is relied on to evaluate the measures.

#### *Regional Land Use Patterns*

1. Distribution of development for land-use types: Four sub-categories of development were evaluated. Of these, the distribution of commercial floor area and residential units met the level-1 benchmark to increase the percentage of development in town centers. The other two sub-categories did not meet the benchmark. Commercial floor area distribution also met the level-2 benchmark by increasing the distribution in town centers by nearly 0.7 percent, well exceeding the level-2 goal of a 0.1 percent increase.
2. Annual average number of units transferred to town centers from sensitive and remote land: In 2016, the level-1 and level-2 benchmarks for existing residential units and residential development rights were met, however metrics for commercial floor area and tourist units were not achieved. Twenty-two additional commodity transfers approved during 2016 did not count toward the benchmark yet each resulted in the transfer of development to less sensitive parcels. These transactions included the removal and transfer of 1,810 square feet of land coverage, three residential development rights and 43 existing residential units from stream environment zones and the relocation of 30 tourist accommodation units into a town center.
3. Retirement rate for existing non-residential units of use: The California Tahoe Conservancy has developed a program (The Tahoe Livable Communities Program) to acquire and retire existing non-residential units of use, meeting the level-1 benchmark calling for creation of a program.

The level-2 benchmarks to remove 10 tourist accommodation units and 5,000 square feet of commercial floor area have not been met.

4. Housing availability for residents and workers: No multi-residential bonus units have been used for low- or moderate-income housing, so the level-1 (increase utilization over the baseline of 20.23 bonus units per unit) and level-2 (increase utilization rate by five percent) benchmarks have not been met. Affordable housing in the Region is a significant challenge and projects take many years to develop. Projects which could affect this benchmark in the future are in the planning stages. A regional housing task force led by a coalition of local governments and several regional housing studies are evaluating larger systemic impediments to the delivery of affordable and moderate housing supply.

#### *Travel Behavior*

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): The summer 2014 non-auto share (the most recently available summer data) of 21 percent exceeded both the level-1 (increase in non-auto travel) and level-2 (0.25 percent increase over benchmark) benchmarks; however, the annual average non-auto share (including summer 2014 and winter 2016 values) of 18.2 percent did not meet the level-1 and level-2 benchmarks.
6. Automobile vehicle miles traveled per capita (excluding through trips): The current estimate for per-capita vehicle miles travelled meets the level-1 (decrease from 2013 level of 33.7 miles per day) benchmark target. Further decreases in per-capita VMT are required to meet the level-2 (33.4 miles per day) benchmark.
7. Construction of pedestrian and bicycle improvements: An annual average of six miles of pedestrian and bicycle improvements were constructed between 2013 and 2016, meeting the level-1 benchmark of 4.15 miles constructed per year, but below the level-2 benchmark of nine miles constructed per year.

#### *Environmental Restoration*

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded): Privately-funded coverage removal and transfer from stream environment zones and other sensitive lands continue to result in environmental restoration. However, achieving the level-1 (increase over baseline of 0.17 acres transferred) and level-2 (increase transfers by 20 percent from the baseline) goals is dependent on project activity and private investment; removals to date have not met these benchmarks. Though not counted towards this measure, more than 486,000 square feet of previously existing land coverage has been removed from stream environment zones since 2012, and is currently banked. This banked coverage will likely be transferred in the future and likely will be used in non-sensitive areas and/or town centers because of 2012 Regional Plan policies that provide incentives to relocate development in these areas.
9. Issuance of BMP Certificates in conjunction with property improvements and area-wide BMP installations: In 2016, the number BMP certificates issued in conjunction with property improvements and area-wide BMP installations was 0.78 percent annual average, slightly below

the level-1 benchmark of one percent annual average increase and the level-2 benchmark of 25 percent increase in the annual average was not achieved.

10. Total Maximum Daily Load (TMDL) performance benchmarks: Tahoe Basin implementing agencies (local jurisdictions, Caltrans, and Nevada Department of Transportation) are on schedule with their implementation of the TMDL. The latest information on TMDL implementation can be found at:  
<https://www.enviroaccounting.com/TahoeTMDL/Program/Home>
11. Scenic improvement rate on urban roadways: The 14 roadway units with portions that are considered urban were evaluated for scenic improvements as part of TRPA's 2015 Threshold Evaluation Report. Scenic ratings for these units were either stable or improved from the ratings in the 2011 Threshold Evaluation Report meeting the level-1 benchmark (improvement) but not the level-2 long-term benchmark (20 percent improvement in urban roadway units).

#### *Effective Regional Plan Implementation*

12. Prepare and maintain area plans in conformance with the 2012 Regional Plan: Through 2016, three area plans have been approved (the Placer Area Plan was adopted in January 2017 and is not counted here), covering the highest density commercial development areas in the Lake Tahoe Basin. All local governments including Placer County, Douglas County, the City of South Lake Tahoe, El Dorado County, and Washoe County are preparing additional area plans with expected adoption over the next two years.
13. Complete mitigation measures identified in the Regional Plan Update Environmental Impact Statement (EIS): The 2012 Regional Plan Update EIS called for mitigation measures covering four topic areas. All the Regional Plan Update mitigation measures have been completed and adopted by the TRPA Governing Board.

#### *Economic Vitality*

14. Rate of redevelopment: TRPA approved 149 redevelopment permits in 2016, including 143 residential permits and six commercial permits. The 2013 to 2016 average of 113 redevelopment projects exceeds the level-1 benchmark (108 projects). While the 2016 figure is above the target, the 2013 to 2016 average is slightly below the level-2 benchmark (a 10 percent increase or 119 projects).

#### **Discussion**

Detailed discussion and analysis of the status of all Regional Plan performance measures is set out below.

Background: In May 2013, the TRPA Governing Board adopted performance measures to track the effectiveness of the 2012 updates to the Regional Plan. This report covers activities for calendar year 2016 and cumulatively since the Board's adoption of the measures.

Performance Measure #1: Modify the distribution of development after 2012 compared to the distribution in 2012

This performance measure tracks the anticipated increase in the percentage of development within town centers, and the accompanying decrease in the percentage of auto-dependent development (defined as development located more than one-quarter mile from town centers and not at a ski area with transit service). Progress is tracked by measuring the distribution of residential units, tourist accommodation units (TAUs), commercial floor area (CFA), and taxable market valuation of property/structural improvements<sup>1</sup>.

Using data from TRPA's permit tracking system (Accela) and information from local jurisdictions, projects were included if the action (permit or allocation) was finalized and construction completed after the 2012 Regional Plan Update. Permits rather than remote sensing data (relied on to set the baseline) were used to determine changes in the distribution of units of use as it is more cost-effective to collect this data and it is more accurate.

Table 1 outlines the changes in the distribution of commercial floor area, residential units and tourist accommodation units compared to the baseline. The level-1 benchmark to increase the percentage of development within town centers and decrease the percentage outside town centers has been met for commercial floor area and residential units. The level-1 benchmark for tourist accommodation units was not met. The level-2 benchmarks called for an increase of 0.1 percent for CFA and TAUs and 0.4 percent for residential units within centers and corresponding decrease in remote areas. The commercial floor area distribution met the level-2 benchmark by increasing the distribution in town centers nearly 0.7 percent, well exceeding the level-2 goal of a 0.1 percent increase.

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<sup>1</sup> Note: The Advisory Planning Commission recommended that this measure evaluate permit valuation data rather than assessed value. However, TRPA and local jurisdictions were not collecting this information and TRPA staff are working to implement changes to collect and report these figures. These changes are being adopted incrementally through memoranda of understanding with local jurisdictions related to area plan implementation and reporting.



<b>Table 1: Distribution of development measured as percentage of units and CFA</b>			
<b>Land Use</b>	<b>Baseline</b>	<b>2016</b>	<b>Net change since baseline</b>
<b>CFA</b>			
Town Centers	63.13%	63.81%	+0.68%
Neutral	10.55%	10.65%	+0.10%
Outside	26.32%	25.54%	-0.78%
<b>Residential Units</b>			
Town Centers	3.84%	3.96%	+0.12%
Neutral	28.50%	28.44%	-0.06%
Outside	67.66%	67.60%	-0.06%
<b>TAUs</b>			
Town Centers	83.37%	83.24%	-0.13%
Neutral	6.19%	6.16%	-0.03%
Outside	10.44%	10.60%	+0.16%

For taxable value of property improvements, Table 2 reflects the baseline and the 2016 results and percentage change in taxable value of property improvements compared to the baseline to determine the status of the level-1 benchmark. Based on the county assessor data for property/structural improvements, the benchmark was not met. While the taxable value of property improvements decreased in remote areas, as a percent of the total value, the corresponding increase occurred in the areas surrounding town centers, not in the centers themselves. The level-2 benchmark of an increase of 0.2 percent within centers and a corresponding decrease in remote areas was similarly not achieved.

However, this data does not reflect ongoing activities. For example, in 2016, major investments in interior and exterior renovations are in process at a number of locations within area plans and centers. Examples include: Coachman Hotel (formerly Green Lantern Motel), Hotel Becket (formerly 968 Park Hotel), Hotel Azure Tahoe (formerly Inn by the Lake), McDonalds, Jamba Juice, Rite Aid, Lake House Restaurant (formerly Passaretti's), The Crossing shopping center (formerly Factory Shops at the Y), and Smart and Final (formerly Staples) in South Lake Tahoe/El Dorado County; Basecamp Hotel in Tahoe City, Montbleu, Edgewood Lodge and Beach Club in Douglas County. These improvements may not be accounted for by the county assessment data as they are multi-year construction projects and have not been completed.

<b>Table 2: Percentage of taxable property improvement value by location</b>			
<b>Location</b>	<b>Baseline*</b>	<b>2016</b>	<b>Net percentage change since baseline</b>
Town Centers	10.94%	9.91%	-1.03%
Neutral	17.67%	20.81%	+3.14%
Outside	71.38%	69.28%	-2.10%
<b>Total Market Value</b>	<b>100.00%</b>	<b>100.00%</b>	
* TRPA staff recalculated the 2012 baseline data and converted all data to taxable value of property improvements rather than total assessed property value originally used to set the baseline.			

Performance Measure #2: Increase the annual average number of units transferred to town centers from sensitive and remote land compared to the annual average prior to 2012.

This measure complements the tracking of distribution of development in Performance Measure # 1 by tracking the rate at which the transfer of units of use from sensitive and remote lands to town centers occurs. Tourist accommodation units, commercial floor area, and residential units are tracked.

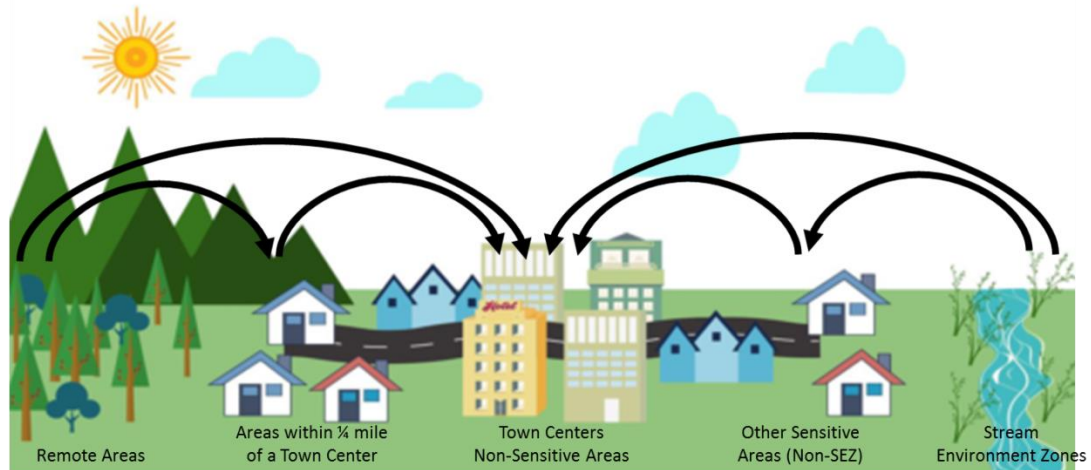
Transfer data was obtained by querying records from TRPA’s Parcel Tracker on <https://LakeTahoelInfo.org>, TRPA’s permit tracking system and physical file research. TRPA’s Geographic Information System (GIS) was used to determine if the receiving parcels were in town centers and if the sending parcels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

<b>Table 3: Number of units transferred to Centers from sensitive and remote land</b>			
<b>Land Use Type</b>	<b>2016 Transfers from SEZ to Centers</b>	<b>2016 Transfers from Other Sensitive Lands to Centers</b>	<b>2016 Transfers from Remote Areas to Centers</b>
Residential Units	0	40	0
CFA (ft <sup>2</sup> )	0	0	0
Tourist Units	0	0	0
Residential Development Rights	0	2	2

During 2016, 40 residential units and two residential development rights were transferred from sensitive lands into centers. Additionally, two residential development rights were transferred from remote areas into centers. Therefore, the level-1 and level-2 benchmarks for existing residential units and residential development rights were met, while such metrics for commercial floor area and tourist units were not achieved.

Since the adoption of the 2012 Regional Plan, all the transfers of CFA and TAUs into centers have come from non-sensitive sending parcels. These transfers resulted in environmentally beneficial improvements but are not within the strict parameters of reportable performance and plan effectiveness.

**Figure 1. Summary of Environmental Benefits from Approved Transfers of Development Since 2012**



	Remote Areas	Areas within 1/4 mile of a Town Center	Town Centers/Non-Sensitive Areas	Other Sensitive Areas	Stream Environment Zones
Coverage	-41,910	+6,910	+35,000	+12,765	-12,765
Commercial Floor Area (CFA)	-	-15,260	+15,260	-	-
Residential Units (ERU/RDR)	-10	+5	+53	+8	-56
Tourist Units (TAU)	-	-	+97	-	-97

Since the adoption of the 2012 Regional Plan, 12,765 square feet of coverage, 97 tourist accommodation units, and 56 residential units have been removed and transferred from sensitive stream environment zones. Only those transfers that are received into town centers count toward the performance measure.

TRPA analyzed (Table 4) banked commodities on both public and private parcels and identified more than 7,100 square feet of banked CFA, 13 TAUs, 11 residential units and more than 486,000 square feet of existing coverage that was removed from stream environment zones and is banked and ready to be transferred. An additional 15,000 square feet of banked CFA, eight TAUs, 25 residential units and 846,000 square feet of banked coverage was also identified as banked and ready to be transferred from remote areas. These rights may lead in the future to the redevelopment of town centers and the relocation of sensitive and remote development to these areas, as the Regional Plan encourages such relocation.

<b>Table 4. Estimated Banked Commodities by Location</b>				
	<b>Commercial Floor Area (CFA)</b>	<b>Tourist Accommodation Units (TAUs)</b>	<b>Existing Residential Units (ERU)</b>	<b>Coverage*</b>
Banked in Stream Environment Zones	7,119	13	11	486,631
Banked in Remote Areas	15,254	8	25	846,325
<b>Total Banked</b>	<b>86,458</b>	<b>341</b>	<b>65</b>	<b>1,118,841</b>
*Coverage includes Banked Hard and Soft Coverage (Potential Coverage is not included)				

Performance Measure #3: Accelerate the removal rate for existing non-residential units of use on sensitive lands

Historically, the Tahoe Region has relocated existing non-residential development but has not retired any non-residential units of use. The 2012 Regional Plan Update added policy language encouraging an acquisition program targeted at retiring excess existing non-residential development on sensitive lands. This performance measure tracks the creation of the program and its effectiveness at removing existing commercial floor area and tourist accommodation units from sensitive lands. Reported progress on the performance measure is from communication with staff from the California Tahoe Conservancy (CTC) and the Nevada Division of State Lands (NDSL). The CTC confirmed that the Tahoe Livable Communities Program is in place, including a program website (<http://tahoe.ca.gov/programs/land-management-acquisition/tahoe-livable-communities>) and planning document for its implementation.

According to this plan, the program can contribute to greenhouse gas (GHG) reductions, water quality improvements, and the revitalization of urban centers by acquiring and restoring environmentally sensitive lands that have existing development; selling or exchanging CTC-owned “asset lands” located in town centers; and acquiring and retiring the development potential of remaining vacant lots in road-less subdivisions.

To date, the CTC continues to seek opportunities to acquire and restore properties, but has not yet completed any project(s) to permanently retire the non-residential units of use. Instead, these units have been deposited into their land bank for future consideration.

Due to very different development patterns on sensitive lands in Nevada, NDSL relies primarily on coverage removal rather than retirement of existing development. No non-residential units of use were retired on sensitive lands in Nevada in 2016.

As the CTC has developed a program to acquire and retire existing non-residential units of use, the level-1 benchmark calling for creation of a program has been met. The level-2 benchmarks to remove 10 tourist accommodation units and 5,000 square feet of commercial floor area have not been met.

Performance Measure #4: Improve housing availability for residents and workers

The 2012 Regional Plan Update Environmental Impact Statement documented that housing in the Tahoe Region has become less affordable and quality housing is prohibitively expensive for essential workers, including teachers and police officers. Two subsequent housing studies expand the look at the dynamics of the regional jobs-housing balance both within the Tahoe Region and in nearby counties outside the Tahoe Region (“Tahoe Regional Housing Needs Program Report”, Bae Urban Economics, 2014<sup>2</sup> and the “North Tahoe Regional Workforce Housing Needs Assessment”, Bae Urban Economics, 2015<sup>3</sup>). These reports reveal important land use policy and socioeconomic concerns affecting a favorable jobs-housing balance for the Tahoe Region. This may be an area for future focus of improvements to the incentives of the Regional Plan to achieve the performance goal. This performance measure is tracked through the utilization of multi-residential bonus units against level-1 and level-2 benchmarks. The data for this performance measure was collected directly from Accela, TRPA’s permitting software.

No multi-residential bonus units were issued during 2016, not attaining the level-1 benchmark to increase utilization over the baseline of 20.23 bonus units per year. The level-2 benchmark to increase the utilization rate by five percent was also not met in 2016.

Performance Measure #5: Increase percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian).

Non-auto mode share travel captures the percentage of people bicycling, walking, and using transit or other non-auto travel modes indicating the degree to which land-use patterns, policy, and funding decisions at Lake Tahoe influence travel behavior of residents and visitors. Non-auto mode share at Lake Tahoe is measured by intercept surveys at commercial and recreation sites in winter and summer.

Using a detailed longstanding monitoring protocol to collect this data, non-auto mode share is reported every two years in the Tahoe Metropolitan Planning Organization’s *Transportation Monitoring Program Report*. This two-year cycle alternates updates to summer and winter mode share which are individually calculated every four years. Benchmarks are shown in Table 5.

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<sup>2</sup> BAE Urban Economics (2014). Tahoe Regional Housing Needs Program Report: Needs Assessment Background Report and Priority Policy and Program Evaluation. Retrieved from [http://laketahoesustainablecommunitiesprogram.org/wp-content/uploads/2014/06/Final\\_Tahoe\\_Regional\\_Housing\\_Needs\\_Program\\_Report-5\\_28\\_2014.pdf](http://laketahoesustainablecommunitiesprogram.org/wp-content/uploads/2014/06/Final_Tahoe_Regional_Housing_Needs_Program_Report-5_28_2014.pdf).

<sup>3</sup> BAE Urban Economics (2015). North Tahoe Regional Workforce Housing Needs Assessment. Retrieved from [http://www.ttcf.net/wp-content/uploads/2016/01/Truckee-NorthTahoe\\_CommunityMeeting\\_DRAFT\\_01-25-16.v3.pdf](http://www.ttcf.net/wp-content/uploads/2016/01/Truckee-NorthTahoe_CommunityMeeting_DRAFT_01-25-16.v3.pdf).

<b>Table 5: 2014 Summer and 2016 Winter Percentage of Trips by Travel Mode</b>					
	<b>2014 Summer Percentage of Trips</b>	<b>2016 Winter Percentage of Trips</b>	<b>Average 2014/2016</b>	<b>Average Mode Level-1 Benchmark</b>	<b>Average Mode Level-2 Benchmark</b>
Auto, Truck, Motorcycle, Van	79.0%	86.0%	81.8%	80.93%	80.68%
Walk	9.0%	8.0%	8.6%	10.75%	n/a
Bike	6.0%	1.0%	4.0%	4.20%	n/a
Transit	2.0%	2.0%	2.0%	4.13%	n/a
Other*	4.0%	3.0%	3.6%	n/a	n/a
<b>Total Non-Auto Mode Share</b>	<b>21.0%</b>	<b>14.0%</b>	<b>18.2%</b>	<b>19.07%</b>	<b>19.32%</b>
Note: Other includes miscellaneous non-auto modes, such as skateboards, scooters, and skiing. Percentages may not add due to rounding.					

The summer 2014 non-auto share of 21.0 percent exceeded both the level-1 and level-2 benchmarks, however the combined annual average non-auto share-including summer 2014 and winter 2016 values-of 18.2 percent did not meet the level-1 and level-2 benchmarks.

Performance Measure #6: Decrease in automobile vehicle miles travelled per capita (excluding through-trips).

Vehicle miles traveled (VMT) per capita is a measure of the efficiency of the transportation system and the degree to which the land use pattern affects personal motor vehicle travel. VMT per capita is measured through an activity-based computer model, which is updated with empirical data including traffic counts, population, and parcel-based land-use data. VMT per capita is analyzed for the Regional Transportation Plan update every four years. The data used to analyze this performance measure were drawn from model runs as part of the forthcoming Regional Transportation Plan, expected to be released in early 2017.

Decreasing travel distances from 2013 levels (estimated to average 33.7 miles per day) is the level-1 benchmark and the level-2 benchmark is an additional one percent improvement (33.4 miles per day using the current transportation model).

The current (based on modeling using 2014 data) estimate is 33.53 regional VMT per capita (excluding through trips) per day, which meets the level-1 target. With regional VMT forecast to increase by 2040, the Region will need to continue to assess methods for decreasing VMT per capita to meet the level-2 benchmark target as part of the next Regional Transportation Plan update in 2021.

Performance Measure #7: Accelerate Pedestrian and Bicycle Improvements

This measure is related to Regional Plan policies regarding sidewalks, trails, and public investment levels. The 2012 Regional Plan Update included coverage exemptions and other amendments intended to decrease costs for construction of these facilities and increase the number of improvements. The data

used to calculate the average annual miles of pedestrian and bicycle facilities constructed was obtained from the Lake Tahoe Region Bicycle and Pedestrian Plan and the Environmental Improvement Program Project Tracker. The data was verified through personal communications with implementing jurisdictions, field surveys, TRPA GIS data, and TRPA’s transportation planning staff.

The results of this analysis show that there were 3.6 miles of qualifying improvements constructed in 2016 and a combined post-2012 annual average for this performance measure of 6.0 miles. This meets the level-1 benchmark of 4.15 miles per year derived from the Lake Tahoe Region Bicycle and Pedestrian Plan. The level-2 benchmark of nine miles of pedestrian and bicycle facilities constructed per year was not met, although more than nine miles of improvements were constructed in 2015.

Performance Measure #8: Accelerate privately-funded coverage removal from stream environment zones and other sensitive lands.

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

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

<b>Table 6: Private Coverage Transfer by Year</b>		
<b>Year</b>	<b>SEZ Transfer (acres)</b>	<b>Sensitive Transfer (acres)</b>
2016	0.04	0.04
2015	0.12	0.03
2014	0.13	0.03
2013	0.00	0.08
<b>2013-2016 Average</b>	<b>0.07</b>	<b>0.04</b>
<b>Baseline average</b>	<b>0.14</b>	<b>0.17</b>

Table 6 shows the post-2012 average coverage removal from stream environment zones and sensitive transfers in acres compared to the baseline average calculated for the years 2002 through 2012. Based on this analysis, the post-2012 average does not meet the level-1 benchmark to increase transfers over the baseline average or the level-2 benchmark to increase transfers by 20 percent from the baseline.

This performance measure is likely to be achieved only over the long-term and be influenced by the general level of project permitting activity, available Regional Plan incentives, and perceived health of the Tahoe investment environment. The baseline average included a wide range of annual transfers. Transfers from stream environment zones ranged from zero acres in 2008 to 0.57 acres in 2011.

As referenced in Performance Measure #2, banked commodities were evaluated as a measure of future transfer potential. Based on this analysis, more than 11 acres (over 486,000 square feet) of coverage has been removed from stream environment zones, banked and is ready to be transferred. And, nearly half of this coverage was banked after the adoption of the 2012 Regional Plan.

For excess coverage mitigation (ECM) fees, the baseline is an annual average of \$1,217,281 collected per year. The post-2012 annual average of \$731,399 did not meet the level-1 benchmark to increase ECM fees collected above the pre-2012 average or the level-2 benchmark to further increase collections by five percent above the benchmark. While the ECM fees collected in 2016 exceeds \$957,000, the data in Table 7 shows a lower average collection of ECM fees since 2009, and the post-2012 average is more in line with the amount of ECM fees collected since that time. The number of building permit applications has been slowly increasing and annual ECM fee collection is expected to increase in accordance with this increased activity, as evidenced in the significantly higher amount of 2015 and 2016 ECM fees collected, compared to the prior six years.

<b>Table 7: Annual average excess coverage mitigation fees collected in 2013 -2016 compared to baseline</b>		
<b>Annual Year</b>	<b>Total Excess Coverage Mitigation Fees</b>	<b>Post 2012 Excess Coverage Mitigation Fees</b>
2005	\$1,920,069	
2006	\$1,729,530	
2007	\$2,606,676	
2008	\$1,206,660	
2009	\$562,623	
2010	\$577,754	
2011	\$743,776	
2012	\$391,163	
2013		\$401,192
2014		\$543,144
2015		\$1,023,682
2016		\$957,576
<b>Baseline annual average</b>	<b>\$1,217,281</b>	
<b>Post 2012 annual average</b>		<b>\$731,399</b>

Performance Measure #9: Accelerate issuance of water quality BMP certificates in conjunction with property improvements.

This performance measure tracks the private investment to mitigate the impacts of development through implementation of water quality BMPs associated with development permits. Certificates issued as a result of permitted projects, as well as the certification rates by all methods shown in Table 8, were obtained directly from the TRPA BMP Database.



<b>Table 8: BMP Certification Summary</b>		
<b>Performance Measure</b>	<b>2016</b>	<b>Average per Year (2013-2016)</b>
% of total outstanding properties issued BMP certificates in conjunction with property improvements	0.8% 209 certificates	0.78% 206 certificates per year
Certification of single-family residential parcels all methods	168	205.5
Certification of multi-family residential parcels all methods	34	31.5
Certification of commercial parcels	7	4.5
Total number of certifications issued in area-wide BMPs	40	30.3
Completed area-wide BMP projects	1	1.3
Approved and funded area-wide BMP projects	2*	2.5

\* Note: Tahoe City Wetlands Area-Wide Treatment and City of South Lake Tahoe Stateline Erosion Control Project

The results of the analysis of the post-2012 annual average of the percentage of uncertified parcels that receive BMP certificates through permitting shows that the average since 2013 was 0.78 percent, slightly below the level-1 benchmark of one percent. The level-2 benchmark of a 25 percent increase in the annual average rate of BMP certificates issued in conjunction with property improvements was not achieved.

Performance Measure #10: Achieve Lake Tahoe Total Maximum Daily Load performance benchmarks.

This measure tracks the performance benchmarks set by the Lake Tahoe Total Maximum Daily Load (TMDL) program. These performance benchmarks are not directly affected by amendments in the 2012 Regional Plan, nor are they directly administered under TRPA's regulations; however, they are a critical part of the overall regulatory and implementation system relied on to attain TRPA water quality threshold standards. The TMDL performance benchmarks are tracked by the Lahontan Regional Water Quality Control Board and the Nevada Division of Environmental Protection.

Tahoe Basin implementing agencies (local jurisdictions, Caltrans, and Nevada Department of Transportation) are on schedule with their implementation of the TMDL. The latest information on TMDL implementation can be found at:

<https://www.enviroaccounting.com/TahoeTMDL/Program/Home>

Performance Measure #11: Accelerate Scenic Threshold attainment on urban roadways.

Scenic conditions in the Region's less intensely developed areas generally meet adopted threshold standards. Scenic quality along scenic roadways in developed areas is generally out of attainment. The 2012 Regional Plan included amendments to accelerate redevelopment activity that is expected to also achieve scenic improvements in town centers. This performance measure analyzes the average annual improvement rate for urban roadway units. This information is not available on an annual basis, and is collected every four years for the threshold report analysis.

Within the Tahoe Region, 14 of the scenic roadway units have portions that are within urban areas. TRPA evaluates all scenic roadway units for scenic quality every four years; staff conducted these evaluations in 2015 are included in monitoring data for the 2015 Threshold Evaluation Report.

<b>Table 9: Urban Scenic Roadway Unit Scores</b>			
<b>Urban Roadway Unit Name</b>	<b>Jurisdiction</b>	<b>2011 Threshold Evaluation Report Score</b>	<b>2015 Threshold Evaluation Report Score</b>
Tahoe Valley (Unit 1)	City of South Lake Tahoe	12	12
Tahoe Tavern (Unit 14)	Placer County	15.5	15.5
Tahoe City (Unit 15)	Placer County	16.5	16.5
Kings Beach (Unit 20B)	Placer County	13.5	16
North Stateline Casino Core (Unit 20D)	Washoe County	13.5	13.5
Crystal Bay/Incline Village (Unit 22)	Washoe County	14	14
Meadow (Unit 31)	Douglas County	17.5	17.5
Casino Area (Unit 32)	Douglas County/City of South Lake Tahoe	13.5	14.5
The Strip (Unit 33)	City of South Lake Tahoe	14	14.5
El Dorado Beach (Unit 34)	City of South Lake Tahoe	17	18
Al Tahoe (Unit 35)	City of South Lake Tahoe	8.5	8.5
Airport Area (Unit 36A)	City of South Lake Tahoe	13	13
Outlet (Unit 42)	Placer County)	13	13
Pioneer Trail North (Unit 45)	City of South Lake Tahoe	11.5	11.5
<b>TOTAL</b>		<b>193</b>	<b>198</b>

As outlined in Table 9, scores for urban roadway units have improved since 2011 and none of the roadways evaluated have decreased scores. This meets the level-1 benchmark to increase the urban roadway scenic scores. Project that contributed to scenic improvements in urban units include the Kings Beach Commercial Core Improvement project in the Kings Beach unit, redevelopment projects along Highway 50 on the south shore (Hard Rock Casino, Chateau project, Lake Tahoe Vacation Resort, etc.), the Caltrans project in the City of South Lake Tahoe which added sidewalks and landscaping along Highway 50, and the Harrison Avenue project.

The level-2 benchmark for this performance measure is to increase the average annual scenic improvement rate for urban roadway units by 20 percent. As the cumulative total change between the

2011 and 2015 evaluations for these 14 units was a three percent increase, the level-2 benchmark was not met.

Performance Measure #12: Prepare and maintain area plans in conformance with the 2012 Regional Plan.

Under the 2012 Regional Plan, area plans, once approved by local governments and found to be in conformance with the Regional Plan by TRPA, will replace community plans and plan area statements. This category measures and tracks acres included in area plans, the recertification rate for area plans, and the number of public meetings for each area plan.

Through 2016, three area plans have been approved (the Placer Area Plan was adopted in January 2017 and is not accounted for in this 2016 report), covering the highest density commercial development areas in the Lake Tahoe Basin. All local governments including Placer County, Douglas County, the City of South Lake Tahoe, El Dorado County, and Washoe County are preparing additional area plans with expected adoption over the next two years. The adopted plans include:

1. The Governing Board adopted the South Shore Area Plan and an associated memorandum of understanding (MOU) on Sept. 25, 2013. The area plan includes approximately 667 acres in Douglas County, Nevada. Due to resource constraints at Douglas County, the MOU is not fully in effect and the county is not delegated project review; TRPA continues to issue permits within the area plan.
2. The Governing Board adopted the City of South Lake Tahoe's Tourist Core Area Plan on Nov. 11, 2013. It includes approximately 282 acres (excluding roadways) in the City of South Lake Tahoe. A MOU for the plan was adopted by the TRPA Governing Board on Dec. 17, 2014. The Tourist Core Area Plan went into effect in 2015 and the procedural guidelines were approved in September 2015.
3. The Governing Board adopted the City of South Lake Tahoe's Tahoe Valley Area Plan on July 22, 2015. The plan includes a 337-acre mixed use area, centered on the U.S. Highway 50 and state Route 89 "Y" intersection. The plan's focus is on accelerating transfers of development out of sensitive lands and promoting more vibrant and walkable community centers through redevelopment and expansion of the bike/pedestrian system. The Tahoe Valley Area Plan went into effect along with the Tourist Core Area Plan, MOU and the procedural guidelines in September 2015.

The level-2 benchmarks for area plans are to 1) include 20 percent of private land in area plans; 2) achieve 100 percent recertification rate for area plans; and 3) hold at least two public meetings for each area plan.

The three adopted area plans include approximately 1,286 acres, or just under five percent of the private land in the Tahoe Basin and less than the level-2 benchmark of 20 percent. TRPA anticipates progress toward this measure, with the adoption of the Placer County Tahoe Basin Area Plan in 2017 and other area plans under development.

The annual audit report of the adopted area plans will be released in early 2017, and the area plans will be reviewed and considered for recertification at that time. Therefore, information is not yet available to assess the level-2 benchmark of 100 percent recertification.

Table 10 summarizes the number of public meetings that occurred in 2016 related to the development and update of area plans. The level-2 benchmark of at least two public meetings was met for the Placer County Tahoe Basin Area Plan and the Washoe Area Plan. The benchmark was not met for the Meyers Area Plan.

<b>Table 10: Number of public meetings and workshops conducted in support of the development and update of area plans in 2016</b>	
<b>Area Plan</b>	<b>Number of Public Meetings/Workshops</b>
Placer County Tahoe Basin Area Plan	27
Washoe County Area Plan	2
Meyers Area Plan	1

Performance Measure #13: Complete mitigation measures identified in the Regional Plan Update EIS

This measure is related to the mitigation measures called for in the 2012 Regional Plan Update EIS. The mitigation measures address construction best practices for air quality and noise, Region-wide traffic noise reduction, noise policy for mixed-use development, and greenhouse gas emissions reduction. Mitigation programs for all the specified categories have been completed and adopted by the TRPA Governing Board, meeting the level-1 and level-2 benchmarks for this performance measure.

Performance Measure #14: Increase rate of redevelopment

An objective of the 2012 Regional Plan is to improve economic vitality through accelerated property improvement and redevelopment associated with environmental improvement. This performance measure is evaluated by tracking the average annual rate of permits issued for rebuild, addition, and remodel projects (Table 11). Only TRPA permit data from Accela is reported here. As area plans are implemented an analysis of permits issued by local jurisdictions will be added.

<b>Table 11: Annual Average of TRPA permits issued for Additions/Modifications/Rebuilds after 2012</b>				
<b>Additions/Modifications/ Rebuilds</b>	<b>2016</b>	<b>2013-2016 Average</b>	<b>Level-1 Pre-2012 Baseline Average (2002 – 2012)</b>	<b>Level-2 10% Increase from Level 1</b>
Residential Permits	143	107	n/a	n/a
Commercial Permits	6	6	n/a	n/a
<b>Total</b>	<b>149</b>	<b>113</b>	<b>108</b>	<b>119</b>

TRPA approved 149 redevelopment permits in 2016, including 143 residential permits and six commercial permits. The 2013 to 2016 average of 113 redevelopment projects exceeds the level-1 benchmark of 108 projects. While the 2016 figure is above the target, the 2013 to 2016 average is slightly below the level-2 benchmark to increase rebuild/addition/remodel permits by 10 percent.

Attachment 2  
2016 Sustainability Indicators Report

**Attachment 2: 2016 Sustainability Indicators Report**

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

- Sustainability Dashboard Categories**
- Water Quality
  - Forest Health
  - Greenhouse Gas Emissions
  - Aquatic Invasive Species
  - Income
  - Business Environment
  - Employment
  - Housing
  - Transportation
  - Healthy Lifestyle

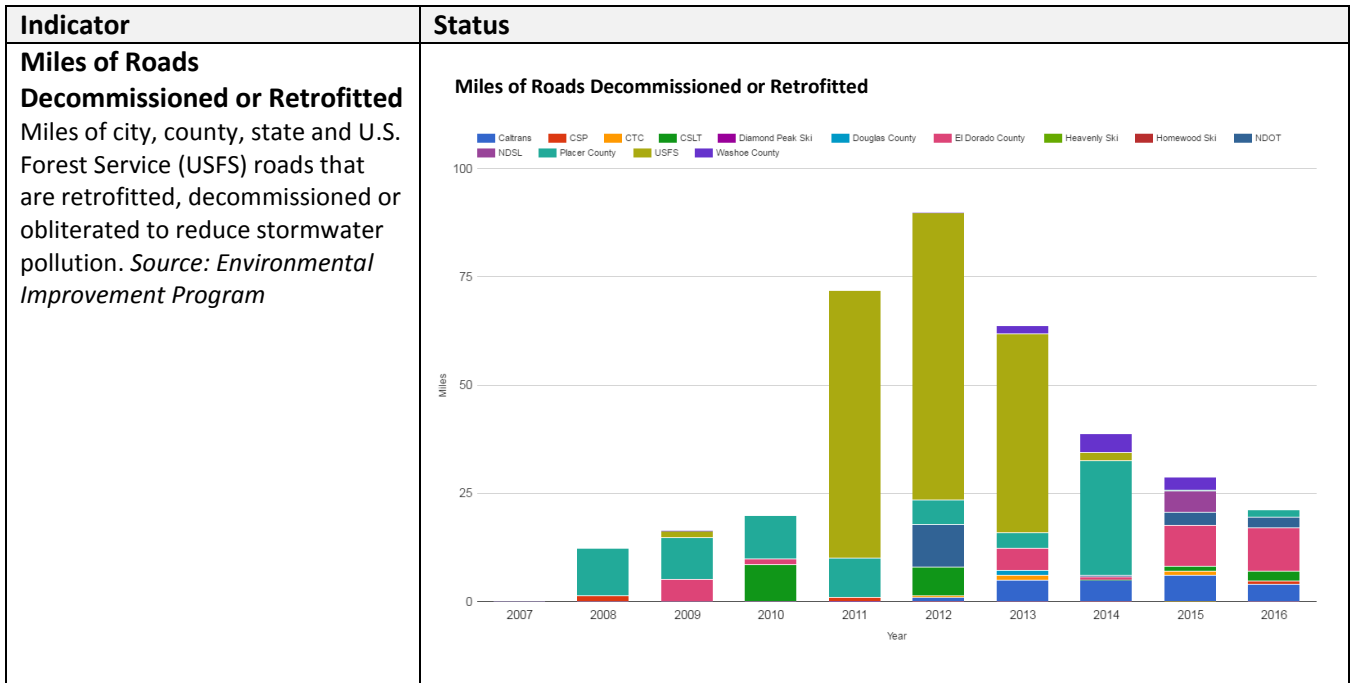
The Sustainability Dashboard reports on 28 selected indicators of sustainability and is organized by 11 key categories of importance for the Lake Tahoe Region. Each dashboard category provides information on indicator status, ongoing efforts and projects, and suggestions on how individuals can get involved.

The Sustainability Dashboard is not meant to be a complete inventory of all metrics and indicators in the region – the goal of the dashboard is to make easily accessible the big picture about the condition of the Region’s economy, community, and environment. The Sustainability Dashboard is also not static; as new information becomes available or new priorities are identified, its indicators may also change. The Sustainability Dashboard is updated annually and can be found at [www.sustainability.laketahoeinfo.org](http://www.sustainability.laketahoeinfo.org). This report provides the most recent data for the 28 sustainability indicators.

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

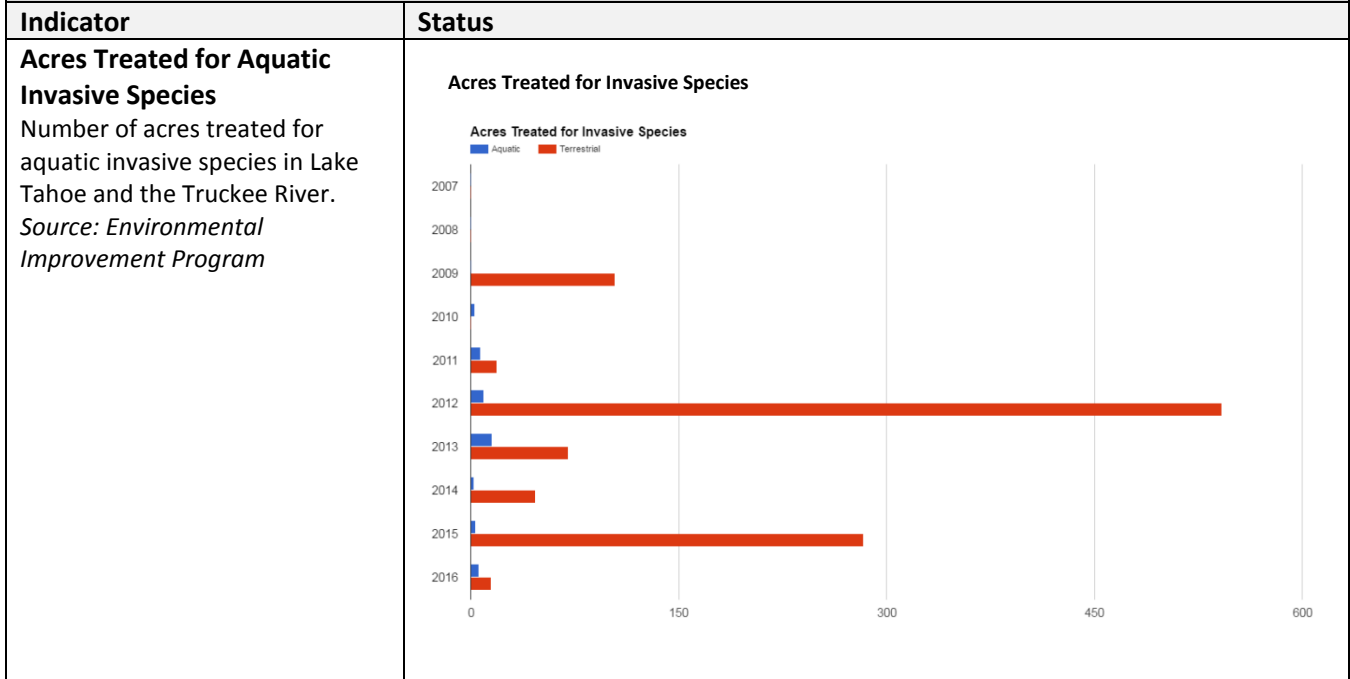
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<p><b>Tahoe Deep Water Clarity</b> Annual average depth of clarity in Lake Tahoe, as measured with a Secchi disk. <i>Source: Tahoe Environmental Research Center</i></p>	<p><b>Annual Average Secchi Depth</b></p> <table border="1"> <caption>Annual Average Secchi Depth Data (Estimated)</caption> <thead> <tr> <th>Year</th> <th>General (Feet)</th> <th>TMDL 2028 Interim Target (Feet)</th> </tr> </thead> <tbody> <tr><td>2007</td><td>70</td><td>78</td></tr> <tr><td>2008</td><td>70</td><td>78</td></tr> <tr><td>2009</td><td>68</td><td>78</td></tr> <tr><td>2010</td><td>65</td><td>78</td></tr> <tr><td>2011</td><td>70</td><td>78</td></tr> <tr><td>2012</td><td>75</td><td>78</td></tr> <tr><td>2013</td><td>70</td><td>78</td></tr> <tr><td>2014</td><td>78</td><td>78</td></tr> <tr><td>2015</td><td>72</td><td>78</td></tr> </tbody> </table>	Year	General (Feet)	TMDL 2028 Interim Target (Feet)	2007	70	78	2008	70	78	2009	68	78	2010	65	78	2011	70	78	2012	75	78	2013	70	78	2014	78	78	2015	72	78																									
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<p><b>Parcels with Stormwater Retrofits</b> Number of developed parcels in the Tahoe Basin that are retrofitted with Best Management Practices. <i>Source: Environmental Improvement Program</i></p>	<p><b>Parcels with Stormwater BMPs by Parcel Ownership</b></p> <table border="1"> <caption>Parcels with Stormwater BMPs by Parcel Ownership (Estimated)</caption> <thead> <tr> <th>Year</th> <th>Single-Family Residential</th> <th>Multi-Family Residential</th> <th>Commercial, Industrial, Communications, Utilities</th> <th>Total</th> </tr> </thead> <tbody> <tr><td>2007</td><td>0.85K</td><td>0.75K</td><td>0.10K</td><td>1.70K</td></tr> <tr><td>2008</td><td>0.85K</td><td>0.75K</td><td>0.10K</td><td>1.70K</td></tr> <tr><td>2009</td><td>0.85K</td><td>0.65K</td><td>0.10K</td><td>1.60K</td></tr> <tr><td>2010</td><td>0.85K</td><td>0.20K</td><td>0.05K</td><td>1.10K</td></tr> <tr><td>2011</td><td>0.55K</td><td>0.70K</td><td>0.10K</td><td>1.35K</td></tr> <tr><td>2012</td><td>0.35K</td><td>0.15K</td><td>0.15K</td><td>0.65K</td></tr> <tr><td>2013</td><td>0.35K</td><td>0.20K</td><td>0.05K</td><td>0.60K</td></tr> <tr><td>2014</td><td>0.35K</td><td>0.10K</td><td>0.05K</td><td>0.50K</td></tr> <tr><td>2015</td><td>0.85K</td><td>0.30K</td><td>0.10K</td><td>1.25K</td></tr> <tr><td>2016</td><td>0.35K</td><td>0.15K</td><td>0.10K</td><td>0.60K</td></tr> </tbody> </table>	Year	Single-Family Residential	Multi-Family Residential	Commercial, Industrial, Communications, Utilities	Total	2007	0.85K	0.75K	0.10K	1.70K	2008	0.85K	0.75K	0.10K	1.70K	2009	0.85K	0.65K	0.10K	1.60K	2010	0.85K	0.20K	0.05K	1.10K	2011	0.55K	0.70K	0.10K	1.35K	2012	0.35K	0.15K	0.15K	0.65K	2013	0.35K	0.20K	0.05K	0.60K	2014	0.35K	0.10K	0.05K	0.50K	2015	0.85K	0.30K	0.10K	1.25K	2016	0.35K	0.15K	0.10K	0.60K
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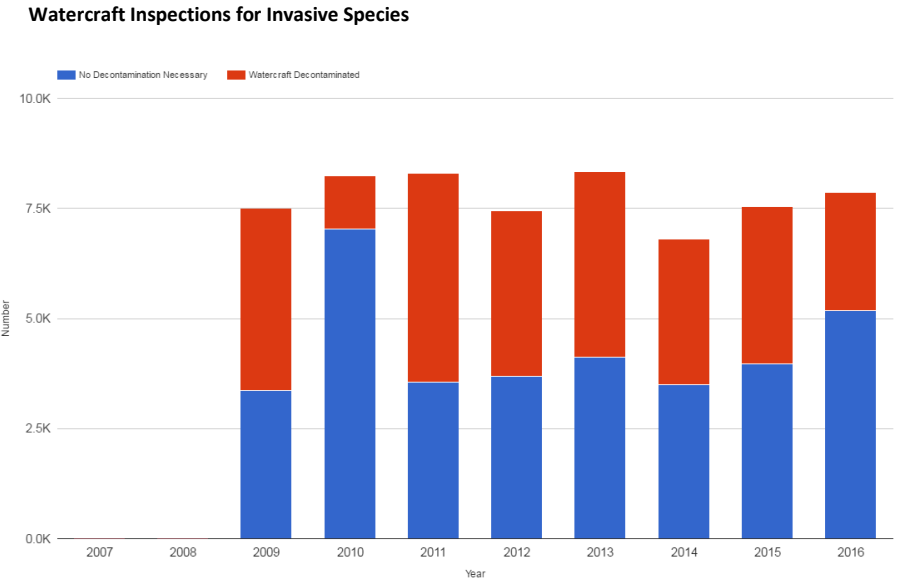




**INVASIVE SPECIES**

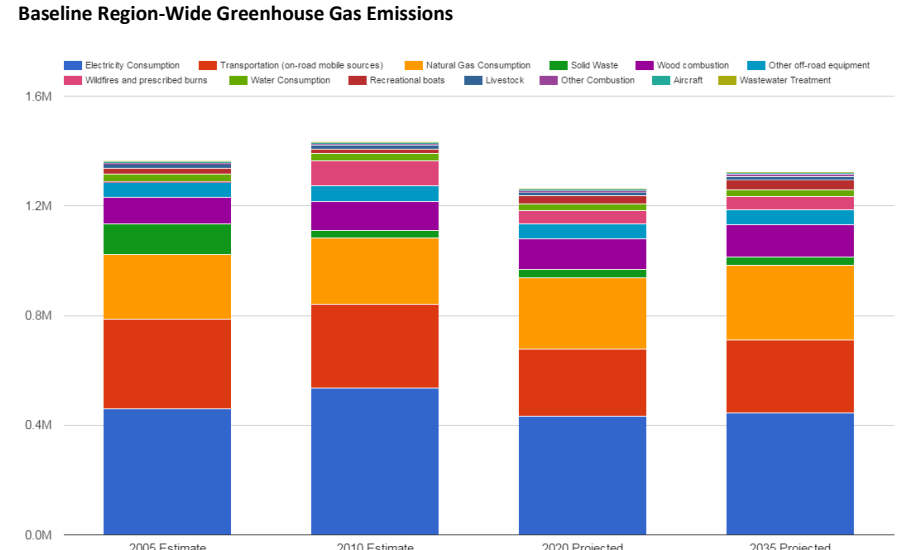
Aquatic invasive species degrade the biological integrity of aquatic ecosystems and impact nearshore clarity by altering the chemical, physical, and biological habitat features of waterbodies, outcompeting native species and increasing algae growth. Aquatic invasive species can also degrade recreational assets and reduce property values which would have significant impacts on the local economy and community.



Indicator	Status																											
<p><b>Watercraft Inspections</b> Total annual number of pre-launch watercraft inspections completed. <i>Source: Environmental Improvement Program</i></p>	<p><b>Watercraft Inspections for Invasive Species</b></p>  <table border="1"> <caption>Watercraft Inspections for Invasive Species (Estimated Data)</caption> <thead> <tr> <th>Year</th> <th>No Decontamination Necessary</th> <th>Watercraft Decontaminated</th> </tr> </thead> <tbody> <tr><td>2009</td><td>3,500</td><td>4,000</td></tr> <tr><td>2010</td><td>7,000</td><td>1,500</td></tr> <tr><td>2011</td><td>3,800</td><td>4,200</td></tr> <tr><td>2012</td><td>3,800</td><td>3,500</td></tr> <tr><td>2013</td><td>4,200</td><td>4,000</td></tr> <tr><td>2014</td><td>3,500</td><td>3,000</td></tr> <tr><td>2015</td><td>4,000</td><td>3,500</td></tr> <tr><td>2016</td><td>5,200</td><td>2,800</td></tr> </tbody> </table>	Year	No Decontamination Necessary	Watercraft Decontaminated	2009	3,500	4,000	2010	7,000	1,500	2011	3,800	4,200	2012	3,800	3,500	2013	4,200	4,000	2014	3,500	3,000	2015	4,000	3,500	2016	5,200	2,800
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**GREENHOUSE GAS EMISSIONS**

The Greenhouse Gas Emissions Inventory measures the estimated GHG emissions generated by human-driven sources in the Lake Tahoe Region historically, as well as the projected GHG emissions generated in the future based on population and activity assumptions, and legislation and regulations currently in place. The Region’s Sustainability Action Plan calls for a 15 percent reduction in GHG emissions by 2020.

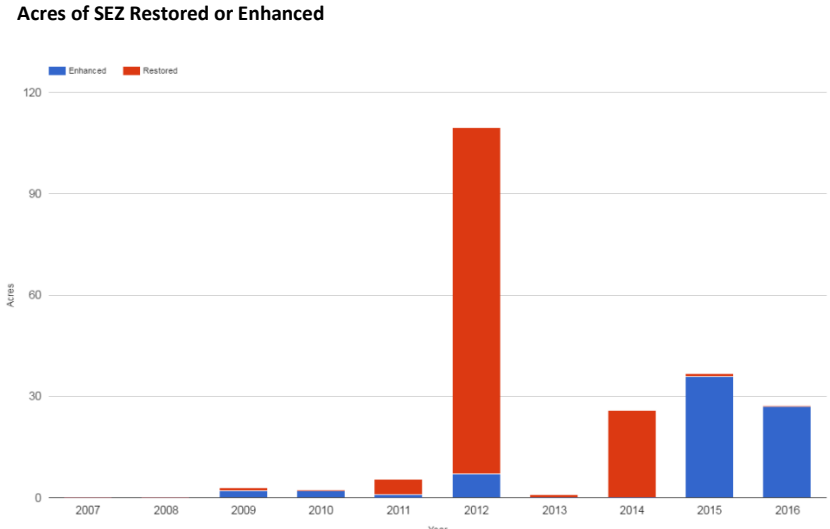
Indicator	Status										
<p><b>GHG Emissions</b> Estimated historic GHG emissions generated by human-driven sources in the Lake Tahoe Region. <i>Source: A Regional Greenhouse Gas Inventory for the Lake Tahoe Basin.</i></p>	<p><b>Baseline Region-Wide Greenhouse Gas Emissions</b></p>  <table border="1"> <caption>Baseline Region-Wide Greenhouse Gas Emissions (Estimated Total Values)</caption> <thead> <tr> <th>Year</th> <th>Total Emissions (Millions)</th> </tr> </thead> <tbody> <tr><td>2005 Estimate</td><td>1.35</td></tr> <tr><td>2010 Estimate</td><td>1.40</td></tr> <tr><td>2020 Projected</td><td>1.25</td></tr> <tr><td>2035 Projected</td><td>1.30</td></tr> </tbody> </table>	Year	Total Emissions (Millions)	2005 Estimate	1.35	2010 Estimate	1.40	2020 Projected	1.25	2035 Projected	1.30
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Indicator	Status
<p><b>Vehicle Miles Traveled</b>            Estimated average annual daily Vehicle Miles Traveled (VMT) on roadways in the Tahoe Basin.  <i>Source: Tahoe Metropolitan Planning Organization.</i></p>	<p><b>Vehicle Miles Traveled</b></p>
<p><b>Natural Gas Consumption</b>            Total therms of natural gas consumption from residential, commercial and industrial buildings in the Tahoe Basin.  <i>Source: Southwest Gas</i></p>	<p><b>Natural Gas Consumption</b></p>

**FOREST HEALTH**

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

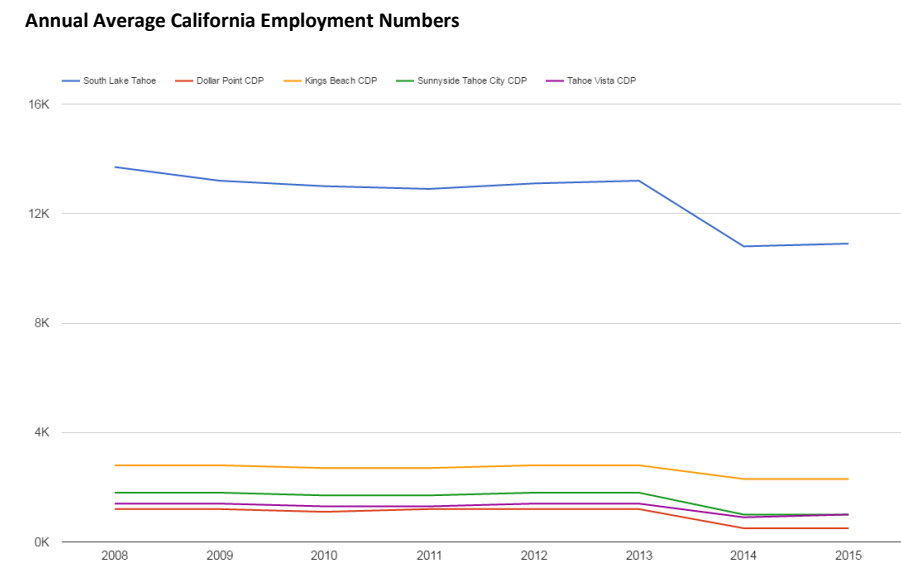
Indicator	Status																																							
<p><b>Flame Length</b></p> <p>Percentage of the wildland urban interface in the Lake Tahoe Region that is estimated and projected to have flame lengths that are within the desired condition of less than four feet. <i>Source: Lake Tahoe Basin Management Unit, U.S. Forest Service</i></p>	<p><i>Flame lengths in Tahoe are projected to increase by 2020.</i></p> <p><b>Flame Length</b></p> <table border="1"> <caption>Flame Length Data (Estimated)</caption> <thead> <tr> <th>Location</th> <th>2010 (%)</th> <th>2020 (%)</th> </tr> </thead> <tbody> <tr><td>Burton Creek - Frontal Lake Tahoe</td><td>78</td><td>80</td></tr> <tr><td>General Creek - Frontal Lake Tahoe</td><td>75</td><td>82</td></tr> <tr><td>Ward Creek - Frontal Lake Tahoe</td><td>75</td><td>80</td></tr> <tr><td>Trout Creek</td><td>75</td><td>80</td></tr> <tr><td>Fallen Leaf Lake - Frontal Lake Tahoe</td><td>75</td><td>80</td></tr> <tr><td>Indian Lake - Frontal Lake Tahoe</td><td>70</td><td>78</td></tr> <tr><td>Squaw Creek-Truckee River</td><td>70</td><td>75</td></tr> <tr><td>Upper Truckee River</td><td>70</td><td>75</td></tr> <tr><td>Meadows Creek - Upper Truckee River</td><td>65</td><td>70</td></tr> <tr><td>Zephyr Cove - Frontal Lake Tahoe</td><td>65</td><td>70</td></tr> <tr><td>Sand Harbor - Frontal Lake Tahoe</td><td>65</td><td>70</td></tr> <tr><td>Basinwide</td><td>70</td><td>75</td></tr> </tbody> </table>	Location	2010 (%)	2020 (%)	Burton Creek - Frontal Lake Tahoe	78	80	General Creek - Frontal Lake Tahoe	75	82	Ward Creek - Frontal Lake Tahoe	75	80	Trout Creek	75	80	Fallen Leaf Lake - Frontal Lake Tahoe	75	80	Indian Lake - Frontal Lake Tahoe	70	78	Squaw Creek-Truckee River	70	75	Upper Truckee River	70	75	Meadows Creek - Upper Truckee River	65	70	Zephyr Cove - Frontal Lake Tahoe	65	70	Sand Harbor - Frontal Lake Tahoe	65	70	Basinwide	70	75
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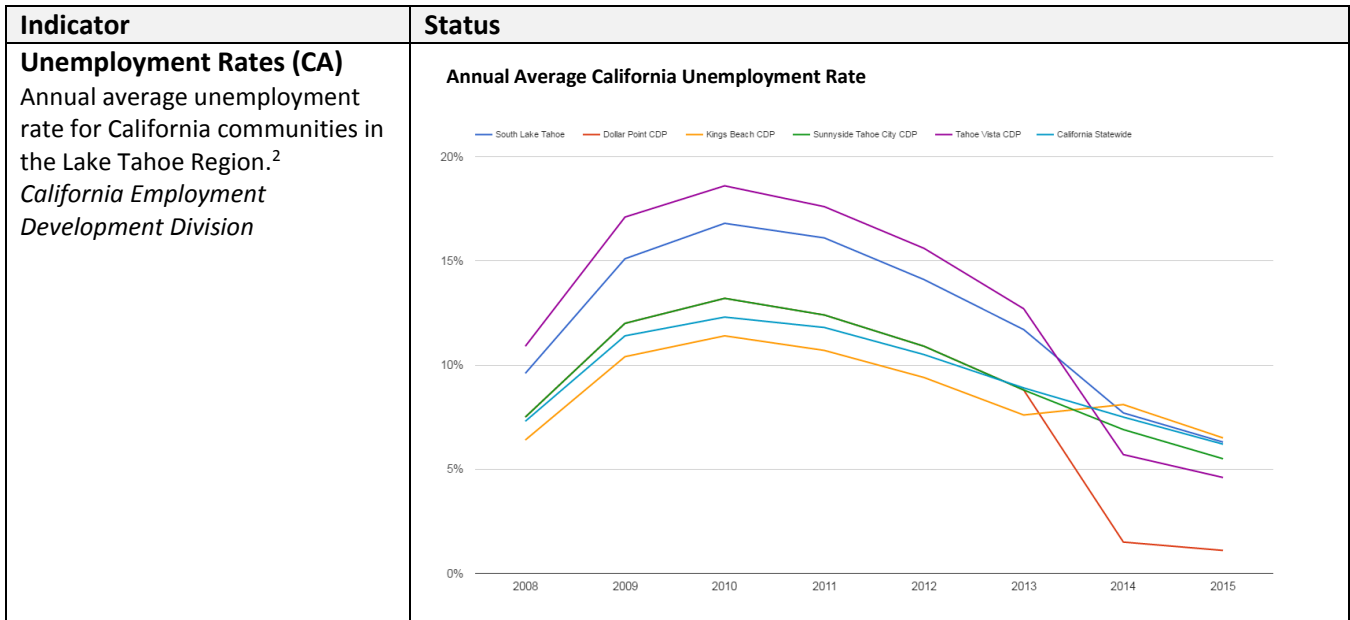
**ECONOMY**

**EMPLOYMENT**

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

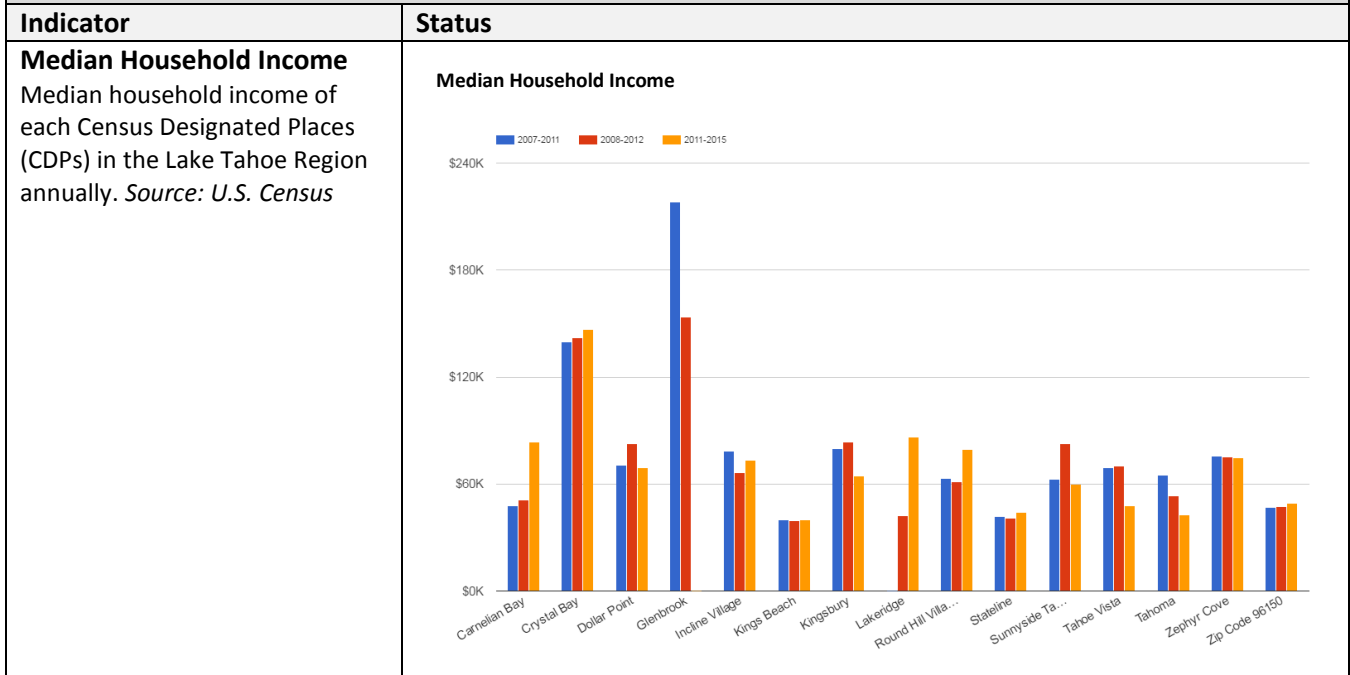
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<p><b>Employment (CA)</b></p> <p>Annual average employment numbers for several California communities in the Lake Tahoe Region.<sup>1</sup> <i>Source: California Employment Development Division</i></p>	<p><b>Annual Average California Employment Numbers</b></p>  <table border="1"> <caption>Annual Average California Employment Numbers (2008-2015)</caption> <thead> <tr> <th>Year</th> <th>South Lake Tahoe</th> <th>Dollar Point CDP</th> <th>Kings Beach CDP</th> <th>Sunnyside Tahoe City CDP</th> <th>Tahoe Vista CDP</th> </tr> </thead> <tbody> <tr><td>2008</td><td>14K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2009</td><td>13.5K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2010</td><td>13.2K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2011</td><td>13K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2012</td><td>13.5K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2013</td><td>13.5K</td><td>1K</td><td>2.5K</td><td>1.5K</td><td>1.2K</td></tr> <tr><td>2014</td><td>10.5K</td><td>1K</td><td>2.2K</td><td>1.2K</td><td>1K</td></tr> <tr><td>2015</td><td>10.5K</td><td>1K</td><td>2.2K</td><td>1.2K</td><td>1K</td></tr> </tbody> </table>	Year	South Lake Tahoe	Dollar Point CDP	Kings Beach CDP	Sunnyside Tahoe City CDP	Tahoe Vista CDP	2008	14K	1K	2.5K	1.5K	1.2K	2009	13.5K	1K	2.5K	1.5K	1.2K	2010	13.2K	1K	2.5K	1.5K	1.2K	2011	13K	1K	2.5K	1.5K	1.2K	2012	13.5K	1K	2.5K	1.5K	1.2K	2013	13.5K	1K	2.5K	1.5K	1.2K	2014	10.5K	1K	2.2K	1.2K	1K	2015	10.5K	1K	2.2K	1.2K	1K
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**INCOME**

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



<sup>2</sup> Annual unemployment rates are not available for communities in the Nevada portion of the region or residents in the California portion of the region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of Tahoe is roughly 70 percent so this indicator is a good proxy for employment numbers for the entire region.

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<p><b>Subsidized School Lunches Eligibility</b></p> <p>This indicator measures the percentage of students eligible for free and reduced priced meals through the National School Lunch Program in Tahoe Basin public schools. <i>Sources: California Department of Education, Nevada Department of Agriculture</i></p>	<p><b>Annual Percent of Students Eligible for Subsidized School Lunch Program</b></p> <table border="1"> <caption>Annual Percent of Students Eligible for Subsidized School Lunch Program (Estimated Data)</caption> <thead> <tr> <th>Year</th> <th>Lake Tahoe School District (%)</th> <th>Tahoe-Truckee Unified School District (%)</th> <th>Douglas Co. School District (%)</th> <th>Washoe Co. School District (%)</th> </tr> </thead> <tbody> <tr><td>2006</td><td>52</td><td>35</td><td>25</td><td>18</td></tr> <tr><td>2007</td><td>50</td><td>40</td><td>18</td><td>22</td></tr> <tr><td>2008</td><td>52</td><td>32</td><td>18</td><td>19</td></tr> <tr><td>2009</td><td>56</td><td>48</td><td>30</td><td>28</td></tr> <tr><td>2010</td><td>58</td><td>46</td><td>28</td><td>24</td></tr> <tr><td>2011</td><td>65</td><td>52</td><td>38</td><td>23</td></tr> <tr><td>2012</td><td>61</td><td>46</td><td>35</td><td>26</td></tr> <tr><td>2013</td><td>60</td><td>48</td><td>35</td><td>27</td></tr> <tr><td>2014</td><td>60</td><td>44</td><td>37</td><td>28</td></tr> <tr><td>2015</td><td>58</td><td>47</td><td>30</td><td>28</td></tr> </tbody> </table>	Year	Lake Tahoe School District (%)	Tahoe-Truckee Unified School District (%)	Douglas Co. School District (%)	Washoe Co. School District (%)	2006	52	35	25	18	2007	50	40	18	22	2008	52	32	18	19	2009	56	48	30	28	2010	58	46	28	24	2011	65	52	38	23	2012	61	46	35	26	2013	60	48	35	27	2014	60	44	37	28	2015	58	47	30	28
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<p><b>Lake Tahoe Community College Courses Offered</b></p> <p>This indicator measures the annual total number of credit and non-credit courses offered at LTCC.<sup>3</sup> <i>Source: California Community College Chancellor's Office</i></p>	<p><b>Number of Courses Offered at Lake Tahoe Community College</b></p> <table border="1"> <caption>Number of Courses Offered at Lake Tahoe Community College (Estimated Data)</caption> <thead> <tr> <th>Year</th> <th>Credit Courses</th> <th>Non-Credit Courses</th> </tr> </thead> <tbody> <tr><td>2008-2009</td><td>1,650</td><td>50</td></tr> <tr><td>2009-2010</td><td>1,300</td><td>50</td></tr> <tr><td>2010-2011</td><td>1,200</td><td>50</td></tr> <tr><td>2011-2012</td><td>1,250</td><td>50</td></tr> <tr><td>2012-2013</td><td>950</td><td>50</td></tr> <tr><td>2013-2014</td><td>1,050</td><td>50</td></tr> <tr><td>2014-2015</td><td>1,050</td><td>50</td></tr> <tr><td>2015-2016</td><td>1,250</td><td>50</td></tr> </tbody> </table>	Year	Credit Courses	Non-Credit Courses	2008-2009	1,650	50	2009-2010	1,300	50	2010-2011	1,200	50	2011-2012	1,250	50	2012-2013	950	50	2013-2014	1,050	50	2014-2015	1,050	50	2015-2016	1,250	50																												
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<sup>3</sup> Credit courses are courses offered at LTCC that have an associated credit amount that can be used to advance towards a degree or can be transferred as credits to another college or university. Non-credit courses are courses offered by LTCC that have no credit associated with it.

**BUSINESS ENVIRONMENT**

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

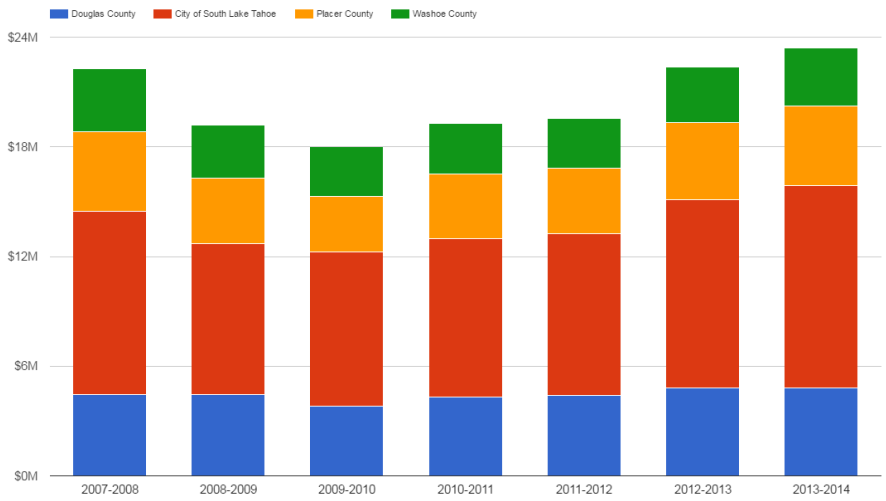
Concentrating development reduces the travel time and cost for residents and tourists to access retail facilities, facilitates additional visits to retail facilities and reduces public sector investments in infrastructure outside of the urban areas. These changes cause the concentrated areas of development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

**Indicator**

**Transient Occupancy Tax**  
Total annual transient occupancy tax revenues collected from overnight lodging facilities in the Lake Tahoe Region. *Source: Local jurisdictions and visitor authorities.*

**Status**

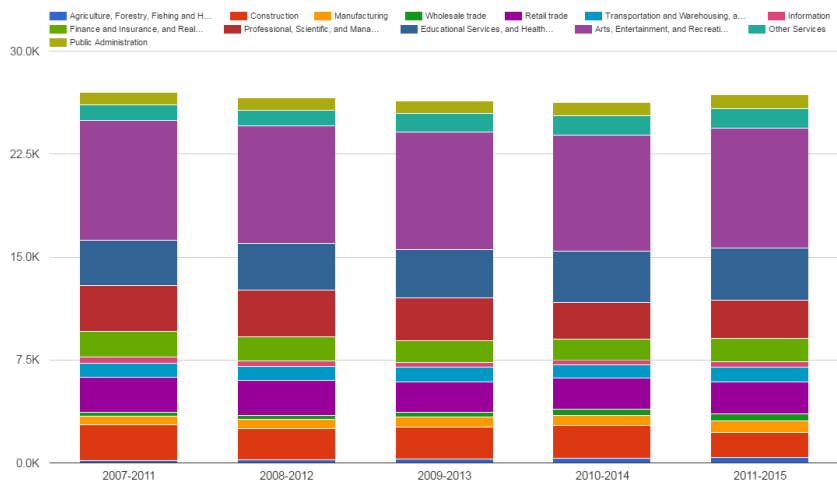
**Transient Occupancy Tax (TOT)**



**Employment by Industry**

Number of employees per industry in the Lake Tahoe Region. *Source: U.S. Census*

**Employment by Industry**

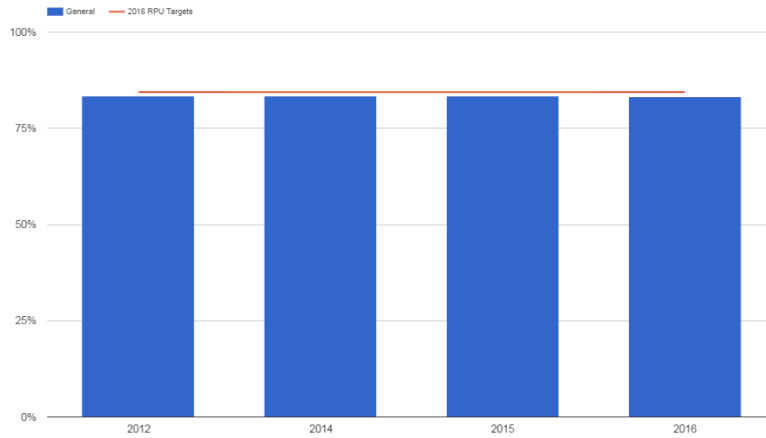




Indicator	Status																														
<p><b>Distribution of Development</b>            Percentage of Residential Units, Tourist Accommodation Units (TAUs) and Commercial Floor Area (CFA) located within defined centers (residential, tourist and commercial centers) in the Lake Tahoe Region.<sup>4</sup> <i>Source: Tahoe Regional Planning Agency.</i></p>	<div data-bbox="570 243 1312 730"> <p><b>Percent of Residential Development in Centers</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>General (%)</th> <th>2016 RPU Targets (%)</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>~3.8</td> <td>~7.5</td> </tr> <tr> <td>2014</td> <td>~3.8</td> <td>~7.5</td> </tr> <tr> <td>2015</td> <td>~3.8</td> <td>~7.5</td> </tr> <tr> <td>2016</td> <td>~3.9</td> <td>~7.5</td> </tr> </tbody> </table> </div> <div data-bbox="570 783 1312 1266"> <p><b>Percent of Commercial Development in Centers</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>General (%)</th> <th>2016 RPU Targets (%)</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>~63</td> <td>~65</td> </tr> <tr> <td>2014</td> <td>~63</td> <td>~65</td> </tr> <tr> <td>2015</td> <td>~63</td> <td>~65</td> </tr> <tr> <td>2016</td> <td>~64</td> <td>~65</td> </tr> </tbody> </table> </div>	Year	General (%)	2016 RPU Targets (%)	2012	~3.8	~7.5	2014	~3.8	~7.5	2015	~3.8	~7.5	2016	~3.9	~7.5	Year	General (%)	2016 RPU Targets (%)	2012	~63	~65	2014	~63	~65	2015	~63	~65	2016	~64	~65
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<sup>4</sup> The Tahoe Regional Planning Agency’s Regional Plan defines specific boundaries for these existing centers, generally including all concentrated areas of development and properties within ¼ mile of existing commercial and public services land uses.

**Percent of Tourist Units in Centers**



**COMMUNITY**

**HOUSING**

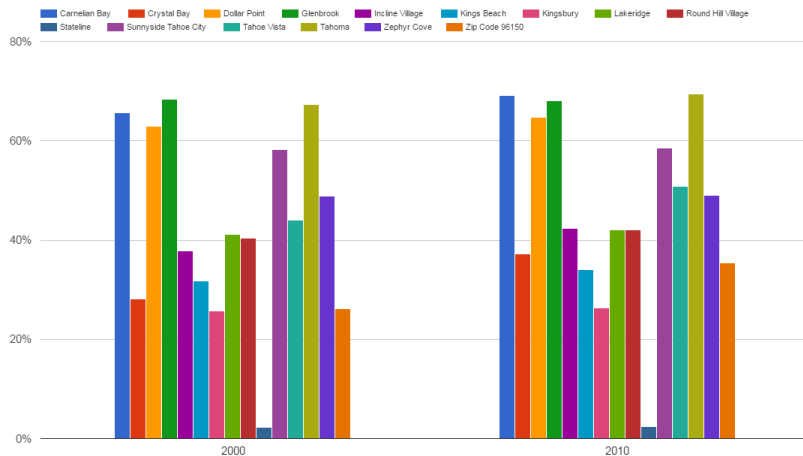
A lack of affordable housing limits the ability of people to live close to work and can reduce the availability of qualified workers for local businesses. In response to high housing prices, local workers may be forced to choose between living outside the region and facing long commutes or paying more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

**Indicator**

**Second Home Ownership**  
 Percentage of housing units in the Lake Tahoe Region in seasonal, recreational or occupational use.<sup>5</sup> *Source: U.S. Census*

**Status**

**Percent of Housing Units in Seasonal, Recreational, or Occasional Use**



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

Indicator	Status																																																												
<p><b>Median House Prices</b> Annual median house price of houses sold in the Lake Tahoe Region. <i>Source: Realtor Associations and Individual Realtors.</i></p>	<p><b>Median House Prices</b></p> <table border="1"> <caption>Estimated Median House Prices (in millions of dollars)</caption> <thead> <tr> <th>Year</th> <th>Washoe County</th> <th>Douglas County</th> <th>El Dorado County</th> <th>Placer County</th> <th>Placer County-North</th> </tr> </thead> <tbody> <tr><td>2008</td><td>1.10</td><td>0.55</td><td>0.45</td><td>0.70</td><td>0.60</td></tr> <tr><td>2009</td><td>1.00</td><td>0.40</td><td>0.35</td><td>0.55</td><td>0.45</td></tr> <tr><td>2010</td><td>0.85</td><td>0.45</td><td>0.35</td><td>0.45</td><td>0.45</td></tr> <tr><td>2011</td><td>0.75</td><td>0.40</td><td>0.30</td><td>0.45</td><td>0.45</td></tr> <tr><td>2012</td><td>0.75</td><td>0.35</td><td>0.25</td><td>0.45</td><td>0.45</td></tr> <tr><td>2013</td><td>0.95</td><td>0.60</td><td>0.25</td><td>0.50</td><td>0.50</td></tr> <tr><td>2014</td><td>1.10</td><td>0.65</td><td>0.35</td><td>0.50</td><td>0.50</td></tr> <tr><td>2015</td><td>1.00</td><td>0.70</td><td>0.40</td><td>0.55</td><td>0.50</td></tr> <tr><td>2016</td><td>1.10</td><td>0.60</td><td>0.40</td><td>0.60</td><td>0.55</td></tr> </tbody> </table>	Year	Washoe County	Douglas County	El Dorado County	Placer County	Placer County-North	2008	1.10	0.55	0.45	0.70	0.60	2009	1.00	0.40	0.35	0.55	0.45	2010	0.85	0.45	0.35	0.45	0.45	2011	0.75	0.40	0.30	0.45	0.45	2012	0.75	0.35	0.25	0.45	0.45	2013	0.95	0.60	0.25	0.50	0.50	2014	1.10	0.65	0.35	0.50	0.50	2015	1.00	0.70	0.40	0.55	0.50	2016	1.10	0.60	0.40	0.60	0.55
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**TRANSPORTATION**

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

Indicator	Status																																										
<p><b>Travel Mode Share</b> Percentage of travelers in the Lake Tahoe Region that drive in a car/truck/van, use public transit, ride a bike, walk, or use another form of transportation.<sup>6</sup> <i>Source: Tahoe Metropolitan Planning Organization.</i></p>	<p><b>Travel Mode Share</b></p> <table border="1"> <caption>Estimated Travel Mode Share (in percentages)</caption> <thead> <tr> <th>Year</th> <th>Car/Truck/Van</th> <th>Public Transit</th> <th>Bicycle</th> <th>Walk</th> <th>Other</th> </tr> </thead> <tbody> <tr><td>2006 - Summer</td><td>80</td><td>5</td><td>5</td><td>10</td><td>0</td></tr> <tr><td>2008 - Winter</td><td>78</td><td>8</td><td>5</td><td>10</td><td>0</td></tr> <tr><td>2010 - Summer</td><td>78</td><td>8</td><td>5</td><td>10</td><td>0</td></tr> <tr><td>2012 - Winter</td><td>78</td><td>8</td><td>5</td><td>10</td><td>0</td></tr> <tr><td>2014 - Summer</td><td>78</td><td>8</td><td>5</td><td>10</td><td>0</td></tr> <tr><td>2016 - Winter</td><td>85</td><td>2</td><td>2</td><td>10</td><td>0</td></tr> </tbody> </table>	Year	Car/Truck/Van	Public Transit	Bicycle	Walk	Other	2006 - Summer	80	5	5	10	0	2008 - Winter	78	8	5	10	0	2010 - Summer	78	8	5	10	0	2012 - Winter	78	8	5	10	0	2014 - Summer	78	8	5	10	0	2016 - Winter	85	2	2	10	0
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<p><b>Transit Ridership</b> Total annual transit ridership for the two most utilized public transportation systems serving Tahoe communities.<sup>7</sup> <i>Source: Tahoe Metropolitan Planning Organization.</i></p>	<p><b>Annual Transit Ridership</b></p> <table border="1"> <caption>Annual Transit Ridership Data (Estimated)</caption> <thead> <tr> <th>Year</th> <th>South Shore (Millions)</th> <th>North Shore (Millions)</th> <th>Total (Millions)</th> </tr> </thead> <tbody> <tr><td>1999-2000</td><td>1.0</td><td>0.2</td><td>1.2</td></tr> <tr><td>2000-2001</td><td>0.9</td><td>0.3</td><td>1.2</td></tr> <tr><td>2001-2002</td><td>1.0</td><td>0.3</td><td>1.3</td></tr> <tr><td>2002-2003</td><td>1.2</td><td>0.0</td><td>1.2</td></tr> <tr><td>2003-2004</td><td>1.1</td><td>0.3</td><td>1.4</td></tr> <tr><td>2004-2005</td><td>1.1</td><td>0.4</td><td>1.5</td></tr> <tr><td>2005-2006</td><td>1.0</td><td>0.3</td><td>1.3</td></tr> <tr><td>2006-2007</td><td>0.8</td><td>0.4</td><td>1.2</td></tr> <tr><td>2007-2008</td><td>1.0</td><td>0.4</td><td>1.4</td></tr> <tr><td>2008-2009</td><td>0.7</td><td>0.5</td><td>1.2</td></tr> <tr><td>2009-2010</td><td>0.8</td><td>0.4</td><td>1.2</td></tr> <tr><td>2010-2011</td><td>0.7</td><td>0.4</td><td>1.1</td></tr> <tr><td>2011-2012</td><td>0.8</td><td>0.4</td><td>1.2</td></tr> <tr><td>2012-2013</td><td>0.7</td><td>0.4</td><td>1.1</td></tr> </tbody> </table>	Year	South Shore (Millions)	North Shore (Millions)	Total (Millions)	1999-2000	1.0	0.2	1.2	2000-2001	0.9	0.3	1.2	2001-2002	1.0	0.3	1.3	2002-2003	1.2	0.0	1.2	2003-2004	1.1	0.3	1.4	2004-2005	1.1	0.4	1.5	2005-2006	1.0	0.3	1.3	2006-2007	0.8	0.4	1.2	2007-2008	1.0	0.4	1.4	2008-2009	0.7	0.5	1.2	2009-2010	0.8	0.4	1.2	2010-2011	0.7	0.4	1.1	2011-2012	0.8	0.4	1.2	2012-2013	0.7	0.4	1.1
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<p><b>Miles of Pedestrian &amp; Bicycle Routes Improved or Constructed</b> Miles of bicycle paths, sidewalks and other transit routes improved or constructed in the Lake Tahoe Region each year.</p>	<table border="1"> <caption>Miles of Pedestrian &amp; Bicycle Routes Improved or Constructed Data (Estimated)</caption> <thead> <tr> <th>Year</th> <th>Constructed (Miles)</th> <th>Designated (Miles)</th> <th>Improved (Miles)</th> <th>Total (Miles)</th> </tr> </thead> <tbody> <tr><td>2007</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2008</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2009</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>2010</td><td>0</td><td>0</td><td>17</td><td>17</td></tr> <tr><td>2011</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2012</td><td>3</td><td>0</td><td>3</td><td>6</td></tr> <tr><td>2013</td><td>2</td><td>0</td><td>5</td><td>7</td></tr> <tr><td>2014</td><td>5</td><td>0</td><td>0</td><td>5</td></tr> <tr><td>2015</td><td>9</td><td>0</td><td>0</td><td>9</td></tr> <tr><td>2016</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> </tbody> </table>	Year	Constructed (Miles)	Designated (Miles)	Improved (Miles)	Total (Miles)	2007	0	0	0	0	2008	0	0	0	0	2009	1	0	0	1	2010	0	0	17	17	2011	0	0	0	0	2012	3	0	3	6	2013	2	0	5	7	2014	5	0	0	5	2015	9	0	0	9	2016	1	0	0	1					
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<sup>7</sup> The first is the Tahoe Area Regional Transit (TART) system, which primarily serves North Lake Tahoe communities, and connects North Lake Tahoe users with the Truckee Train and Intermodal Depot. The second is BlueGo, which primarily serves Tahoe South Shore communities, and connects South Shore residents with Carson City and the Carson Valley in Douglas County. Transit Ridership is defined as the number of user trips of the transit system, including paid and complimentary trips, whether they are on a fixed route or demand-response.

**EDUCATION**

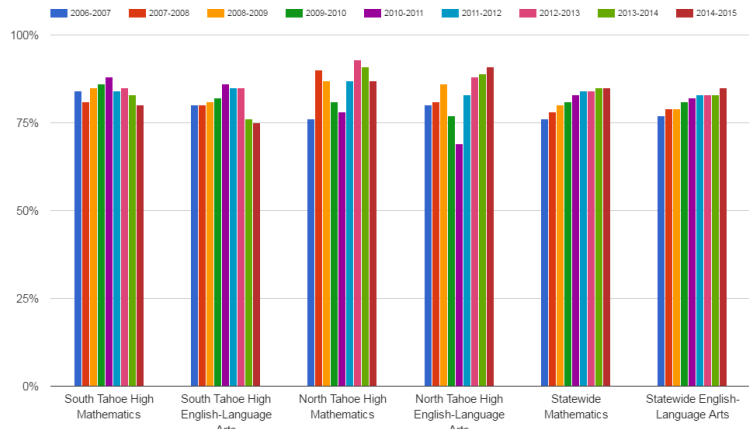
A good education empowers children to fulfill their dreams and become productive members of society. In addition, a highly skilled and educated workforce is a key driver of innovation and economic growth for a community. Communities with a higher number of employers requiring a diploma for most well-paying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

**Indicator**

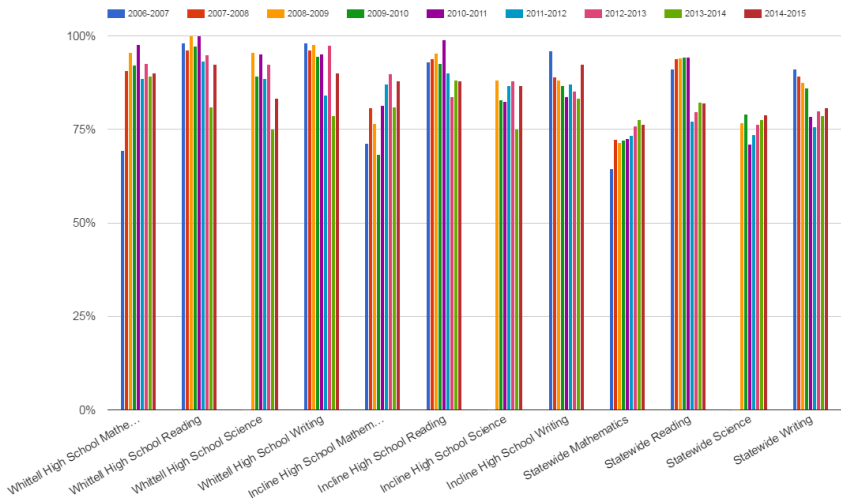
**High School Proficiency Test Scores**  
 Annual percentage of students in Tahoe Basin public high schools that pass the high school proficiency test.<sup>8</sup>  
*Sources: Nevada Department of Education, California Department of Education*

**Status**

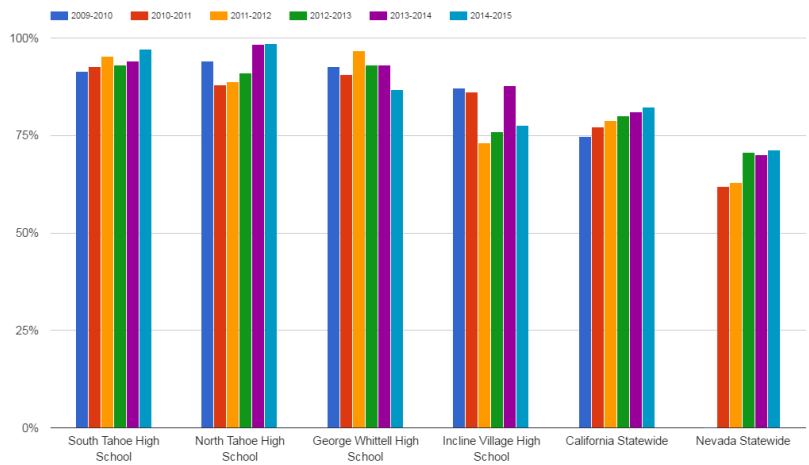
**California High School Exit Exam**



**Nevada High School Proficiency Exam**

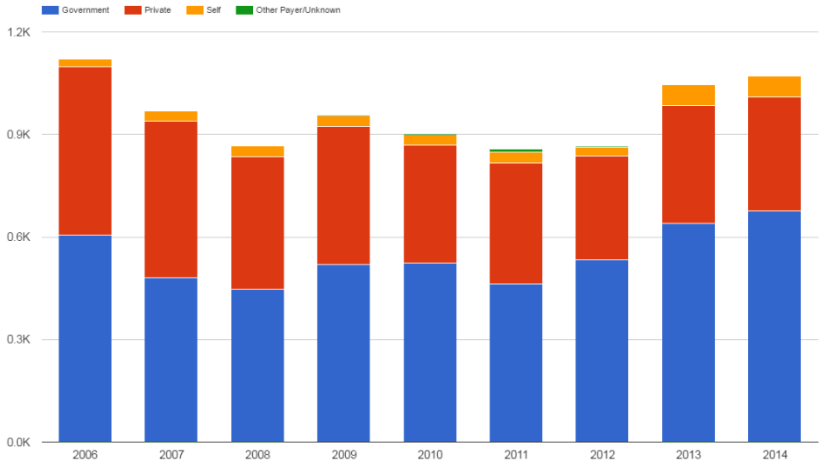


<sup>8</sup> High School proficiency tests are scored differently in California and Nevada and therefore data for each state is displayed separately.

Indicator	Status
<p><b>Graduation Rates</b> Annual cohort graduation rate of students from Tahoe Basin public high schools.<sup>9</sup> Sources: California Department of Education, Nevada Department of Education.</p>	<p><b>Graduation Rates</b></p> 

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

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

Indicator	Status
<p><b>Payers for Hospital Services</b> Annual total count of Tahoe residents discharged from hospitals in California serving Tahoe residents by expected source of payment. Source: California Office of Statewide Health Planning and Development</p>	<p><b>Total Patient Discharge by Payer Category</b></p> 

<sup>9</sup> Cohort graduation rates measure the percentage of students who enter high school and graduate within four years.

Indicator	Status																																																		
<p><b>Principal Diagnosis of Concern</b> Annual total count of patients discharged from Tahoe hospitals by principal diagnosis group.<sup>10</sup> <i>California Office of Statewide Health Planning and Development.</i></p>	<p><b>Patient Discharge by Area of Diagnostic Concern</b></p> <table border="1"> <caption>Patient Discharge by Area of Diagnostic Concern (Estimated Data)</caption> <thead> <tr> <th>Year</th> <th>Cancer</th> <th>Circulatory System</th> <th>Respiratory System</th> <th>Skin Disorders</th> </tr> </thead> <tbody> <tr> <td>2006</td> <td>210</td> <td>130</td> <td>100</td> <td>40</td> </tr> <tr> <td>2007</td> <td>185</td> <td>210</td> <td>80</td> <td>30</td> </tr> <tr> <td>2008</td> <td>150</td> <td>140</td> <td>100</td> <td>30</td> </tr> <tr> <td>2009</td> <td>155</td> <td>140</td> <td>120</td> <td>35</td> </tr> <tr> <td>2010</td> <td>155</td> <td>90</td> <td>110</td> <td>40</td> </tr> <tr> <td>2011</td> <td>115</td> <td>95</td> <td>130</td> <td>45</td> </tr> <tr> <td>2012</td> <td>95</td> <td>125</td> <td>130</td> <td>45</td> </tr> <tr> <td>2013</td> <td>70</td> <td>170</td> <td>140</td> <td>45</td> </tr> <tr> <td>2014</td> <td>90</td> <td>145</td> <td>165</td> <td>55</td> </tr> </tbody> </table>	Year	Cancer	Circulatory System	Respiratory System	Skin Disorders	2006	210	130	100	40	2007	185	210	80	30	2008	150	140	100	30	2009	155	140	120	35	2010	155	90	110	40	2011	115	95	130	45	2012	95	125	130	45	2013	70	170	140	45	2014	90	145	165	55
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<sup>10</sup> The California Office of Statewide Health Planning and Development (OSHPD) tracks 19 principal diagnosis group, but this indicator only reports on cancer, circulatory system, respiratory system, and skin disorder diagnosis groups. These groups were selected because they consistently have the highest total patient counts and/or they are the most relevant health conditions experienced by Tahoe residents.