

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, May 10, 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.

May 3, 2017

A handwritten signature in blue ink, appearing to read "J Marchetta", with a long horizontal flourish extending to the right.

Joanne S. Marchetta
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

May 10, 2017
9:30 a.m.

AGENDA

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

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

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

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

- IV. DISPOSITION OF MINUTES
- V. PLANNING MATTERS

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

**Discussion and
Possible Direction
to Staff**

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	B. Threshold Standard Assessment Methodology and Preliminary Findings	Discussion and Possible Direction to Staff	<u>Page 3</u>
VI.	PUBLIC HEARINGS		
	A. Amendments to Chapter 63, Fish Resources, Section 63.4 Aquatic Invasive Species of the TRPA Code of Ordinances, relating to watercraft launching and boating best practices	Recommendation	<u>Page 21</u>
VII.	REPORTS		
	A. Executive Director	Informational Only	
	1) 2017 First Quarter Report, January – March	Informational Only	<u>Page 51</u>
	2) Strategic Initiatives Monthly Status Report	Informational Only	<u>Page 69</u>
	B. General Counsel	Informational Only	
	C. APC Members	Informational Only	
VIII.	PUBLIC COMMENT		
IX.	ADJOURNMENT		

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline

March 8, 2017

Revised Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

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

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

Members absent: Mr. Donohue, Mr. Drew, Washoe Tribe representative

II. APPROVAL OF AGENDA

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

III. PUBLIC INTEREST COMMENTS

None

IV. DISPOSITION OF MINUTES

Mr. Teshara provided his comments to Ms. Ambler
Mr. Larsen moved approval of the February 8, 2017 minutes as amended.
Mr. Guevin seconded the motion.
Mr. Teshara and Mr. Trout abstained.
Motion carried.

V. PUBLIC HEARINGS

A. Draft – Linking Tahoe: 2017 Regional Transportation Plan/Sustainable Communities Strategy

Ms. Marchetta said the Transportation Initiative was one of seven that the Governing Board prioritized two years ago. This initiative has three components; Vision, Funding, and Measures. Today's presentation is focused on the long-term vision and the plan update that

looks out to the year 2040. TRPA is required to update the Regional Transportation Plan every four years. When this plan comes forward for adoption the Governing Board will represent three entities; the Tahoe Metropolitan Planning Organization, TRPA, and the California Regional Transportation Planning Authority. A timely approval is necessary as a predicate to the continued receipt of Federal Transportation funding. The second part of the initiative is related to funding which was discussed at the Governing Board retreat in February. At that meeting, there was a willingness to engage with the two states to convene a task force to start addressing some of the long-term funding strategies for Transportation. The third aspect is Measures, ensuring that the plan has the intended results. It will be completed after the adoption of the Regional Transportation Plan.

TRPA team member Ms. Beryl provided an overview of the Regional Transportation Plan (RTP).

A goal of the plan is to better manage congestion by providing seamless round the Lake transit service that is free and frequent to the user, connect trail systems, use technology to provide real time information on parking availability, bus arrival times, travel times to destinations, and more alternative fuel charging stations. This long-term vision addresses the Tahoe Basin and Northern California and Nevada "megapolitan" regions.

Our roadways are geographically constrained; therefore, we need to more efficiently manage the roadways and provide park and ride locations. Through the implementation of the RTP there will be approximately 17 corridor revitalization projects around the region.

Today, most routes have a one hour service, there are limited recreation site services, no year-round north and south shore connections, and limited interregional service. Through the implementation of this plan, the goal is to see 30-minute frequency on most main routes, new services from Meyers to Stateline, new and expanded service to Truckee, increased and new service to recreational sites, free to the user transit on all in Basin services, and increased but still limited interregional services.

Active transportation facilities include bike lanes, shared use paths, crosswalks, and sidewalks for safe and convenient access. Through implementation, there will be 25 miles of additional shared use paths, 20 of those miles are within the next four years and already have secured and guaranteed funding. This will be coupled with innovation and technology by applying alternative fuel charging infrastructure including hydrogen cells, electric vehicle and zero emission vehicles. It also means providing real time information on changeable message signs, on mobile phone apps and online.

Newer data states that there are nearly ten million vehicles entering the region annually. By knowing where people are going, services and programs can be better planned. The focus needs to be on creating connections from town centers and neighborhoods to recreation sites. Outreach was done to over 800 public participants through surveys, community workshops, door to door visits, and multiple association meetings. In addition, four stakeholder meetings were held to discuss opportunities, challenges, and solutions by corridor and had over 50 technical advisory committee members who reviewed goals,

policies, and projects.

In 2012, they looked at walkable, bikeable neighborhoods. In 2017, the focus is on the Discover Tahoe travel behavior pattern; mid-length trips from town centers and neighborhoods to a recreation site. The Visit Tahoe travel behavior pattern is the longer distance trip of visitors and commuters traveling in and out of the region to visit Lake Tahoe. Fifty-five percent of trips are in that Discover Tahoe, mid-length distance trips, there are three different types of users; residents, visitors, and commuters. Lake Tahoe is a mountain resort destination and does not have a typical commute pattern.

Services need to be dynamic to the amount of people that are here in the region by planning for infrastructure and services for improved transit, trails, and technology. Those need to be coupled with transportation demand management incentive programs through the use of technology and partnerships with private and public entities and non-profits.

State, Federal, and Regional Agencies requires reporting on the performance measures, this plan does report on the existing performance measures. National best practices will be reviewed to ensure that the best measures are used for success.

The Advisory Planning Commission Transportation Measures Working Group is developing a transportation measures white paper to include industry's best practice. The APC will submit a proposed work plan for this initiative to the Governing Board for consideration and adoption in July. Funding is also a major focus of the plan, in addition the plan provides for incremental progress toward the long-term vision.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-V.A-Regional-Transportation-Plan.pdf>

Commission Comments & Questions

Mr. Hymanson asked how much funding is needed to implement the Regional Transportation Plan.

Ms. Beryl said they are required to have both a fiscally constrained and unconstrained list. The constrained list is what they see as foreseeably available funding. Some of that is annual formula funding and some of it is discretionary funding, where they would have to apply for it. The unconstrained list includes their long-term vision with high level estimates needed to implement that vision.

Mr. Hymanson asked if those totals for the constrained list is in the millions or billions.

Ms. Beryl said transit, trails and technology amounts are in the millions, however, looking at the constrained list as a whole, the amount is in the billions.

Ms. Hill asked if there is anything in the Regional Transportation Plan for private transportation incentives.

Ms. Beryl said after the Regional Transportation Plan is approved staff will conduct a stakeholder process where they will review national best practices in transportation demand management that includes financial incentives, discounts, etc. Additionally, the transportation trip planning tool will include a public private partnership to include financial incentives and other types of items.

Ms. Hill said she was referring more to the private relationships. For example, if someone wanted to fund the replacement of the Tahoe Queen service to Emerald Bay with waterborne transit, she asked if that would something that TRPA could approve and could the environmental review process be streamlined.

Ms. Marchetta said staff would accept an application for review if a private partner submitted one that was within TRPA's jurisdiction.

Public Comments & Questions

Jennifer Quashnick, Friends of the West Shore said there is a lot of encouraging information in this Regional Transportation Plan and it is laid out well. On a recent Sunday afternoon, the City of South Lake Tahoe issued a traffic alert stating that traffic from the Y to Meyers was four hours. They were encouraged by the Board's discussion at the retreat to look at more aggressive, less politically desirable solutions such as a Basin road user fee. They suggested that this be started soon because it will be a long-term process to get buy ins and the resources to do that. The adaptive roadway management also looks like a promising way to help but is on the unconstrained project list because of funding and buy in.

Shannon Eckmeyer, League to Save Lake Tahoe said they will submit written comments before the March Governing Board meeting. They are excited about the Regional Transportation Plan and feel it will provide a road map for local jurisdictions with area planning and corridor planning for the Tahoe Transportation District. It will also provide the League with funding needs that they can use to lobby in Washington DC and Sacramento to bring sustainable funding to Lake Tahoe to improve public transit. They are in support of the parking management strategy and a Basin entry fee. Their comments will also suggest an interim not net vehicle miles traveled policy. Although, the Advisory Planning Commission working group, the Development Rights working group, and the Regional Transportation Plan are all long-term strategies to look at the transportation and traffic issues in Lake Tahoe, however they feel this type of policy should be adopted now. This does not mean a moratorium, it means appropriate redevelopment within town centers and innovative solutions for mitigation if there is increased traffic associated with redevelopment.

Commission Comments & Questions

Mr. Hymanson asked if the Governing Board's direction to staff to work with both states on funding strategies, includes working with local governments and considering "out of the box" solutions or funding mechanisms.

Ms. Marchetta said yes.

Mr. Teshara said what he has observed at some of the Regional Transportation Plan presentations is that people want more detail on items such as transit and the transportation corridor plans around the Basin. There are several plans that come out subsequent to this, that will integrate and be part of the transportation picture. Currently, the Tahoe Transportation District is finalizing the Lake Tahoe Basin Transit Master Plan which gets to the Discover Tahoe part of this where there is now data that shows where people are coming from and going to. There is more detail to come in the Transit Master Plan, as well as the corridor plans. It is a comprehensive multimodal review, not just looking at one type specific transportation, but rather the whole picture. He is encouraged by where we are at right now and feels they are turning the corner with technology being a large part of it.

Ms. Beryl said the Environmental Improvement Program (EIP) Tracker shows every project in the Regional Transportation Plan with descriptions and funding needed to deliver the project.

Mr. Weavil asked what are the long-term ideas for travel between the Bay Area, Sacramento, and Lake Tahoe.

Ms. Beryl said on the constrained list, this plan includes increasing frequency on interregional transit service from Sacramento, the Bay Area, and Reno. Some of the longer-term visions are to increase passenger service on rail and provide mobility hubs at airports and strategically placed locations within cities. Adaptive roadway management would also help to make using transit more attractive. For example, holding traffic during certain times to give busses priority to pass through the traffic. This is a way to operate more efficiently and encourage alternative modes of transportation.

Ms. Marchetta said that will be the focus in 2021. This year staff is starting to do outreach with the partners of other Metropolitan Planning Organizations and Council of Governments across Northern Nevada and California to build the dialogue of how to work together on this.

Ms. Hill said Incline Village has a Facebook page that has information about road conditions, carpooling options, etc. She asked if the Regional Transportation Plan will have anything like that.

Mr. Beryl said social media can be a transportation trip planning tool that crowd sources information. Staff is looking at the different functionalities that this could provide.

Mr. Hester said at the Metro-North Tahoe Gateway Workshop one of the ideas discussed was how to fund an information site that had travel options from the Bay Area and Sacramento to Lake Tahoe on bus, Amtrak, Ride Sharing, etc. This could possibly be less than \$100,000 to develop. There are a lot of out of the box ideas that are affordable and would provide better information.

Ms. Carr said the Nevada Division of Environmental Protection in Carson City installed a vehicle charging station and learned that if they allowed the public to use that charging

station and charged them for the power, they became an electric utility regulated by the Public Utilities Commission. They have chosen to absorb that cost of electricity which could be several thousands of dollars per year. It should be taken into consideration what types of incentives are being used that could offset costs for these types of investments.

Ms. Beryl said TRPA has received a number of grants to help with Plug in Electric Vehicles readiness planning and are now moving into an implementation phase. They are taking a systematic approach to identify barriers or challenges.

Mr. Hester said when the Plug in Electric Vehicles plan was announced, there were a number of private charging providers that offered to put in chargers once locations are selected.

VI. PLANNING MATTERS

A. Review and Recommendation on Work Plan for the Transportation Measures Working Group

TRPA team member Ms. Maloney provided an overview of the performance measures for the Transportation Strategic Initiative.

TRPA received significant feedback on the vehicle miles traveled standard during the development of the 2015 Threshold Evaluation. The Regional VMT standard establishes a goal of a ten percent reduction in regional daily VMT from the 1981 values. The standard was assessed as in attainment and has been assessed as in attainment since 2007. Stakeholder feedback contained recommendations for additional VMT base standards and suggestions for how VMT could be used to evaluate projects and guide policy. The feedback was motivated by a suite of concerns and range from water quality to noise to other concerns for which stakeholders perceived the VMT standard to be the closest surrogate. Recent federal legislation has also prompted renewed thinking about how performance can be measured for transportation planning. Tahoe's designation as a Transportation Management Agency; "big boy Metropolitan Planning Agency" under the Fixing America's Surface Transportation Act requires development of a congestion management process and additional strengthening of our performance based planning framework. Additional California State requirements are also changing the transportation measures discussion and landscape. On February 22, 2017, the Environmental Improvement Program Committee endorsed the creation of a working group to address these multiple needs around performance measures for transportation. They endorsed that the TRPA Advisory Planning Commission be the convening body for this working group. The working group was charged with surveying the transportation measures landscape to identify state of the practice for measuring and reporting on transportation related issues. They asked that the working group engage transportation experts and planners at Federal, State, Regional, and local levels and for the group to provide a white paper by the July 2017 Governing Board meeting.

During the drafting of this work program staff started with comments from the Governing Board's Environmental Improvement Program Committee meeting on January 25, 2017,

comments from the Advisory Planning Commission's February 8 workshop, and considered the project schedule and available staff resources.

The mission statement is to survey the transportation landscape to compile data and concepts on transportation measures and prepare a white paper that can be used to inform future transportation policy decisions including those related to congestion management. Staff recommends that the working group be comprised of all the Advisory Planning Commission members, one representative from the environmental community and one from the business and tourism community. Members of the community not included in the working group will be encouraged to participate in this process.

The taxonomy; categories, values, or goals is what the survey of the landscape will address. The taxonomy is the framing of the white paper, it was developed through looking at federal transportation goals and measures, other transportation planning organizations such as the Sacramento Council of Governments and Washoe Regional Transportation Commission, and the TRPA Bi State Compact and Regional Plan Goals and Policies. The proposed taxonomy is broad and inclusive to service as functional categories for the white paper and focused to facilitate a Tahoe centric review.

The follow seven categories are proposed by staff:

- Air Quality (greenhouse gas emissions measures)
- Water Quality (pollutant loading)
- Reliance on Automobile (transit ridership and mode share)
- Safety (crashes and fatalities)
- Congestion (levels of service)
- Quality of Life (travel time to work and visitor experience)
- State of Good Repair (infrastructure and pavement condition)

A key component of the survey will be engagement and outreach to experts such as transportation professionals and other organizations in the transportation field. Federal, State, Regional, local and other organizations have been identified to serve as sources of measures. This list is a representative sample of the organizations from every level of government and planning.

Presentation can be viewed at:

http://www.trpa.org/wp-content/uploads/Agenda-Item-No.VI_A-Transportation-Measures-Working-Group.pdf

Commission Comments & Questions

Mr. Larsen said the draft work plan reflects what was discussed at last month's meeting.

Mr. Hymanson asked how the Transportation Measures Working Group will integrate with the Advisory Planning Commission members.

Ms. Maloney said the Advisory Planning Commission regular meeting would adjourn and then reconvene as the Transportation Measures Working Group with the additional members participating at the table.

Mr. Teshara said it will be the same as what was done for the residential allocations working group.

Mr. Hymanson said the list under taxonomy is a complete and good list. He asked if there has been any discussion on the architecture beyond the list of these seven items.

Mr. Hester said Agenda Item VI.C, Advisory Planning Commission role and Threshold Assessment may answer that question.

Mr. Hymanson said in terms of the taxonomy it is good to have a list of individual items but it would also be of value to put thought into how those interact and is there a need to have a way to roll it up to a higher order. For example, the natural environment and the human environment.

Mr. Larsen said he had suggested side boards at the last meeting. He agreed that more work can be done to figure out if there are better ways to integrate. He looks forward to flushing this out and better integrate and discuss this in the larger threshold conversation.

Mr. Hymanson suggested staff contact the Colorado Department of Transportation. He feels they have parallel habitats and issues.

Ms. Maloney said staff will add the Colorado Department of Transportation to the list. The interactions between these different categories is something that they should be keeping in mind and if it makes sense and resources allow, she agreed that the interactions between different categories should be added in whatever way they can.

Mr. Teshara said some of that may come from talking to others who have best practices in place about how they have integrated some of these items.

Public Comments & Questions

Jennifer Quashnick, Friends of the West Shore said they look forward to collaborating with this working group. In terms of the taxonomy and trying to figure out how items may be grouped; there might be an environmental grouping with air quality, water quality, noise, and other potential impacts that might come up.

Shannon Eckmeyer, League to Save Lake Tahoe said the League supported this work plan. They suggested outreach to the following entities the Colorado Department of Transportation, the Metropolitan Planning Organization for Aspen Colorado, California Office of Planning and Research, the Natural Resources Defense Council, City of San Francisco, City of Pasadena, and the Institute for Transportation and Development Policy.

Commission Comments & Questions

Mr. Teshara suggested that the California Association of Councils of Government be added.

Ms. Carr suggested Zion and Yosemite National Parks be added.

Ms. Maloney proposed collapsing air quality and water quality into an environmental category and include air quality, water quality, and noise as examples. This would leave options for additional environmental measures if they come up. She suggested adding evacuation measures as an example under the safety category. All suggestions received to date from the League to Save Lake Tahoe, Ms. Quashnick, and the Advisory Planning Commission will be added to the work plan. Any additional suggestions that come up can also, be included in the white paper as well.

Mr. Larsen made a motion to recommend the Work Plan as amended by comments made at today's meeting and Ms. Maloney's suggestions listed above.

Mr. Esswein seconded the motion.

Motion carried unanimously.

B. Development Rights Strategic Initiative Status Report

TRPA team member Ms. Cannon provide an overview of the Development Rights Strategic Initiative Status Report.

This initiative looks at "commodities" needed for residential, commercial and tourist lodging development. TRPA has a Transfer of Development Rights program to steer new development outside of the rural environmentally sensitive areas into the town centers.

Advisory Planning Commission member, Mr. Trout and Ms. Merchant from the Placer County Executive Office are the APC representatives on this working group. PlaceWorks Consulting Team was also selected to assist the working group. The working group has had three meetings since last Fall.

Accomplishments have been to establish a mission for the initiative and a scope of work. The working group selected and refined criteria and goals for how the alternatives will be evaluated.

Mr. Pruetz, Planning and Implementation Strategies provided an overview of the best practices.

Transferable Development Rights (TDR) are a mechanism for steering development from a place you want to conserve to a place where you want to develop. Developers get to build up to a minimum threshold in the receiving area, but to exceed that threshold, they have to contribute to environmental protections in the sending area. It is a suspicion that the

Transferable Development Rights program is one of the hindrances to the revitalization of the town centers. The Tahoe system is one of the most complicated systems in the nation.

The Best Practices Report looked at dozens of programs throughout the United States. They narrowed it down to 24 features that were most relevant to the problems in the Tahoe Basin. Some of the issues heard are that it is too costly for developers and there is too much uncertainty. The 24 features were put into five groups:

1. Development Rights Costs (1-15)
2. System Complexity (16)
3. Improve Predictability (17-18)
4. Increase Flexibility (19-20)
5. Workforce Housing (21-24)

They used the last Development Rights Working Group meetings to create four subgroups including one that was composed of community members to define the features to be put into alternative packages that should be subject to additional study. Particularly additional economic analysis.

All four groups identified taking all the existing commodities with the exception of the land capability transfer program and make them into a single currency such as a development credit (feature 16). The benefit to that is it would reduce the complexity and create a larger market.

Another item suggested for further analysis was to eliminate the local veto of the inter-jurisdictional transfers (feature 17). Local Governments have the ability to not allow the transfers outside of their jurisdiction. A few of the subgroups wanted to dispose of that regulation altogether and a couple of them agreed to have that but suggested setting up some safe guards. The suggestion was to have at least enough leftover so each jurisdiction could complete and accomplish its own local planning.

There were three of the four groups that agreed to look further into density transfer charges; cash in lieu (feature 2). Instead of the developers bringing actual commodities or Transferable Development Rights to the table, they could decide to write a check. If the amount of that check is known in advance, it is helpful to the economic analysis for the projects. There is a strong likelihood that if the banks are going to be selling the Transferable Development Rights for less than cost, there will need to be mechanisms to fund these banks.

All four groups agreed to increase reliance on non-Transferable Development Rights sources to fund preservation (feature 7).

At least two of the four groups agreed upon to sell Transferable Development Rights bank commodities at prices that developers can afford (feature 1). This would help address the Development Rights Costs to make the public entities "banks" be able to buy transferable

development rights “commodities” and hold them and sell them at prices developers can afford.

Another way of generating cash for the Transferable Development Rights banks (currently a TDR is required for an additional or bonus dwelling unit) is to create a threshold within an individual residential unit. To exceed that one would have to buy Transferable Development Rights or would have to pay the Density Transfer Charge (DTC) or cash in lieu. This in reference to Feature 9, allow bonus floor area for individual dwelling units.

Set area-specific Density Transfer Charge requirements for bonus density (feature 4). Some agreed that they should look further during the economic phases analysis.

There is at least one program in the United States that defers the time at which a person would have to bring a TDR or pay the Density Transfer Charge to actual closing of the development product that was built with that TDR. The bonus for the developer is that they not have the carrying costs. This is in reference to Feature 12, optional deferral of DTC compliance until lots are sold.

Transferrable Development Rights banks discounts the sale price for bonus workforce and affordable housing units (feature 24). The Transferrable Development Rights program is considered to be constraining the development of affordable housing. Some programs sell TDR's to developers at reduced price if that TDR is being used to create a bonus affordable unit. Some felt this should be explored more.

The groups were split on the use Transferrable Development Rights as a matter of right, with less discretionary review (feature 18). In general, the developers often don't know until the last vote, whether their project is going to be approved, if there is going to be additional costs imposed, or the project may be changed.

Some of the features generated from these sub groups that were not part of the 24 features.

If the banks are subsidizing the price of Transferrable Development Rights, maybe there is a way to recapture those costs after the project that used the TDR's is done and producing profit. It could be informal such as getting more real estate tax base or transient occupancy tax or in a formal manner such as a development agreement that would include repayment in a specified amount of years.

There is a lot of concern amongst the Development Rights Working Group of the problem of the conversion of tourist lodging into defacto affordable housing. The question was how to address those high priority sending sites. One idea was to give them more Transferrable Development Rights to sell. It was also suggested to combine it with the environmental restoration authority that exists with TRPA and the California Tahoe Conservancy. To the extent possible some of these ideas could be tested through pilot programs. Another comment from the group was that this is a cap and trade system; there is not a lot of excess

development capacity in the system and maybe the system should allow more TDR's for free.

There were many ideas to incentivize work force housing. If in fact we are going to be addressing some of these issues of moving people out of affordable housing that was formally created by tourist lodging, there needs to be housing that these people can move into. There may be some procedural items needed such as granting more authority for the California Tahoe Conservancy to operate in non-wetland areas.

Commission Comments & Questions

Ms. Hill said that the Density Transfer Charge (DTC) seems like anyone willing to write a check could develop whatever they want. The point of the commodity transfer is to keep a limit on the amount of development.

Rick Pruetz, Planning & Implementation Strategies said the 25 programs that he is aware of that use the Density Transfer Charge (DTC) approach don't have the concerns that the Tahoe program does with dealing with a development cap that must be maintained. It may work in Tahoe if there is a strong belief that when the developer is "writing this check", you could preserve the land that is being granted. You could buy the Transferrable Development Rights (TDR) that is represented in that receiving site project, or there are banks that could have a rich inventory of all the TDRs that the DTC is written, and whether or not it covers the full cost of what the Transferrable Development Rights spent to buy those, the TDR bank then extinguishes those TDRs. That accounting system would stay intact. There has to be a mechanism to ensure that if there is a DTC program, it is doing the same as a TDR program would do.

Ms. Hill asked why the development rights aren't being transferred if they are going to be eliminated from the sending parcel.

Mr. Marshall said it is similar to excess coverage mitigation fee. There is an option on site to mitigate excess coverage either by retiring them onsite, offsite retiring, or paying the fee. That fee is then used to retire coverage elsewhere in the Basin by the California Tahoe Conservancy or Nevada State Lands. You would have to utilize the proceeds from the fee to meet the cap policies, whether it is reduction coverage, reduction in a tourist accommodation unit, or whatever units are being built or their equivalents.

Rick Pruetz, Planning & Implementation Strategies said the payments will go the banks to buy the commodities.

Mr. Larsen asked if there was analysis done and is it accomplishing the goal. He said many people have concerns that residences are being used as tourist accommodation units and not actually being accounted for as such. If tourist accommodation units were established as a way to manage visitor ship and development rights were established to accomplish some degree of environmental protection, development, and rate control. He asked where are we and how is the system functioning to achieve that goal, have those goals shifted and how

does any adjustment in the system begin to accomplish and achieve the benefits?

Rick Pruetz, Planning & Implementation Strategies said the question of whether the tourist accommodation units be required of Airbnb, etc. will be addressed by a different committee. They are unsure if it is accomplishing what is it supposed to until they do the economic studies on how much developers can contribute to further environmental preservation. There is a good chance that it is not as much as having them accomplish what this program hoped in the beginning, but he believed that the economic study will find that they can help out in some respect. He feels that it is worth looking into maintaining the Transferrable Development Rights program in order to get as much bang for the buck as out of the development process. There are many needs and you have to look at every resource you can.

Mr. Hester said the Development Rights Working group asked staff to look at the adopted local and regional plans and convert that to how many development rights there are and see if the local plans could substitute for a development rights system.

Mr. Marshall said part of the ranking criteria of the selection of the measures, eventually include effectiveness.

Mr. Larsen said there is a concern and perspective that the system was established to control the rate and extent to some degree. Whether or not that is necessary, warranted, or otherwise achievable or has been achieved, it brings us to the larger question of the efficacy and value of the system holistically.

Mr. Guevin asked if there are different banks for different areas of the region for how the development can be laid out as a regional approach.

Rick Pruetz, Planning & Implementation Strategies said there are banks in operation, but they are limited. What is envisioned by some of these features is a more robust system that gets funded by different sources, including additional public funding from the same avenues that are used for any other programs. For example, if there was a threshold with an individual residential unit, we do not know what the demand for that is but it could be quite great and would be an additional way of funding the work of the bank. This would be needed if they are selling these at a loss.

Mr. Guevin said he is concerned that the developers that have the money, "have the money" and those people that don't have the money, "do not." There are single family homes that are subdivided four to eight times to accommodate affordable housing. There are dangerous situations occurring when landlords are splitting their duplexes into fourplexes. We need the local workforce to have affordable housing available.

Mr. Hester said there is a housing task force that has been created by the local governments that has convened meetings and are addressing those issues. When you get out of the Basin, commodities are referred to as Development Rights.

March 8, 2017

Mr. Trout said the Development Rights Working group is great and is appreciative that he is working with them.

Ms. Cannon said there is a fact sheet eight that is located on the project website that outlines their goals.

Ms. Cannon said the Fiscal Impact Analysis was initiated after TRPA was awarded a grant from the California Strategic Growth Council for technical assistance in the form of consulting services to perform a fiscal impact analysis on various land use scenarios. Normally there would only be allowed to have one local jurisdiction for this analysis, a request was granted to have two local jurisdictions so that the analysis would be more broadly applicable. The Development Rights Working Group will look at the City of South Lake Tahoe and Placer County. This analysis will look at the long and short term revenue shifts for the public sector for different land use scenarios. The working group will review the status quo growth that has been seen over the past couple of decades and the second land use scenario is town center development where there is more infill development in the centers. The last scenario to be addressed is less development with a buyout program. It is anticipated that the results will be available in April.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.B-Development-Rights-Working-Group-1.pdf>

Commission Comments & Questions

Mr. Hymanson under the analysis of the three different scenarios; Existing (baseline), Compact center development, and less development (Buyout), is that land retirement without further development of that land?

Ms. Cannon said that is correct. It is looking at the Transferrable Development Rights bank buyout program.

Public Comments & Questions

None

C. Advisory Planning Commission Role in Threshold Assessment

Mr. Hester provided an update on the Threshold Update Initiative and the Advisory Planning Commission's role in the Threshold Assessment.

The assessment phase will be to create a knowledge base of informed decisions about the strengths and weaknesses of a standard and the data behind the standard. The assessment will be done through smart criteria; specific, measurable, attributable, relevant, and time bound.

The prioritization phase will be worked through incrementally based on priority.

The update phase will include the substantive work to update the prioritized measures within the groups. This will be a 12-step process.

March 15, 2017, staff will provide the Tahoe Science Advisory Council a revised Threshold assessment that incorporated their initial feedback. On March 27, the Council will be considering the revised assessment. Staff will start to work with key partners on April 3 to look at the individual standards through that smart analysis format. On May 4, staff will take this to the Tahoe Interagency Executive (TIE) Steering Committee. The Advisory Planning Commission will review the draft assessment on May 10. From May 10 to June 14, the Advisory Planning Commission and the public will be invited to engage on this assessment. On June 14, the Advisory Planning Commission will have review of the final assessment and prioritization.

Presentation can be viewed at:

http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.C-APC_Threshold-Assessment.pdf

Commission Comments & Questions

Mr. Hymanson said there is a Threshold assessment that looks in depth at the existing set of Threshold standards and then the Tahoe Science Advisory Council is going to launch an effort to look at other systems to see how they address any issues in a programmatic and ongoing way. He cautioned that if the current system is being assessed in a vigorous way and being compared to other systems, it can either come together and integrate and result in recommendation for change or they can collide. It becomes particularly tricky with managing expectations.

Mr. Hester said staff is receptive to any suggestions. To keep this moving we need to start “eating the elephant one bite at a time.”

Public Comments & Questions

Jennifer Quashnick, Friends of the West Shore asked that the Threshold assessment report is issued for public review as soon as possible.

VII. REPORTS

A. Executive Director

- 1) Strategic Initiatives Monthly Status Report
No further report.
- 2) 2016 Annual Report

Ms. Marchetta provided some of the highlights of 2016 Annual Report.

Environmental Improvement Program: Last year there were significant steps to renew the foundation of the EIP with the successful Presidential Summit and the passage of the Lake Tahoe Restoration Act (LTRA) in December 2016. President Obama's comments placed Lake Tahoe among the most important large landscape restoration initiatives and worthy of federal attention. The LTRA gave us the means to continue that renewed federal commitment with an authorization of up to \$415 million over the next seven years. We are already positioning in Washington, D.C. for the future appropriations. On the ground EIP progress; there are hundreds of projects, with many underway and some already completed.

Forestry: Forest Health is being evolved to the next generation. In response to the dead and dying trees in the Sierras the (Bi State) Tahoe Tree Mortality Task Force was developed as an offshoot of the California statewide task force. Planning for the long-term forest resilience, the Lake Tahoe West collaborative was formed with TRPA, California Tahoe Conservancy, and the US Forest Service as part of the core team.

Current Planning, Compliance and Enforcement, and Research and Analysis are moving TRPA into automation and technology improvements. Work is being performed better, faster, and more streamlined. We are moving into online permitting. Converting paper transactions into electronic versions, real time permitting and authorizations in the field and starting digitizing Mylar maps last year. The Welcome Mat Initiative coordinates with external governments and agencies to streamline the permitting process. The 2015 Threshold Evaluation Report was completed and confirmed that the Basin is experiencing steady incremental progress toward the environmental goals. The goal is to make the Threshold Evaluation available in real time. In 2013, quarterly and annual reports were being created. We are on track and on schedule with all of our strategic initiatives; Development Rights, Stormwater, Shoreline, Aquatic Invasive Species, Threshold Update, Forest Health and the Transportation initiative.

The Placer County Tahoe Basin Area Plan was the fourth Area Plan to be adopted along with the approval of the Tahoe City Lodge Project.

B. General Counsel

Mr. Marshall said the use of your personal device in your official capacity does not protect any communication relating to your duties as a TRPA Advisory Planning Commission member. For emails, he recommended using an account that is only used for TRPA business or always copy your public account if you conduct any business on your personal account.

C. APC Members

Mr. Hymanson said the second meeting of the Tahoe Science Advisory Commission will be held on March 16, 2017. One of the topics will be the Council's part in the Threshold Update Initiative and assessment.

ADVISORY PLANNING COMMISSION

March 8, 2017

Mr. Guevin said the Tahoe Fire and Fuels Team (TFFT) and their Fire Public Information Team (Fire PIT) will be holding the Angora Fire Summit on June 24, 2017 as part of the ten-year anniversary of the Angora Fire.

Mr. Teshara said two of the six bills (SB197 and SB 198) addressing Nevada's share of the Environmental Improvement Program that came out of the Tahoe Oversight Committee during the last interim is being heard today at the Senate Committee on Government Affairs hearing.

VIII. PUBLIC COMMENT

None

VIII. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 11:56 a.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board

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

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

April 12, 2017

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

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

Members present: Mr. Buelna, Ms. Carr, Mr. Drew, Mr. Esswein, Ms. Ferris, Mr. Guevin, Ms. Hill, Ms. Krause, Mr. Larsen Mr. Plemel, Mr. Teshara, Mr. Weavil, Mr. Alling

Members absent: Mr. Donohue, Mr. Hitchcock, Mr. Hymanson, Ms. McClung, Mr. Trout, Washoe Tribe Representative

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

Mr. Teshara introduced the new Advisory Planning Commission, Douglas County Lay Member, Mr. Alling.

II. APPROVAL OF AGENDA

Mr. Hester suggested that agenda item VI.A is heard before item V.B.

Mr. Larsen moved approval.
Ms. Carr seconded the motion.
Motion carried unanimously.

III. PUBLIC INTEREST COMMENTS

None.

IV. DISPOSITION OF MINUTES

Mr. Teshara suggested the following two edits: Page two, fifth paragraph; "The goal is to see 30-minute frequency..." and on page three, fourth paragraph; "The Advisory Planning Commission Transportation Measures Working Group is developing a transportation measures white paper to include industry's best practice. The APC will submit a proposed workplan for this initiative to the Governing Board for consideration and adoption in July.

Funding is also a major focus of the plan, in addition the plan provides for incremental progress toward the long-term vision.”

Mr. Marshall staff will review the recording and take Mr. Teshara’s suggestions under consideration. The March 8, 2017 minutes will be brought back to the May meeting for approval.

V. PUBLIC HEARINGS

A. 2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy and Amendment of Regional Plan, Transportation Goals and Policies

TRPA team member Ms. Beryl provided an overview.

This plan provides policy direction and opportunity for discussions about how the roadways are managed and funding is prioritized to get accelerated improvements for an efficient transportation system to better manage congestion at high use destinations and connect town centers and neighborhoods to recreation destinations.

Outreach over the 30-day comment period included advertising six times in three newspapers, a social media campaign, five public hearings, 14 association meetings, and one on one stakeholder meetings with some of the partner agencies.

Some of the consistent comments were the need for better connections with the neighboring regions; a key component of the plan is to build mega-regional partnerships to better address the visit Tahoe travel behavior pattern to leverage funding and projects. Increased frequency, not only to 30 minutes but to 15 minutes and free to the user transit was another consistent comment. Many of the comment letters complained about the congestion during peak periods, and supported adaptive roadway management. Parking received mixed comments; some felt more parking was needed, while others believe there should be more aggressive parking management strategies. Comments were made about a no net VMT policy which is not being recommended at this time. Staff encouraged the Advisory Planning Commission Transportation Measures Working Group to continue to address vehicle miles traveled. There were suggestions for more bike racks on buses, better bus stops, and to build out the active transportation network.

Policies were updated and refined to address comments received such as adding transit oriented development and a new policy indicating where prioritization needs to be for funding, projects, and planning time. There were questions regarding the appropriateness of the analysis baseline and integration of the best available information. It was confirmed that there was no significant impact associated with the adoption of the Regional Transportation Plan. Staff did better directing to specific sections of the document. Questions about projects were directed to the Environmental Improvement Program Tracker in addition to connecting the public with the project implementers. Multiple funding requests have been submitted to move some of these projects into the formal planning phases to see accelerated implementation particularly on adaptive roadway management.

The Regional Transportation Plan will be heard by the Tahoe Transportation Commission on April 14 for recommendation of approval to the Tahoe Metropolitan Planning Organization Board and will seek TRPA Governing Board action on April 26, 2017.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No-V.A-Regional-Transportation-Plan.pdf>

Commission Comments & Questions

Ms. Carr said that all the efforts being put into this Regional Transportation Plan is making a difference.

Public Comments & Questions

Jennifer Quashnick, Friends of the West Shore and Tahoe Area Sierra Club said there are a lot of good things in this Regional Transportation Plan that they can support. However, they had a lot of detailed comments and recommendations that were not addressed and are concerned about the public process. The funding deadline has been known for a while and with the release of draft plan in February it has left a truncated public process with little time for staff to receive and address public comments. It appears the plan has put off addressing some of the traffic issues. The Lake Tahoe Air Quality Research Scoping Document published by TRPA in 2000 talks about the impacts of vehicle miles traveled on air quality, the environment, and the community. Some of the recommendations in the document is being presented again today. We need to be more aggressive with some of the measures that have been talked about for years.

Carl Hasty, Tahoe Transportation District said they need to be aggressive about the direction of transit if they want it to make a difference. TRPA has the position to lay out what needs to be accomplished, but are not in control of accomplishing them and needs partners such as the Tahoe Transportation District, local governments and the California and Nevada Department of Transportation to get these projects on the ground. This is a good opportunity to work together moving forward. He said the Tahoe Transportation District supported the Regional Transportation Plan.

Commission Comments & Questions

Mr. Teshara said he read the Friends of the West Shore and Tahoe Area Sierra Club letters dated March 22 and April 10, 2017.

Ms. Carr asked if Ms. Quashnick feels that her comments have been addressed by staff.

Mr. Teshara said there is staff response to comments in the packet today.

Mr. Marshall said what is critical is that the Advisory Planning Commission has heard their

comments in terms of the APC's consideration of the Regional Transportation Plan. If there is a response from staff that the APC feels they have not seen or would like to see again, staff will provide that. This is not like an environmental impact statement where there is a requirement to respond to comments. There is not a requirement for the public to see the responses to their comments so they can respond again in this context, it is more that the APC feels that they have an adequate basis to move forward with a decision.

Ms. Hill asked how new projects are being addressed in relation to decreasing trip generations.

Mr. Marshall said the analysis shows that the implementation of the Regional Transportation Plan reduces trips. One of the objectives is to reduce reliance on the automobile, In the course of individual projects, there may be an individual project that has an increase in trips. There are mitigation fees that apply to that and can be addressed through the environmental document if it is a significant increase. Looking at the range of the policies in the plan and the projects that are identified in the constrained and unconstrained lists, as a whole they function to reduce trips and vehicle miles traveled. It is agreed that these projects need to happen faster, but there are practical realities of getting projects funded and put on the ground.

Ms. Hill asked if it is correct that the Regional Transportation Plan will offset any additional trips that a project might generate.

Mr. Marshall said fundamentally, that is the same type of strategy across the development board. For example, there are projects that allow for additional coverage and within the context of the Regional Plan that address water quality, there are different measures either through the Environmental Improvement Program, excess mitigation fees, coverage fees, and water quality mitigation fees that all achieve the result of attaining and maintaining the thresholds. Incremental additions are allowed through development because you get something from it. For example, the Tahoe City Lodge had a small increase in trips and vehicle miles traveled, but there are substantial improvements in water quality from that site as well as reducing trip generation and it is within the context of larger policies regarding transit implementation of the North Shore Triangle, etc. That model is the way that the Basin operates, not only through transit but through other developmental capacities that we have.

Mr. Drew said the data in the draft Regional Transportation Plan of 24 million visitors has raised a lot of questions. He asked what discussions have occurred since that number was released. There are benefits for that number to be high from certain perspective, but there are also a lot of larger implications for having that number be documented in a Regional Transportation Plan for things outside of transportation.

Ms. Marchetta said staff are working with a coalition of other partners to do further work on the people number. They feel confident with the number of cars. For purposes, of transportation planning, the number of cars is more important. The "24 million" has been removed from the draft and staff will continue to work on assessing what makes up the

April 12, 2017

number of people.

Ms. Beryl said what is important about this data is that it shows us where people are going and at what times. This helps understand the types of services and infrastructure and transportation demand management programs that need to be put in place to more effectively move people and encourage walking, biking, and transit.

Mr. Drew asked if staff feels that they have adequately addressed the concerns and comments about the numbers from the draft to the final plan. We need to ensure that the adjustments made to the comments related to that issue still provides what is needed within the transportation plan, but does not set us up for issues down the line on other programs.

Ms. Beryl said that they did not receive any formal comments on that data, however, this is something that they are discussing with partners.

Mr. Teshara said there is a description of the environmental document on page two of the staff summary that addresses the methodology and what the outcomes were for the Initial Study/Mitigated Negative Declaration and Initial Environmental Checklist finding of no significant impact. There were many items unchanged from the 2012 Regional Transportation Plan and several items that the regulatory environment has changed and were given additional analysis and detail in the document; transportation greenhouse gases, air quality, noise, and esthetics.

Mr. Larsen made a motion to make the findings required by Compact Articles IV and VII and Code of Ordinances Chapters 3 and 4, including a finding of no significant effect, for adoption of the 2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy, as provided in Attachment C.

Mr. Guevin seconded the motion.

Motion carried unanimously.

Mr. Larsen made a motion to recommend Governing Board adoption of Ordinance 2017-___, amending Ordinance 87-9, as previously amended, to amend TRPA's Regional Plan to incorporate the 2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy as provided in Attachment E.

Mr. Guevin seconded the motion.

Motion carried unanimously.

B. Review and recommendation on Watercraft Inspection Fee Structure

TRPA team member Mr. Driscoll provided an overview of the fee structure.

There are three types of stickers used for this program; Tahoe Only, Tahoe In and Out, and a single inspection pass. The proposed fee structure for 2017 remains unchanged from the past several seasons. The funding received from the fee structure program has maintained a

50/50 cost share between the public and private sector. Staff's proposal is to maintain the same funding and fee structure.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No-V.B- VI.-A-AIS-2016-Year-in-Review-Watercraft-Inspection-Fees.pdf>

Commission Comments & Questions

Mr. Drew asked how much of the total cost of the program is covered by the fees received for the overall program and what role does that play.

Mr. Zabaglo said the fees do not apply to any aspect of control, per the Code of Ordinances they are only allowed to be used for inspection and decontamination. Over the years, the cost of the prevention program is about \$1.5 million; \$750,000 from California and Nevada and \$750,000 collected from fees. It is a fifty-fifty share. The control side is grants and other funding.

Mr. Drew asked what is the trend of long term funding, is there a plan to increase those fees so it is a 100 percent covered program?

Mr. Zabaglo said the grants obtained for prevention are primarily for improvements of the program, such as implementing new technology. A lot of efficiencies have been built in over the past ten seasons, so if boating use is down they can adjust the program costs.

Mr. Teshara said this is why at the federal level, the multi-state initiative helps because there is more than just the Tahoe Congressional Delegation pushing for funding for these types of programs. The Aquatic Invasive Species is the second highest amount of authorization in the Lake Tahoe Restoration Act, which is another funding source. There is awareness that this is an important investment to be made.

Mr. Larsen asked if the concept of eradication is part of the conversation and what the cost might be related to aquatic plants.

Mr. Zabaglo said the implementation plan that was developed with SB630 funding and commissioned by the program with the University of Nevada, Reno suggested that warm water fish are prime for eradication, given their discrete populations in contained areas but the aquatic weeds are a different story. The AIS Implementation plan and the associated action list that identifies projects that hopefully will be implemented over the next five years. There is approximately \$2 million secured out of an \$11 million funding need. In the early stages of the program there were opportunistic approaches to control wherever funding was available, the turning point was the Emerald Bay project which had committed funding for four years.

Ms. Hill asked what the rising lake levels will do to those aquatic invasive species populations in the nearshore.

Mr. Zabaglo said it is uncertain at this point. The areas that were infested with plants and clams might not grow because of deeper water, but there might be areas that are closer to shore that are now submerged and growing. That is why it is important to do the surveillance monitoring.

Ms. Carr asked if there is an increase in boating and an excess of money above the \$1.5 million, can the money be banked and carried forward.

Mr. Zabaglo said yes, there is the ability to have a reasonable amount of money banked. The fees that were used to implement this season were collected last season.

Public Comments & Questions

None

Commission Comments & Questions

Mr. Guevin asked what the difference was between the off-site decontamination fee of \$200 and the decontamination fee of \$35.

Mr. Driscoll said the \$35 decontamination is for 99 percent of boats seen at the inspection stations. The off-site decontamination is for much larger boats that cannot go to the inspection site because of their size. It is also a longer and more involved process.

Mr. Guevin asked if the \$200 fee covers the extra costs for a larger boat.

Mr. Driscoll said they use mobile decontamination trailers and it is rare that they get these requests for the larger boats.

Mr. Guevin asked if there is an hourly rate adjustment after they exceed the \$200.

Mr. Zabaglo said staff feels that the \$200 covers the extra time. There were no off-site decontaminations last year and two the year before.

Mr. Larsen moved to recommend the Governing Board adopt the proposed resolution as described in attachment A, approving the 2017 Watercraft Inspection Fee Structure.

Ms. Krause seconded the motion.

Motion carried unanimously.

VI. PLANNING MATTERS

A. Lake Tahoe Aquatic Invasive Species (AIS) Program Update

TRPA team member Mr. Zabaglo and Mr. Driscoll provided a presentation on the AIS program.

Aquatic Invasive Species are non-indigenous, non-native species that have a high propensity to dominate a native ecosystem. Eurasian Watermilfoil and Asian clams are two species that are in Lake Tahoe and the two that are not found in the Lake are New Zealand Mudsnails and Quagga Mussels.

TRPA and its partner permitting agencies are working together on dredging permits to ensure that the spread of aquatic invasive species is considered when a dredging permit is approved.

Sampling for early detection and rapid response is done through the summer months in Lake Tahoe, Fallen Leaf Lake, and Echo Lakes. There are no detections to date in these waterways. Since the weed project in Emerald Bay was completed in 2013, there have not been any new detection of weeds in that area. As part of the early detection and rapid response the plan is to enhance the surveillance monitoring work. There is minimal funding for this, therefore, TRPA is coordinating with Lahontan for a combined approach with some nearshore monitoring that also incorporates aquatic invasive species detection for the species that are currently in the Lake to better understand if these species spread and if their densities have increased. The existing rapid response plan is focused on dreissenid species (quagga & zebra mussels) and has specific actions for state and federal agencies in an incident command system. The update to this plan will give more direction for local entities to be able to respond quickly and identify the Agency's authority's.

Some of the prioritized areas of focus is to obtain long-term stable funding for AIS control. Since the start of the Aquatic Invasive Species Initiative there is approximately one to two million dollars approved, anticipated, or a plan to apply for. Work will continue to get the Lake Tahoe Restoration Act authorized funding appropriated to the AIS program.

One of the 2017 control projects will be to partner with the Fleur du Lac Estates Home Owners Association to address their infestation of Eurasian watermilfoil. Another technology that will be used in the field this season for weed control is a process using UV light. Survey work will be performed with the University of California, Davis this summer to try and determine how the Asian clam veliger's spread around the Lake.

The Tahoe Keys Property Owners Association has applied to both TRPA and the Lahontan Regional Water Quality Control Board for an integrated control trial that includes the use of herbicides and other non-chemical methods to gain control over the Eurasian watermilfoil and Curly-leaf pondweed in the Tahoe Keys. The trial will be at nine locations totaling about 13 acres. A request for proposal will be done for a consultant to perform an independent environmental document.

Communication and collaboration is done with the partners in the western United States to control and prevent the spread of Aquatic Invasive Species. Collaborating with the partners throughout the western United States builds consistency with protocols for inspections and decontaminations and also promotes a containment approach. A partnership has also been built with the boat industry who are being encouraged to consider Aquatic Invasive Species

when they are designing and building boats.

Mr. Driscoll said there are four off-site inspection locations at all the major entry points into the Basin. Once the inspection and decontamination (if necessary) has taken place, a seal is attached to the vessel and the trailer. Seal inspectors are located at the boat ramps to ensure the seal is intact and valid, when the vessel returns from the Lake, a new seal will be attached to the vessel and trailer. Vessels that do not visit other waterways can then go directly to a ramp for launching.

The inspection stations are operated by the Tahoe Resources Conservation District. There were 7,869 inspections performed last season with 2,689 decontaminations, and 39 boats were found with aquatic invasive species during inspections.

Over the past few seasons, an independent evaluation of the prevention program has been done through secret shoppers. The program received very good to excellent ratings for inspections, decontaminations, outreach, and customer service.

TRPA has received funding through the California Division of Boating and Waterways Quagga, Zebra Mussel grant that will help implement some process improvements for this season. This funding will also help replace older equipment and tools. The Agency is part of a data sharing mobile application originally funded through the US Fish and Wildlife service. Multiple entities and government agencies throughout the West can share inspection and decontamination information. Funds have been provided from the Division of Boating and Waterways to make Tahoe specific modifications to streamline the data entry processes at the ramps and inspection stations.

Due to the higher water levels, there will be ramps that will reopen that have not been operational in the past several years of the drought.

This past winter, TRPA staff presented an overview of the Aquatic Invasive Species program at the California Department of Fish and Wildlife Quagga Summit. This summer a new outreach campaign will be launched.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No-V.B- VI.-A-AIS-2016-Year-in-Review-Watercraft-Inspection-Fees.pdf>

Commission Comments & Questions

Ms. Hill asked how large is the Asian clam infestation in Sand Harbor.

Mr. Zabaglo said the infestation is approximately one acre. It is much smaller in density than the South Shore.

Ms. Hill asked how they eradicate the infestation.

Mr. Zabaglo said they use rubber mats that suffocates the Asian clams.

Ms. Carr asked if there should be consideration given to where boats are going while they are on Lake Tahoe. If the boats have been to known areas of infestation, we may want to consider having them decontaminated on their way out of the Lake.

Mr. Zabaglo said there are ongoing conversations with State Parks about the Sand Harbor facility. Staff has suggested more outreach materials about draining the boats before leaving that area to ensure the boat is dry when it is launched again. In Sand Harbor, they are exploring the possibility of having the boats drain their ballast tanks in deeper waters rather than the shallow waters where the Asian clams can survive.

Mr. Guevin asked if more of the boat manufacturers will be making those retrofits for the ability to better flush the ballasts tanks.

Mr. Zabaglo said Evinrude Motors is looking at something similar for their outboard motors. There is also an aftermarket company that has an inline filter for the ballast tanks that would prevent any invasive species to get inside of the tank.

Mr. Guevin asked if there would be a lesser charge at the inspection stations to the boats that had these retrofits.

Mr. Zabaglo said the ballast tank is designed so that they do not drain completely so they are always flushed. Boats that have been retrofitted will have the decontamination fee waived.

Public Comments & Questions

None

B. Transportation Measures Working Group: Overview of Existing Transportation Measures and Related Matters

TRPA team members Mr. Segan and Ms. Maloney provided an overview.

Mr. Segan said over the course of the development of the Regional Transportation Plan and the Threshold Evaluation, there were a number of comments about issues related to the Transportation network. The charge of this group is to ensure that we are all on the same page on the issues that are being addressed and how they are addressed. Today's focus is how we gather, collect, and report information on Transportation measures within the Basin, are we measuring and reporting on the right items. Next month, staff will present on how other Metropolitan Planning Organizations are measuring, monitoring, and reporting on similar items that relate to our concerns. As part of today's work, the group will identify best practices and potential gaps on how and what is being done today.

Preliminary categories were developed to align with the Regional Transportation Plan. Concerns and measures were grouped into six primary categories; Environment, Safety,

Operations and Congestion Management, Economic Vitality and Quality of Life, System Preservation, and Connectivity.

Commission Comments & Questions

Mr. Teshara asked for comments and questions on the preliminary categories.

Mr. Drew asked if there is a reason they are using system preservation instead of asset management.

Ms. Maloney said these are the goals in the Regional Transportation Plan. One of the goals is system preservation, which would include transit asset management or other asset management. When staff reviewed Federal and State goals and other Regional Transportation Plans, they found it was frequently labeled system preservation.

Ms. Hill asked if it was correct under Goal 4: Operations and Congestion Management that this metric would prevent a level of service from degrading.

Mr. Segan said these examples are of the measures that would fit in that category. After identifying individual measures, is then identifying the policy response to change in that measure. Over the course of the next three months, a white paper will be developed that catalogues all those measures and their utilization by other Metropolitan Planning Organizations and other organizations responsible for managing transportation networks. Future phases will involve appropriate responses to a change in any individual measure.

Mr. Teshara said it is a broad category for levels of service, but after getting into the detail, there may be a need to change the level of service for other modes besides the car.

Mr. Larsen said levels of service of one example of a metric in congestion management.

Ms. Maloney said that is correct.

Mr. Teshara said suggestions can be made if there are other examples that the working group wanted to have staff highlight under those categories.

(presentation continued)

Mr. Segan said TRPA only measures one item related to the transportation network; vehicle miles traveled. There is a total of 75 items that are currently being measured and reported on related to the transportation network. There are 35 Threshold Standards but is less than half of the total transportation measures. The transportation measures also include state and federal requirements and the Regional Transportation Plan added a host of measures, as well as the Regional Plan Performance Measures. All of those together are over 75, but there is overlap in these categories. Measures are used for different reasons, including how to manage the system. Transit revenue miles, population, and ridership are used to address a challenge in allocating transportation resources.

Last Fall, staff rolled out the Environmental Improvement Program Project Tracker. There is a series of forms for the project applicant to complete that gather information on the expected output and contribution towards the project performance assessment to assess the project's expected contribution to regional transportation goals.

Commission Comments & Questions

Mr. Teshara asked if that is for Environmental Improvement Projects or any type of project.

Mr. Segan said it includes all projects in within the Regional Transportation Plan but not development projects.

Mr. Teshara clarified that it is not development projects but rather anything that is in the Environmental Improvement Program Project Tracker.

Mr. Segan said that is correct.

(presentation continued)

Mr. Segan said a suite of information is gathered about these projects that are going to be implemented as part of the Environmental Improvement Program and the Regional Transportation Plan. A lot of the demographic and socioeconomic data captured in the transportation monitoring report looks at the overall economic health and vitality of the region. It captures measures that are composites not just of a specific quality or aspect of the transportation network but to better manage and target projects within the transportation network.

There are approximately 20 measures that address connectivity of this system; three related to the economic vitality and quality of life. The majority are measures of the systems impact on the environment; 39 related measures. There are six for operations and congestion management, five for safety, and two for system preservation.

Connectivity: The overall goal is to enhance and sustain the connectivity and accessibility of the Tahoe Transportation System. Across and between modes, communities, and neighboring regions for people and goods. It is suggested that the 20 measures be grouped into transit, active transportation, and reliance on the automobile.

Economic Vitality and Quality of Life has three measures; vehicle miles traveled generated by residents, vehicle miles traveled by visitors, and vehicle miles traveled generated by commuters. Items reviewed were the average travel time to work, housing and transportation affordability index, and vehicle miles traveled by traveler type.

Environment: The overall goal is to protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.

Commission Comments & Questions

Ms. Carr asked how are these transportation measures dovetailing with the timing of the Science Advisory Council and the threshold standards update.

Mr. Segan said the Science Advisory Council is currently assisting with an assessment of the existing threshold standards. The intention is to use that assessment as a springboard to target efforts to address the threshold standards; where are the problems or areas that are in need of improvements. Some issues are boiling up faster than others, there is more public attention. Transportation measures and how they are used, is one of those issues and because of that, it has been identified as a priority and is starting to move forward to the next phase in the threshold update process. The first step in that process is to survey the landscape to identify other options with what they are doing, which is the charge of this working group. Once the survey of the landscape is complete, the next phase is further direction from the Governing Board on what has been identified as options to pursue along the lines of identifying new performance measures to better manage the system, new threshold standards that form the ultimate goals of the system, etc. The other use of the information coming out of this workshop is what types of things we need to do as a Metropolitan Planning Organization, such as develop a congestion management plan and develop targets for some of these things. The white paper will also be used to help inform that process as well.

(presentation continued)

Operations and Congestion Management has six measures. Three of those are more focused on operations and two are focused on congestion within the system. The overall goal is to provide an efficient transportation network through coordinated operations system management, technology, monitoring, and targeted investments. This is where level of service would fit in.

Safety: TRPA is required under Federal Statutes to monitor, maintain, and set targets for five measures of safety within the region. These primarily address the number of deaths or serious injuries.

System Preservation (Assets Management): The goal is to provide for the preservation of the existing transportation system through maintenance and activities that support climate resiliency, water quality and safety.

Commission Comments & Questions

Mr. Teshara asked if it was correct that those both come from Federal requirements.

Mr. Segan said yes, that is correct. In the notes column on the far-right of the Performance Measures Matrix indicates where items are a federal requirement.

Mr. Teshara asked if there are other asset management infrastructure types that need to be

included on this list.

Mr. Drew said something that is being discussed at the Federal and State transportation levels are aligning the American Society of Civil Engineers report card on infrastructure with the elements of what will be in future transportation bills. He suggested that would be a place to start.

Mr. Esswein asked if the percent of pavement in good condition includes the condition of trails and multi-use paths.

Ms. Maloney said it is not included, but will add that as a suggestion.

Ms. Hill asked about system preservation for the slopes on the side of the road that are failing.

Ms. Eckmeyer, League to Save Lake Tahoe said the League would like to see if there is information on increase of traffic on road integrity and what that means in terms of pollutant loading to the water and expanding the vehicle miles traveled to be a water quality measure and not just related to air quality.

Mr. Larsen said it is a great suggestion. The broader question is what is the goal and the best metric to track that. From a TMDL perspective, they have defined it with a clarity indicator for fine sediments and nutrients, so directly tracking those fine sediments and nutrients and the sources of them. What is the relationship between traffic and those sources and what is an appropriate metric to look at that.

Presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No-VI.B-Transportation-Working-Group-Matrix.pdf>

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.B-Transportation-Working-Group-Handout.pdf>

Public Comments & Questions

Carl Hasty, Tahoe Transportation District suggested that the white paper address what is the state of the baseline information; are we in a good position, and is there a better way to do some of the collection and tracking. There is a new horizon, with new technology that will give more cost-effective ways of collecting data. There is a lot of performance measures, and feels there is opportunity at our level to hone in on the more informative ones on the list. The Tahoe Transportation District is always looking for better metrics on how well they are operating their system and how can it be improved. He is not suggesting that this needs to be a part of this work here, but to understand the region and how we want to make the region work. Federal regulations require that TTD does Transit Asset Management Plans. Some of these measures are used to set insurance rates such as revenue miles, number of fleet, etc. Transit Capacity is not something that is measured and

in the future that kind of transit system capacity will be an issue. Vehicle trip reduction is what they are focusing on when they think about mode split from people in vehicles to transit ridership and what is the correlation in terms of vehicle trip reduction. There is an abysmal amount of public parking in the Basin, which is why vehicles park on the side of the road. He suggested shifting that shoulder parking to designated parking and shifting that capacity so that it can become public. This may be something to contemplate because it does relate to connectivity and access and where we need to go in addressing parking both internal and external to the Basin.

Ms. Carr asked as we move into the next phase of the transportation multi modal planning, how could we measure level of service on those other modes of transit. For example, a bus that is stuck in traffic trying to get from Incline to Sand Harbor, the riders perceived level of service is zero because you are sitting in that traffic.

Mr. Teshara said one of the experts that will speak at next month's Advisory Planning Commission meeting is well versed on how other modes of transportation are measured.

Mr. Drew said it seems that they are measuring the symptom and not what is important. There is an opportunity to combine some of these, to track what we want to know and not necessarily measuring the symptoms. It is excessive that 38 different things are being measured for the environment that are related to transportation.

Jennifer Quashnick, Friends of the West Shore and Tahoe Area Sierra Club said the Lake Tahoe Air Quality Research Scoping Document discusses a lot of the factors that needed to be looked at in terms of the impacts of vehicle miles traveled to air quality and water quality. This document may be helpful to staff to look a possible metrics that could be used or are already being used. The discussion has good measures and explains why they are important and how they affect the impacts of vehicle miles traveled. Where there are current standards, it may be worth adding the question of what change or modification could be made to the vehicle miles traveled standard to address specific issues.

Andy Chapman, Incline Village Crystal Bay Visitors Bureau said he didn't see any discussion points as it related to the infrastructure of the docking on both ends of the Lake and the connections on the shorter runs going east and west, but also on the connectivity side of it.

(presentation continued)

Mr. Segan said the next steps for staff based on the input today is to target next month's presentation to address some of these concerns.

Ms. Maloney said there was an attachment that was the template for the performance measures. The intent was not to go over it in detail, this is something staff created using previously developed performance measure documentation for the Agency and customizing it for this specific workshop. This will get the working group to think about what they should expect to see, with regards to nuances of the performance measures, what influences them, and what are the drivers of these measures. It is Attachment B in the staff

packet.

Commission Comments & Questions

Mr. Teshara asked if it is the initial draft of what the white paper components would look like.

Ms. Maloney said that is correct.

Mr. Hester said staff will be attending a conference where they will receive a presentation on multi modal level of service by people from Aspen, Colorado, Seattle, Washington, Montgomery County, Maryland, and Fehr & Peers Transportation Consultants.

Mr. Larsen said the question of gaps is obvious and he looks forward to further discussions on other potential gaps. There are a lot of existing metrics, and some need to be tracked for Federal and State purposes, but it appears that there are some metrics that can be cut. He suggested looking at what they do not need to be assessing within this system. He liked that goals from the Regional Transportation Plan were discussed as part of the categories, but those goals are broad and need to be honed down. We need to determine what we are trying to assess within those categories to and to identify whether or not the metrics tracked are appropriate and valid.

Shannon Eckmeyer, League to Save Lake Tahoe said as this process moves forward and vehicles miles traveled is expanded, for better or worse, the two million plus baseline number is being used for approving projects and determining what is cumulatively significant and not. If this measure is expanded, she asked what is going to be the eligibility restrictions or carrying capacity for approving projects and what that will mean for approving projects in the future.

Ms. Hill said parking should be included. Whether it is parking on the side of the road at places of business or recreation sites or parking in general as it relates to transit.

Mr. Guevin agreed with Ms. Hill's comments about parking.

Public Comments & Questions

Jennifer Quashnick, Friends of the West Shore and Tahoe Area Sierra Club said they will be making recommendations on ways to group some of these items and separating out factors that will already be analyzed or tracked to reduce the amount of workload.

VII. REPORTS

A. Executive Director

No report.

ADVISORY PLANNING COMMISSION

April 12, 2017

B. General Counsel

No report.

C. APC Members

Mr. Teshara said the Tahoe Fire and Fuels Team is working with many partners within the community to hold a special event on June 24, 2017 for the 10th Anniversary to the start of the Angora Fire. There will be a special program with speakers, photos, etc.

He said on April 14, 2017, the Tahoe Transportation District and Tahoe Transportation Commission will be reviewing the Regional Transportation Plan. The Lake Tahoe Basin Transit Master Plan will be released for a 30-day public comment period. They will also be discussing the Tahoe Transportation District's commitment to housing as it relates to the US 50 Community Revitalization Project and the housing needs of the community.

VIII. PUBLIC COMMENT

None

IX. ADJOURNMENT

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

Respectfully Submitted,



Marja Ambler
Clerk to the Board

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



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MEMORANDUM

Date: May 3, 2017
To: TRPA Advisory Planning Commission, Transportation Measures Working Group
From: TRPA Staff
Subject: Transportation Measures Working Group: Update on Work Plan Survey of the Landscape, Identification of Focus Areas, and Related Matters

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

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

As contained within the approved Work Plan, the purpose of the May meeting is to better understand the state of the practice for transportation performance measurement. Staff will present and facilitate a discussion on:

- Regional Goals and Working Group Objectives
- Evaluation Factors for Transportation Performance Measures
- Survey of the Landscape
 - a. Early Observations
 - b. Identification of Focus Areas
- Revised Schedule

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



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MEMORANDUM

Date: May 3, 2017
To: TRPA Advisory Planning Commission
From: TRPA Staff
Subject: Threshold Standard Assessment Methodology and Preliminary Findings

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 provide a comprehensive catalogue of the attributes of the current system and support setting the strategic direction for the initiative.

In March 2017, the Tahoe Science Advisory Council reviewed the proposed assessment methodology, as well as feedback from three experts in the field of monitoring and evaluation, and provided TRPA with two sets of recommendations to inform revision of the assessment methodology. As part of the assessment process, TRPA engaged in a series of conversations with partners and stakeholders to align thinking on the assessment process and seek guidance on the strategic direction for the initiative. The assessment methodology and findings were revised as a result of those consultations and the feedback received from the Tahoe Science Advisory Council. At the May APC meeting, staff will present an overview the assessment methodology and its development, the draft assessment findings.

Supporting documents can be found on the initiative webpage:

<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, (775) 589-5233, or Jeanne McNamara, Principal Planning Analyst, at jmcnamara@trpa.org, (775) 589-5252.

Attachment:

- A. Threshold Assessment Methodology (v1.5)

Attachment A

Threshold Assessment Methodology (v1.5)



VERSION 1.5
APRIL 24, 2017

THRESHOLD ASSESSMENT METHODOLOGY

THRESHOLD UPDATE INITIATIVE

TAHOE REGIONAL PLANNING AGENCY

THRESHOLD ASSESSMENT METHODOLOGY

The threshold assessment will support the strategic initiative to review and update the threshold standards by providing a comprehensive picture of the strengths and weakness of the current system. The assessment is designed to catalogue the attributes of the current system and support setting the strategic direction for the initiative.

OVERVIEW

The Bi-State Compact directs TRPA to establish “Environmental Threshold Carrying Capacities” (threshold standards) for the Tahoe Region, which it defines as an “environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region.” The majority of the standards were adopted in 1982, largely based on science that is now over 35 years old. A broad Bi-State consensus exists that it is time to review and update the threshold standards and monitoring systems that support them. In 2015, the TRPA Governing Board identified the review and updating of the threshold standards as one of seven priority strategic initiatives for the agency. The goals of the initiative are threefold;

- 1) Ensure a representative, relevant, and scientifically rigorous set of standards
- 2) Establish a cost-efficient, feasible, and informative monitoring and evaluation plan to support the standards
- 3) Develop a robust and repeatable process for review of standards in the future

OBJECTIVE

The threshold assessment is the first phase in the process to review and update the threshold standards. The assessment compares each of the existing threshold standards against best practice for the formulation of goals and standards. The assessment findings highlight aspects of the current system that are well-designed and identify where improvements may be considered.

BACKGROUND

TRPA presented a first draft of the assessment methodology in the 2015 Threshold Evaluation Report (TRPA 2016) and, along with the entire report, subjected to an independent peer review. Three experts in the field of monitoring and evaluation reviewed the draft assessment methodology (Hall et al. 2016). The 2015 threshold evaluation report (and peer review) were open for public review and feedback between its release in late September 2016 and formal issuance in December 2016.

The Tahoe Science Advisory Council (TSAC) also reviewed the draft assessment methodology, the comments of the peer reviewers, and the feedback received from stakeholders. Based on its review, the TSAC provided TRPA with revisions of the threshold assessment process and endorsed the threshold assessment as a logical first step in the comprehensive review of the threshold standards (TSAC 2017).

This assessment methodology defines a set of questions identifying strengths and weaknesses of the current threshold standards. The questions emerged from a synthesis of both the academic and applied monitoring and evaluation literature. These sources ranged from guidance documents published by the most recognizable international environmental and development organizations such as the United Nations, Centers for Disease Control and Prevention, Global Environment Facility, and Conservation Measures Partnership, to leaders of national professional organizations such as the American Evaluation Association and major restoration programs such as those managed by U.S. Environmental Protection Agency. The assessment does not include all criteria identified in any of the individual models. Rather the selected questions were designed to balance the comprehensiveness of the assessment and redundancy in the information gained through applying individual criteria in conjunction with the other criteria in the assessment. Each standard is subjected to each question of the assessment.

ASSESSMENT QUESTIONS

The assessment is defined by a set of questions used to interrogate each threshold standard. The assessment consists of two parts. The first set of questions “categorizes” how the standards fit into the larger threshold system framework to provide context for interpretation of the results of the second set of questions. The second part of the assessment uses criteria drawn from the SMART framework commonly used to set goals and evaluate progress in project and employee management.

The SMART acronym, developed in 1981, describes desirable qualities for management objectives (Doran 1981). The words associated with the SMART acronym often vary between organizations that apply the framework. The “S” stands for specific or strategic; “M” for measurable; “A” for achievable, attributable, attainable, or agreed; “R” for relevant, realistic, or resourced; and “T” for time-bound, trackable or time-constrained. The SMART criteria emerged from the field of human resources management, but are now commonly used in conservation and environmental management and have been adopted by the Global Environment Facility, the International Union of Concerned Nations, and the United Nations Evaluation Group.

The SMART framework enables objective and informative evaluation of the effectiveness of programs and actions. Reporting structures that are SMART:

1. Promote accountability through the assessment of outcomes and the effectiveness of activities and policies.
2. Accelerate goal attainment by improving resource allocation and promoting learning and knowledge sharing.

TRPA collaboratively and adaptively manages regional programs through the Plan-Do-Check-Adjust cycle (PDCA). Goals and objectives that are designed using the principles of SMART provide the high-quality information that is necessary to inform adaptive management.

The evaluation of SMART objectives supports more effective management by aligning expectations and improving the quality of information reaching managers and stakeholders. How this works is best illustrated with an example drawn from *Measures of Success* (Margoluis & Salafsky 1998):

Original goal: Reduce incidents of harvesting of undersized marine resources.

Assessing the above goal against the SMART criteria, we identify that the goal does not meet the SMART criteria for being specific, measurable or time-bound. We assume that the group setting goal has the ability influence harvesting (attributable) and that it is a relevant goal. The goal is ambiguous (not-specific) because “undersized marine resources” is not formally defined and there is no specified target for the desired reduction in incidents of harvesting. This ambiguity could cause different evaluators or stakeholders to reach different conclusions about whether the goal has been attained. The ambiguity could also confound measurement of the goal. The goal doesn’t include a timeline by which attainment is expected.

Revised goal: By the end of the third year of the project, reduce incidents of harvesting snappers, groupers and conch in violation of community council defined size limits to fewer than 15 per month.

The revised goal addresses the issues identified above by formally defining the ambiguous parts of the original goal and specifying a formal target and desired attainment date. By addressing the ambiguity in the goal, the revisions ensure that evaluation of the goal will provide decision makers with the information they need to track progress towards attainment.

The assessment framework presented in the tables below follows a common format. The first column, “assessment questions” briefly conveys what is being assessed to a general audience. The “description” column provides technical details for engaged audiences to understand the rationale, usefulness, and applied or academic source of the question. The “rating or category” provides discrete groupings to help general audiences quickly discern what the assessment means. The “rating definitions” provide the technical detail that defines each rating or category. Ratings follow a one to five Likert scale with one being the least desirable and five being the most desirable. Clear definitions are provided for ratings one, three and five, but the use of “two” or “four” ratings could be valuable when the standard is in between defined ratings.

Standard categorization questions. Standard categorization questions group standards in ways that may be insightful for decision makers in the design of monitoring programs. The categorization questions provide additional context for interpreting the findings of the SMART-based criteria. Standard categorizations questions differ from the SMART-based criteria in that the ratings do not always imply positive or negative quality.

STANDARD CATEGORIZATION			
Assessment Question	Description	Rating or Category	Rating Definition
1. Focus: What is the standard designed to measure (Activities, intermediate results, or ultimate outcomes)?	This question groups standards by type to provide additional insight about the chain of cause and effect, allowing a better understanding of the use and need for the standard. To provide strong program evaluation, it is crucial to measure outcomes, but it may be difficult to measure these end points due to time lag or challenges in attributing results to management activity. In these cases, it can be valuable to establish standards for intermediate results or activities completed. (DRI 2006; GEF 2010; CMP 2013; IUCN 2015)	Activity/Input	An activity standard defines a target for an activity or strategy that is expected to positively contribute to an outcome of intermediate result. Miles of roads treated (an Environmental Improvement Program performance measure) is an activity based measure that is expected to reduce pollutant load in stormwater, which will improve water quality in the lake.
		Intermediate Result	An intermediate result standard refers to a product that occurs along a chain of cause and effect that is expected to eventually lead to the desired outcome. Stormwater pollutant load is an intermediate result which is expected to lead to improved water quality.
		Outcome	An outcome standard measures the environmental condition or other result that is the desired end point. Secchi depth indicator of lake clarity is an outcome standard of water quality threshold category.

STANDARD CATEGORIZATION			
Assessment Question	Description	Rating or Category	Rating Definition
2. Causal-basis: Is the causal basis for standard well supported by settled science or the most recent evidence?	Is the causal linkage(s) embedded in the standard supported by settled or the most recent science? Many standards were adopted in 1982, and new evidence and scientific research has emerged since then. In some cases, there is support for the standard, in other cases the evidence suggests a modification of the objective establish in 1982 (DRI 2006).	5	Established science or the most recent evidence strongly supports the basis for the standard.
		3	Scientific evidence used to support the standard is still considered relevant and appropriate by most scientists and stakeholders.
		1	New scientific evidence suggests the standard is out of date or unsupported. The causal linkage that underpins the standard is weak or non-existent.
		N/A	Not applicable, because the standard is not predicated on a causal pathway.
3. Overlap: Do other standards relate to similar focus area?	This question looks at the individual standard in the context of the whole threshold standards system to identify where multiple standards relate to the same entity or objective. Overlapping standards can cause confusion and increase reporting costs. (DRI 2006).	YES	Other standards relate to the same focus.
		NO	The standard is unique in its focus.

SMART criteria. The SMART framework questions assess the extent to which the threshold standards are consistent with SMART criteria for objective setting. SMART represents important criteria that have proven useful in defining objectives. However, organizations often ascribe slightly different definitions for each component of the SMART criteria. Clear definitions are provided for ratings one,

three, and five, but the use of “two” or “four” ratings could be valuable when the standard is in between defined ratings.

SMART CRITERIA			
Assessment Question	Description	Rating	Rating Definition
1. Is the standard specific ?	The question identifies where a lack of clarity in a standard may lead to disagreement around if the desired outcome has been achieved (Doran 1981; US EPA 2004; Stufflebeam & Shinkfield 2007; CDC 2009; GEF 2010; CMP 2013; IUCN 2015).	5	The standard has a specific numeric target, and benchmark/baseline values are documented where necessary.
		3	Numeric values for the target and baseline could be calculated with minimal or moderate effort and calculation is not likely to provoke controversy among stakeholders.
		1	The target is unclear or lacks a documented baseline. Narrative standards receive this rating. Standards that contain multiple sub-clauses with no clear aggregation criteria also receive a rating of one.
2. Is the standard measurable ?	The question identifies standards where measuring progress towards attainment is complicated by a lack of clarity on what should be measured, or where accurate and precise measurement of the indicator is infeasible or practically challenging (Doran 1981; US EPA 2004; DRI 2006; Stufflebeam & Shinkfield 2007; CDC 2009; GEF 2010; CMP 2013; IUCN 2015).	5	Indicators are unambiguous, clearly linked to the standard, and there are practical ways to accurately measure them.
		3	Direct measure is not practical, but measurement of a closely related surrogate is practical.

SMART CRITERIA			
Assessment Question	Description	Rating	Rating Definition
		1	Appropriate indicators are not well specified, are impossible or impractical to monitor using existing methods, or questions surround monitoring methods.
3. Is the standard attributable ?	The question identifies standards less likely to provide information that informs local management decisions because the desired outcomes cannot reasonably be credited to the activities anticipated (Doran 1981; US EPA 2004; GEF 2010; CMP 2013; IUCN 2015).	5	There is a clear link between actions being undertaken, and those actions are primarily responsible for changes in the standard indicator.
		3	There is likely a link between actions being undertaken and changes in the standard indicator, but the chain of cause and effect may not be explicitly documented or the actions are only a secondary or tertiary driver of change.
		1	There is no clear link between management decisions in the Region and change in the standard indicator.
4. Is the standard relevant ?	The question identifies standards whose focus has drifted from top level priorities or whose evaluation does not provide information that informs management decisions. (US EPA 2004; DRI 2006; Stufflebeam & Shinkfield 2007; GEF 2010; CMP 2013; IUCN 2015)	5	The standard is highly relevant to current concerns in the Region, and the information derived by assessing the standard is regularly used to direct management in the Region.
		3	The standard is relevant to current concerns, but evaluation of the standard does not regularly inform management.
		1	The standard is not relevant to current concerns in the Region, and the information provided by assessing the standard does not regularly inform management.

SMART CRITERIA			
Assessment Question	Description	Rating	Rating Definition
5. Is the standard time-bound ?	The question identifies standards which no timeframe for attainment. Is the standard clearly linked to a specific date when achievement is expected? In many cases adding a timeframe is technically simple but politically difficult. (Doran 1981; US EPA 2004; Stufflebeam & Shinkfield 2007; GEF 2010; CMP 2013; IUCN 2015)	5	The standard includes a specific year of attainment.
		3	The year that the standard is expected to be achieved is well documented outside the threshold standard system.
		1	There is no documentation of a year that achievement is expected.

WORKED EXAMPLES

Below is a sample application of the assessment to two standards.

Example 1

Standard: A nondegradation standard to preserve plant communities shall apply to native deciduous trees, wetlands, and meadows while providing for opportunities to increase the acreage of such riparian associations to be consistent with the SEZ threshold.

- 1. Focus:** Outcome. The standard is the nondegradation of the communities. There is some ambiguity in the standard because the second clause is focused on enabling actions, that would support attainment of another standard.
- 2. Causal-basis:** N/A. The standard is not predicated on a causal pathway.
- 3. Overlap:** Yes. The standard appears verbatim in both the wildlife and vegetation categories. The standard also overlaps with individual goals established for vegetation communities in other threshold standards and soil conservation goals for SEZ.
- 4. Specific:** 1. The standard establishes a goal of nondegradation, but the condition from which nondegradation is to be evaluated is not documented, so it is not possible to objectively evaluate change in community condition. It is also not clear what would constitute the provision of opportunities to enhance acreage of the communities.
- 5. Measurable:** 3. It is possible to measure community condition, but the desired condition is not linked to a specific indicator.
- 6. Attributable:** 5. TRPA can establish regulation to prevent local modification of vegetation communities.

7. **Relevant:** 5. Protection and restoration of SEZ is major concern for agencies and stakeholders in Basin.
8. **Time-Bound:** No. No timetable for attainment is specified in the standard.

Example 2

Standard: It shall be the policy of the TRPA Governing Board to support, in response to justifiable evidence, state and federal efforts to reintroduce Lahontan cutthroat trout.

1. **Focus:** Activity/Input. The standard states that TRPA “support,” which clearly identifies the focus of the standard as on actions.
2. **Causal-basis:** N/A. The standard doesn’t assume a causal pathway.
3. **Overlap:** No. No other standards relate to the reintroduction of Lahontan cutthroat trout.
4. **Specific:** No. There is no specific number of actions specific in the standard.
5. **Measurable:** 3. Measuring actions that support reintroduction is in theory possible, but there is clear possibility for divergence of opinion as to what might qualify. For example, determination of how much would have to be done to support an action, or if the action had to actually be successful are open to interpretation.
6. **Attributable:** 5. TRPA can support actions within the Basin to support state and federal efforts reintroduce Lahontan cutthroat trout.
7. **Relevant:** 5. Reintroduction of Lahontan cutthroat trout is a priority for stakeholders and agencies in Basin.
8. **Time-Bound:** No. No timetable for attainment is specified in the standard.

ASSESSMENT PROCESS

The assessment process consists of five phases; design, pre-assessment, consultation, release and public review, and the finalization of findings. Activities that occur during each of the five phases are detailed below.

1) Design

The proposed assessment document here is the product of extensive research and was first proposed in draft 2015 threshold evaluation report released in September of 2016. The design was motivated by work out of the public health field and models for reviewing goals and reporting of national health systems (see: MEASURE Evaluation 2007). That model started with a comprehensive stocking taking exercise of the current system used for reporting and evaluation, to identify the system’s strengths and weakness and identify opportunities to improve the system.

The assessment proposed threshold evaluation was largely based on the SMART criteria. As part of the peer review process for the 2015 threshold evaluation, three independent experts in the field of Monitoring and Evaluation reviewed the draft assessment and provided comments.

The Tahoe Science Advisory Council then reviewed the proposed assessment, the comments of the peer reviewers, and the feedback from stakeholders on the proposed assessment. The Tahoe Science Advisory Council considered all of the above and provided guidance on how the draft assessment could be improved (TSAC 2017). That guidance is reflected in the methodology proposed in this draft is the product of revision.

2) Pre-assessment

During the pre-assessment phase, TRPA will apply the assessment to a subset of the threshold standards. The goal of the pre-assessment phase is to provide a platform for dialogue during the engagement process.

3) Consultation

The assessment questions were designed to minimize ambiguity, but some level of subjectivity remains in the interpretation of the questions and identifying responses as they pertain to the individual standards. Resolving or clarifying those ambiguities requires an understanding of how individual interpretations vary. That understanding can only be gleaned through engaging individuals in robust conversation about the assessment. Stakeholder consultation is an integral part of the threshold update initiative, including the assessment of the threshold standards. Prior to completed the full draft assessment, TRPA will work with the representatives of the groups identified below to discuss the assessment process and seek feedback on its application to the individual standards.

The goal of these discussions is to refine the assessment methodology by working towards a common understanding of the assessment questions and responses to those questions. The joint understanding reached through these discussions will be documented to codify and clarify that understanding and the assessment methodology revised as necessary. Where a common understanding cannot be reached, the differences in interpretation will be documented and included as part of the assessment findings.

Prior to the discussions, TRPA will complete the assessment for a subset of the standards as described in the pre-assessment. The assessment methodology and the subset of the completed assessment findings will be distributed to each representative prior to the meeting. Following the discussions, and based on the guidance received during the consultation process, TRPA will complete a draft version of the assessment for all threshold standards.

Consultation prior to completing the full assessment will include representatives from the organizations below (listed in alphabetical order):

- A representative from the California Tahoe Conservancy
- A representative from the Environmental Protection Agency
- A representative from the Friends of the West Shore/Tahoe Area Sierra Club

- A representative from the Lahontan Water Quality Control Board
- A representative from a local government
- A representative from the Nevada Division of Environmental Protection
- A representative from the League to Save Lake Tahoe
- A representative from the United States Forest Service Lake Tahoe Basin Management Unit

In parallel with the discussions described above, guidance from the Tahoe Interagency Executive Steering Committee (TIE) will be sought. The TIE meets regularly to coordinate agency activities in the Basin at the executive level. At the May meeting of the TIE, input and guidance from basin executives will be solicited to inform the assessment process. The planned discussions will focus in particular on the relevancy aspect of the assessment. The numerous frames through which relevancy could be assessed was highlighted in the comments of the TSAC and soliciting representative feedback on relevancy through multiple lenses is critical to ensuring the assessment accurately catalogs the current state of thinking (TSAC 2017). The discussion at TIE will be designed to elicit executive feedback on the alignment of threshold standards to the missions and activities of other agencies in the basin. The information and feedback from the discussion at the TIE will be then be incorporated into the threshold assessment and threshold assessment findings.

4) Release and public review

The findings from the draft assessment will be summarized and presented at the May meeting of the TRPA Advisory Planning Commission (APC). APC meetings are open to the public, and the APC venue will provide a forum for open public review and comment on the threshold assessment. At the May APC meeting, staff will provide an overview of the assessment process and will summarize the findings of the assessment. Staff will also explain that over the course of the next month members of the APC and members of the public can engage staff and suggest modifications to the assessment findings. Public feedback must be received by June 7th, 2017.

5) Assessment Findings

At the June APC meeting, staff will present to the APC an overview of comments received since the public presentation one month earlier. Staff will then provide rationale for any changes made to the assessment findings in response to comments. After APC discussions, staff will request the APC move the recommendations forward to the TRPA Governing Board. The assessment and assessment findings will be brought to the TRPA Governing Board later in June for consideration.

POST – ASSESSMENT

The findings of the assessment will provide a comprehensive catalogue of the attributes of the current system to support setting the strategic direction for the initiative. The information base of the assessment will be used to chart the course to iteratively work through the review and updating of the threshold standards.

GLOSSARY

Assessment – The set of questions designed catalog the attributes of the current threshold system relative to best practice.

Assessment Findings – The answers to the assessment questions.

Regional Plan – The long-term general plan for the development of the region and as more specifically described in Article V of the Bi-State Compact. Per the Bi-State Compact, the regional plan “Within 1 year after the adoption of the environmental threshold carrying capacities for the region, the agency shall amend the regional plan so that, at a minimum, the plan, and all its elements, as implemented through agency ordinances, rules and regulations, achieves and maintains the adopted environmental threshold carrying capacities.”

Threshold Standard – see “Environmental Threshold Carrying Capacity.”

Environmental Threshold Carrying Capacity – Article V(b) of the Bi-State Compact requires TRPA to adopt environmental threshold carrying capacities for the Tahoe region. Article II (i) of the Compact defines "environmental threshold carrying capacity" as "an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region."

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MEMORANDUM

Date: May 3, 2017

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Recommendation to amend Chapter 63, Fish Resources, Section 63.4 Aquatic Invasive Species, of the TRPA Code of Ordinances

Requested Action: The Advisory Planning Commission (APC) is asked to review the materials provided in this staff summary and recommend approval of the proposed amendments to TRPA Code of Ordinances Section 63.4 Aquatic Invasive Species to the Governing Board.

To recommend approval of the proposed Code amendments contained within Attachment B, APC must make the following motions. An affirmative recommendation requires a majority vote of the quorum present:

- I. A motion to recommend approval of the required findings, including a finding of no significant effect, for adoption of the amendments to TRPA Code of Ordinances Section 63.4, as provided in Attachment A.
- II. A motion to recommend adoption of Ordinance 2017-__, to amend TRPA's Code of Ordinances Section 63.4, as provided in Attachment B.

Staff Recommendation: Staff recommends that APC make the motions above, to recommend approval of the proposed Code amendments based on this staff summary and the evidence in the record.

Regional Plan Implementation Committee (RPIC) Action: On April 25, 2017, the Regional Plan Implementation Committee held a public hearing and unanimously recommended approval of the proposed amendments with minor grammatical edits. RPIC asked staff to consider an issue that was discussed during the hearing:

- Adding language to address new or other types of watercraft, such as water powered jetpacks that may not be intuitively described as watercraft. A member suggested focusing on water as a means to ensure these types of vessels are required to be inspected.
 - As all of these types of watercraft are motorized in some fashion, staff believes existing Code language and the definition of "watercraft" in Chapter 90 of the Code is sufficient to require inspection of these vessels. While water is a significant means of transporting AIS, existence of attached invasive vegetation or animals are prohibited and also triggers decontamination.

Project Description:

Lake Tahoe Aquatic Invasive Species Program

The Lake Tahoe Aquatic Invasive Species (AIS) Program has been successful in preventing new AIS since its inception in 2008, partly due to an adaptive management strategy. As staff identifies ways to improve the program, changes are made to add additional protections or process improvements while maintaining customer service and effectiveness.

Code Amendments

The purpose of the proposed amendments to Section 63.4 of the Code of Ordinances is to provide additional protections and deterrents to prevent unwanted species from entering the Region. As a result of recent observations and experiences, staff proposes Code amendments that clarify language requiring authorization by a trained and certified inspector (seal inspector) before each launching of a watercraft, that willful attempts to launch are prohibited, and the use of inspection seals without authorization, e.g. stolen, is prohibited. In addition, staff proposes a requirement to remove drain plugs from watercraft while transported over land to prevent inter-basin spread of existing AIS. The requirement is consistent with newly adopted Nevada State Law and best boating practices. The pulling of a drain plug, from an area such as the bilge or live well, is a common best management practice to allow water to drain prior to leaving an area and preventing water that may harbor AIS, from being introduced to a new waterbody, or a new location within the same waterbody. Various fish and wildlife agencies throughout the west recently committed to developing consistent rules on this subject. As TRPA is a significant partner in the region, staff proposes a Code amendment to be consistent with the western partnership.

Findings:

TRPA Code Chapters 3, 4, and 13 required findings have been prepared for the Code Amendments and are included in Attachment A.

Summary/Conclusion:

The action requested as part of this agenda item is for a recommendation on the Code amendments that will reduce the risk of new AIS introductions.

Contact Information: If you have any questions regarding this item, please contact, Dennis Zabaglo, Aquatic Resources Program Manager, at dzabaglo@trpa.org or (775) 589-5255.

Attachments:

- A. Required Findings for Amendments to Chapter 63 of the Code of Ordinances
- B. Ordinance 2017-__ with Proposed Code Amendments
- C. Initial Environmental Checklist

Attachment A

Required Findings for Amendments to Chapter 63 of the Code of Ordinances

REQUIRED FINDINGS FOR AMENDMENTS TO Section 63.4 OF THE CODE OF ORDINANCES

Required Findings: The following Chapter 3 and 4 findings must be made prior to adopting the Code amendments:

TRPA Code of Ordinances Section 3.3 – Determination of need to prepare Environmental Impact Statement

1. Finding: TRPA finds that the Code amendments will not have a significant effect on the environment.

Rationale: The effects of the proposed Code amendments are intended to reduce the risk of new AIS introductions by creating additional deterrents to violating program protocols and requiring a boating best management practice other states in the west have implemented.

An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed Code amendments (see Attachment D). The IEC found that the proposed code amendments would not have a significant effect on the environment.

TRPA Code of Ordinances Section 4.4 – Threshold Related Findings

1. Finding: The project (ordinance) is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code, and other TRPA plans and programs.

Rationale: The Code amendments are consistent with the 2012 Regional Plan and Code and the associated EIS, and are therefore consistent with the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, other TRPA plans and programs. Further, the proposed amendments will not negatively impact any adopted compliance measures because the amendments will not change substantive provisions affecting these compliance measures.

2. Finding: The project will not cause the environmental thresholds to be exceeded.

Rationale: The proposed amendments are consistent with and do not alter the substantive provisions of the 2012 Regional Plan. The amendments provide additional protections that are intended to achieve and maintain thresholds by preventing boats that may harbor AIS from launching without an inspection and remove water from watercraft that may contain existing AIS and prevent their spread to new locations in the Region.

3. Finding: Wherever federal, state, and local air and water quality standards applicable to the region, whichever are stricter, must be attained and maintained pursuant to Article V (d) of the Compact, the project meets or exceeds such standards.

Rationale: The proposed Code amendments do not affect or change the Federal, state, or local air and water quality standards applicable for the Region. Code section 63.4.2.G. is intended to be consistent with newly adopted Nevada law.

TRPA Code of Ordinances Section 4.6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs

1. Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: Based on the rationale for the foregoing findings, completion of the Final EIR/EIS, and the findings made on December 12, 2012 for the Regional Plan Update (all of which are incorporated herein by reference), TRPA finds the Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds. The proposed Code amendments do not conflict with any Regional Plan provision designed to achieve and maintain thresholds.

Attachment B
Tahoe Regional Planning Agency
Ordinance 2017-__ with Proposed Code Amendments

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2017-

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO ADOPT AMENDMENTS TO SECTION 63.4 OF THE TRPA CODE OF ORDINANCES, TO: PROVIDE ADDITIONAL PROTECTIONS, DETERRENTS AND BEST MANAGEMENT PRACTICES TO REDUCE THE RISK OF NEW AQUATIC INVASIVE SPECIES INTRODUCTIONS AND THE INTER-REGION SPREAD OF EXISTING AQUATIC INVASIVE SPECIES

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section	Findings
<hr/>	
1.05	The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities (“threshold standards”) for the Tahoe Region.
1.10	The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.
1.15	The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.
1.20	Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.
1.25	In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances (“Code”).
1.30	It is necessary and desirable to amend TRPA Ordinance 87-9, as previously amended, as it relates to the Regional Plan of the TRPA by amending the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact in order to accelerate attainment and ensure maintenance of the threshold standards.
1.35	TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.
1.45	The Advisory Planning Commission (APC) and Regional Plan Implementation Committee (RPIC) conducted public hearings on the amendments and

recommended adoption of these amendments. The Governing Board has also conducted a noticed public hearing on the amendments. At these hearings, oral testimony and documentary evidence were received and considered.

1.50 The Governing Board finds that the amendments adopted here will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.

1.55 Each of the foregoing findings is supported by substantial evidence in the record.

Section TRPA Code of Ordinances Amendments
2.00

2.10 Section 63.4 of the TRPA Code of Ordinances are hereby amended as shown in Exhibit A to this Ordinance.

Section Interpretation and Severability
3.00

3.10 The provisions of this ordinance adopted hereby shall be liberally construed to affect their purpose. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby. For this purpose, the provisions of this ordinance are hereby declared respectively severable.

Section Effective Date
5.00

5.10 The provisions of this ordinance shall be effective immediately after adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held May __, 2017 by the following vote:

Ayes:
Nays:
Abstain:
Absent:

James Lawrence, Chair
Tahoe Regional Planning Agency
Governing Board

Exhibit A
Tahoe Regional Planning Agency Ordinance 2017-___

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO ADOPT AMENDMENTS TO SECTION 63.4 OF THE TRPA CODE OF ORDINANCES, TO: PROVIDE ADDITIONAL PROTECTIONS, DETERRENTS AND BEST MANAGEMENT PRACTICES TO REDUCE THE RISK OF NEW AQUATIC INVASIVE SPECIES INTRODUCTIONS AND THE INTER-REGION SPREAD OF EXISTING AQUATIC INVASIVE SPECIES

Deletions are shown in ~~strikethrough~~ and additions are shown in underline.

Chapter 63 – Fish Resources

63.4 AQUATIC INVASIVE SPECIES

Aquatic invasive species (AIS) pose a serious threat to the waters of the Lake Tahoe region and can have a disastrous impact to the ecology and economy of the Tahoe Region. The following provisions are necessary to prevent the introduction and spread of aquatic invasive species.

63.4.1. Prohibition

The following actions are prohibited:

- A. The transport or introduction of aquatic invasive species into the Lake Tahoe region.
- B. The launching of any watercraft or landing of any seaplane contaminated with aquatic invasive species into the waters of the Tahoe region.
- C. The launching, or attempting to launch, of any motorized watercraft into the waters of the Lake Tahoe region without an inspection by TRPA or its designee, to detect the presence, and prevent the introduction of, aquatic invasive species. Non-motorized watercraft and seaplanes are subject to inspection and are included in this provision if determined necessary by TRPA or its designee.
- D. ~~C~~ The provision of inaccurate or false information to the TRPA or persons designated to conduct inspections pursuant to subsection 63.4.1.C ~~63.4.2~~.
- E ~~D~~. The alteration, ~~or~~ modification or unauthorized use of any inspection seal or other device used by TRPA or its designee to indicate that a watercraft or seaplane last entered the waters of the Lake Tahoe region.

63.4.2. Watercraft Inspections and Decontamination

~~A. All motorized watercraft shall be inspected by TRPA or its designee prior to launching into the waters of the Lake Tahoe region to detect the presence, and prevent the introduction of, aquatic invasive species. Non-motorized watercraft and seaplanes may be subject to an inspection prior to entering the waters of the Lake Tahoe region if determined necessary by the TRPA or its designee.~~

AB. All watercraft and seaplanes inspected pursuant to subparagraph 63.4.12.AC shall be subject to decontamination if determined necessary by the TRPA or its designee.

BC. All Watercraft and seaplanes subject to inspection and/or decontamination pursuant to subparagraphs 63.4.1.C and 63.4.2.B ~~B25.1.1.B~~ shall be permitted to enter the waters of the Lake Tahoe region only if: (a) the inspection and/or decontamination is performed and completed by an individual trained and certified pursuant to TRPA standards and requirements for aquatic invasive species inspection and decontamination, and (b) following inspection and/or decontamination, the launch or landing, as appropriate, is authorized by an inspector trained and certified pursuant to TRPA's standards and requirements for aquatic invasive species inspections.

CD. Inspections and decontaminations performed pursuant to Section 63.4 shall be subject to a fee related to the costs of performing such services and other Watercraft inspection program costs. The TRPA Governing Board shall review and approve the fee amount and structure annually.

DE. An owner and/or operator of a boat ramp (excluding Marine Railway Systems) or other boat launch facility shall close any ramp or facility if the provisions of subparagraph 63.4.2.A-C are not met in order to prevent the launching of motorized watercraft.

EF. Any watercraft or seaplane entering the waters of the Lake Tahoe region in violation of Chapter 63: Fish Resources shall be removed from those waters immediately.

FG. Any individual who launches watercraft in violation of Section 63.4 may be held responsible for the costs expended by the TRPA or its designee for response and mitigation of impacts.

G. Watercraft drain plugs shall be removed once the watercraft leaves a water body to allow for any water within the watercraft to drain prior to transport over land.

Attachment C
Initial Environmental Checklist



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HOURS
Mon. Wed. Thurs. Fri
9 am-12 pm/1 pm-4 pm
Closed Tuesday

New Applications Until 3:00 pm

INITIAL DETERMINATION OF ENVIRONMENTAL IMPACT CHECKLIST

Project Name:

Amendments to the TRPA Code of Ordinances, Section 63.4 Aquatic Invasive Species

Project Description:

The project involves amending the TRPA Code of Ordinances as shown in Attachment B, Exhibit A, which are intended to provide additional protections to the Region from the introduction and/or spread of aquatic invasive species. The Code amendments include the following summarized objectives:

- “Attempts” to launch without an inspection are prohibited.
- The unauthorized use of program devices, such as inspection seals, are prohibited.
- Each launching of watercraft requires authorization from certified staff, i.e. “seal inspectors”.
- Drain plugs shall be pulled from the watercraft to allow draining of internal water, before the watercraft leaves a Regional waterbody are prevent the potentially infested water to be spread to another area of the Region.
- Technical corrections that existed (typographic error) or are referencing inconsistencies that are created as a result of these amendments.

The proposed amendments are consistent with and will continue to implement threshold attainment strategies in the Regional Plan.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments.

I. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

- Yes No
- No, With Mitigation Data Insufficient

b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

- Yes No
- No, With Mitigation Data Insufficient

c. Unstable soil conditions during or after completion of the proposal?

- Yes No
- No, With Mitigation Data Insufficient

d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

- Yes No
- No, With Mitigation Data Insufficient

e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

- Yes No
- No, With Mitigation Data Insufficient

f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

- Yes No
- No, With Mitigation Data Insufficient

- g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

- Yes No
- No, With Mitigation Data Insufficient

2. Air Quality

Will the proposal result in:

- a. Substantial air pollutant emissions?

- Yes No
- No, With Mitigation Data Insufficient

- b. Deterioration of ambient (existing) air quality?

- Yes No
- No, With Mitigation Data Insufficient

- c. The creation of objectionable odors?

- Yes No
- No, With Mitigation Data Insufficient

- d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

- Yes No
- No, With Mitigation Data Insufficient

- e. Increased use of diesel fuel?

- Yes No
- No, With Mitigation Data Insufficient

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

- Yes No
- No, With Mitigation Data Insufficient

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

- Yes No
- No, With Mitigation Data Insufficient

c. Alterations to the course or flow of 100-yearflood waters?

- Yes No
- No, With Mitigation Data Insufficient

d. Change in the amount of surface water in any water body?

- Yes No
- No, With Mitigation Data Insufficient

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

- Yes No
- No, With Mitigation Data Insufficient

f. Alteration of the direction or rate of flow of ground water?

- Yes No
- No, With Mitigation Data Insufficient

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

- Yes No
- No, With Mitigation Data Insufficient

h. Substantial reduction in the amount of water otherwise available for public water supplies?

- Yes No
- No, With Mitigation Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

- Yes No
- No, With Mitigation Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

- Yes No
- No, With Mitigation Data Insufficient

4. Vegetation

Will the proposal result in:

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

- Yes No
- No, With Mitigation Data Insufficient

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

- Yes No
- No, With Mitigation Data Insufficient

c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

- Yes No
- No, With Mitigation Data Insufficient

d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

- Yes No
 No, With Mitigation Data Insufficient

e. Reduction of the numbers of any unique, rare or endangered species of plants?

- Yes No
 No, With Mitigation Data Insufficient

f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

- Yes No
 No, With Mitigation Data Insufficient

g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

- Yes No
 No, With Mitigation Data Insufficient

h. A change in the natural functioning of an old growth ecosystem?

- Yes No
 No, With Mitigation Data Insufficient

5. Wildlife

Will the proposal result in:

a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

- Yes No
 No, With Mitigation Data Insufficient

b. Reduction of the number of any unique, rare or endangered species of animals?

Yes No

No, With Mitigation Data Insufficient

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

Yes No

No, With Mitigation Data Insufficient

d. Deterioration of existing fish or wildlife habitat quantity or quality?

Yes No

No, With Mitigation Data Insufficient

6. Noise

Will the proposal result in:

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?

Yes No

No, With Mitigation Data Insufficient

b. Exposure of people to severe noise levels?

Yes No

No, With Mitigation Data Insufficient

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

Yes No

No, With Mitigation Data Insufficient

d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

Yes No

No, With Mitigation Data Insufficient

e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

- Yes No
- No, With Mitigation Data Insufficient

f. Exposure of existing structures to levels of ground vibration that could result in structural damage?

- Yes No
- No, With Mitigation Data Insufficient

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

- Yes No
- No, With Mitigation Data Insufficient

b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

- Yes No
- No, With Mitigation Data Insufficient

c. Cause light from exterior sources to be cast off -site or onto public lands?

- Yes No
- No, With Mitigation Data Insufficient

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

- Yes No
- No, With Mitigation Data Insufficient

8. Land Use

Will the proposal:

- a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

Yes No
 No, With Mitigation Data Insufficient

- b. Expand or intensify an existing non-conforming use?

Yes No
 No, With Mitigation Data Insufficient

9. Natural Resources

Will the proposal result in:

- a. A substantial increase in the rate of use of any natural resources?

Yes No
 No, With Mitigation Data Insufficient

- b. Substantial depletion of any non-renewable natural resource?

Yes No
 No, With Mitigation Data Insufficient

10. Risk of Upset

Will the proposal:

- a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

Yes No
 No, With Mitigation Data Insufficient

- b. Involve possible interference with an emergency evacuation plan?

Yes No
 No, With Mitigation Data Insufficient

11. Population

Will the proposal:

- a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

Yes No
 No, With Mitigation Data Insufficient

- b. Include or result in the temporary or permanent displacement of residents?

Yes No
 No, With Mitigation Data Insufficient

12. Housing

Will the proposal:

- a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

- (1) Will the proposal decrease the amount of housing in the Tahoe Region?

Yes No
 No, With Mitigation Data Insufficient

- (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

Yes No
 No, With Mitigation Data Insufficient

Number of Existing Dwelling Units: _____

Number of Proposed Dwelling Units: _____

- b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

Yes No
 No, With Mitigation Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Changes to existing parking facilities, or demand for new parking?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Alterations to present patterns of circulation or movement of people and/or goods?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Alterations to waterborne, rail or air traffic?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

- Yes No
- No, With Mitigation Data Insufficient

b. Police protection?

- Yes No
- No, With Mitigation Data Insufficient

c. Schools?

- Yes No
- No, With Mitigation Data Insufficient

d. Parks or other recreational facilities?

- Yes No
- No, With Mitigation Data Insufficient

e. Maintenance of public facilities, including roads?

- Yes No
- No, With Mitigation Data Insufficient

f. Other governmental services?

- Yes No
- No, With Mitigation Data Insufficient

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

- Yes No

No, With Mitigation Data Insufficient

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

Yes No

No, With Mitigation Data Insufficient

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

Yes No

No, With Mitigation Data Insufficient

b. Communication systems?

Yes No

No, With Mitigation Data Insufficient

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

Yes No

No, With Mitigation Data Insufficient

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

Yes No

No, With Mitigation Data Insufficient

e. Storm water drainage?

Yes No

No, With Mitigation Data Insufficient

f. Solid waste and disposal?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Exposure of people to potential health hazards?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Be visible from any public recreation area or TRPA designated bicycle trail?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Create additional recreation capacity?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

20. Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

- Yes No
- No, With Mitigation Data Insufficient

c. Is the property associated with any historically significant events and/or sites or persons?

- Yes No
- No, With Mitigation Data Insufficient

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

- Yes No
- No, With Mitigation Data Insufficient

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

- Yes No
- No, With Mitigation Data Insufficient

21. Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

- Yes No
- No, With Mitigation Data Insufficient

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

- Yes No
- No, With Mitigation Data Insufficient

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

Determination:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

Yes No

- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

Yes No

- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure

Yes No

Signature of Evaluator

Date _____

Aquatic Resources Program Manager

Title of Evaluator

2017 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY
First Quarter: January – March 2017



TAHOE
REGIONAL
PLANNING
AGENCY



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TRPA STRATEGIC INITIATIVES

The Tahoe Regional Planning Agency (TRPA) is moving forward with strategic initiatives the Governing Board identified in 2015 as priorities over the next five years. These initiatives align directly with the four objectives in the agency's Strategic Plan.

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 proved 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 to review and consider modifying the threshold standards to reflect the latest science and the significant values in the Lake Tahoe Region.

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

Assessment of Threshold Standards

The first phase of the initiative underway now is a comprehensive assessment of existing threshold standards against best practices, to identify aspects of the system that are well-designed and potential improvements. The assessment will provide an evidence base from which we can make informed suggestions for review and modification of the threshold standard system. A draft process to guide this comprehensive assessment is included in the 2015 Threshold Evaluation Report, released in December 2016.

The Tahoe Science Advisory Council reviewed the draft assessment proposed in the 2015 Threshold Evaluation Report, the comments of the peer reviewers on the draft report, and the feedback received from stakeholders. Based on the review, the Council provided guidance to TRPA on the revision of the threshold assessment process and endorsed the threshold assessment as a logical first step. TRPA revised the assessment in response to the feedback and presented the revised assessment to the Council for review at its March 2017 meeting.

TRPA and the Tahoe Science Advisory Council also worked together to scope a survey that will examine the approaches taken by resource management programs around the country and identify best practices and methodologies to help advance TRPA's threshold evaluation system. The council will present the findings of its survey to partners in the Lake Tahoe Basin in June.

In the first quarter of 2017, TRPA also provided an overview of the proposed process and timeline for the first phases of the threshold assessment to the Tahoe Interagency Executive Committee and the Advisory Planning Commission.

SHORELINE INITIATIVE



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

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

Shoreline Steering Committee Update

Last fall, the Shoreline Steering Committee began developing recommended policy proposals for consideration by the Regional Plan Implementation Committee (RPIC). At the November and January RPIC meetings, TRPA staff presented the proposed project scope and policy proposals related to low lake level adaptation, buoys, and piers. RPIC voted to advance the proposed scope for the shoreline plan. RPIC also advanced the preliminary low lake level adaptation policy recommendations directing access toward marinas and public ramps, overarching principles for boating facilities, and preliminary policy proposals regarding buoys and piers. The scope and policy proposals endorsed by RPIC are in policy memos on www.shorelineplan.org: Scope Shoreline Plan, Low Lake Level Adaptation, Boating Facilities, and Piers Issues.

DEVELOPMENT RIGHTS STRATEGIC INITIATIVE

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

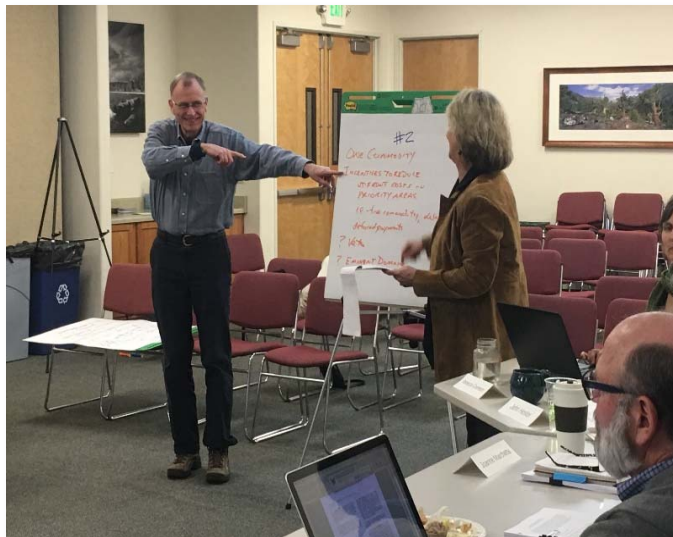


rights allocations; and related codes and policies. It will also examine alternative systems to implement Regional Plan policies while considering existing development rights. Affordable housing and vacation rentals are being addressed primarily by local governments and, in this TRPA initiative, will 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.

Development Rights Working Group:

The working group held its third meeting on Feb. 24, 2017. At the meeting, TRPA staff presented an update on the project and reviewed the outcomes of the density analysis based on zoning. The working group asked for further density analysis using coverage limitations in addition to zoning densities to determine actual building potential. They also suggested that the analysis focus on a sample of town centers from around the Lake Tahoe Region. This analysis is underway and will be presented at a later working group meeting.



One of the small break-out groups presenting ideas on which best practice features should be considered for alternatives during the Development Rights Working Group meeting on February 24, 2017.

A consulting team led by Steve Gunnels at Placeworks and Rick Pruetz presented a best practices report. The report includes 24 features of various development rights systems from around the country and how those features could be implemented in the Tahoe Region. Ideas supported by the working group included the use of a single commodity for all development and eliminating the ability of local governments to veto inter-jurisdictional development rights transfers. These proposals are being further refined by TRPA staff and the consulting team for consideration at the next working group meeting.

Matrix from the Development Rights Working Group meeting on February 24, 2017 outlining the best practices and voting results by teams.

Fiscal Impact Analysis

Work started this quarter on a fiscal impact analysis of alternative growth patterns that reflect potential changes to the development rights system. The analysis is possible through a technical assistance grant from the California Strategic Growth Council Proposition 84, Sustainable Communities Planning and Monitoring Program.

More information about the development rights strategic initiative is on the project website at: <http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/development-rights/>

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 people to biking, walking, and transit use.

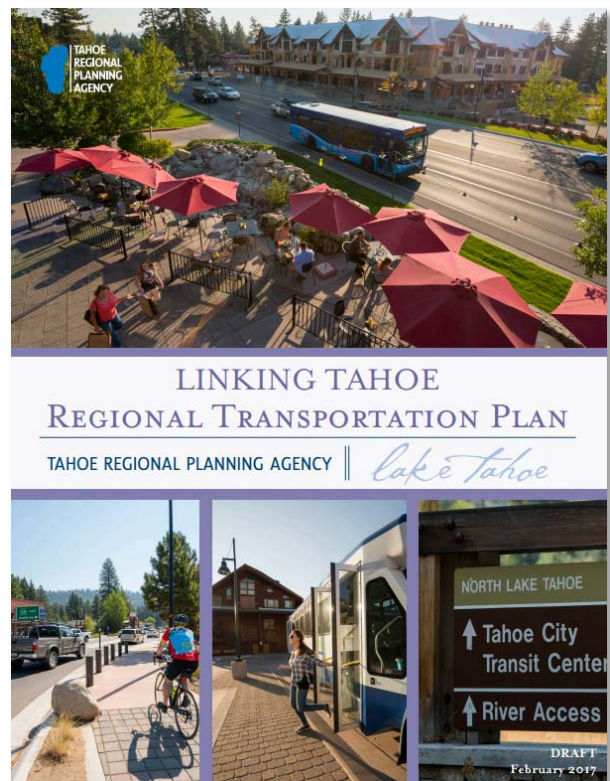
Draft 2017 Regional Transportation Plan Released

TRPA released the draft 2017 Regional Transportation Plan for public comment in February. TRPA updates the long-term plan every four years as a blueprint to prioritize and guide investments that will improve Lake Tahoe's transportation system over the next 20-plus years.

The major focus of the 2017 update is providing seamless, more frequent, and free-to-the-user bus transit service throughout the Lake Tahoe Region, as well as major improvements to Lake Tahoe's active transportation network of trails, bike lanes, and sidewalks. TRPA produced the plan through significant collaboration with the Tahoe Transportation District and other local, state, and federal transportation partners, as well as public input from stakeholder groups and hundreds of Lake Tahoe residents.

New data show that upwards of 10 million vehicles travel to Lake Tahoe each year. This amount of visitation puts significant pressures on Lake Tahoe's limited roadways and causes traffic congestion during times of peak visitation as people drive up from nearby metropolitan areas such as the San Francisco Bay Area, Sacramento, and Reno.

Managing that traffic congestion will take time and a phased approach to transportation improvements that focus on providing more travel options, not major roadway expansions. The 2012 Regional Transportation Plan focused on the creation of walkable, bikeable, and transit-served



community centers at Lake Tahoe. Five years later, significantly more residents and visitors are using these non-automotive travel options for shorter trips within community centers. The draft 2017 Regional Transportation Plan builds on that phased approach, now focusing intensely on transit, trail, and technology improvements that can work together to provide non-automotive travel options throughout the Lake Tahoe Region, particularly between community centers and high-use recreation destinations. The goal is a more efficient transportation system with improved transit services and trail networks that give residents, visitors, and commuters new travel options to get to, from, and around the Lake Tahoe Region. Implementing the regional transportation plan will help the Lake Tahoe Region meet mandatory greenhouse gas reduction targets.

Electric Vehicle Readiness Planning

TRPA received a \$104,000 grant from the California Energy Commission this quarter to begin implementation of the Tahoe-Truckee Plug-In Electric Vehicle (PEV) Readiness Plan. The goal of the readiness plan is to establish the Tahoe-Truckee Region as an electric vehicle destination, gateway, and leader in mass deployment supported by robust education and engagement, a convenient network of charging infrastructure, streamlined charger installation, and standardization of policies. Deliverables for the grant include site-specific analysis of potential charger locations, public outreach, and permit streamlining activities. This grant will identify locations, partners, and funding for the construction of charging infrastructure.

2016 Bike and Pedestrian Monitoring

TRPA released the winter, spring, and summer 2016 count results for the Lake Tahoe Region Bicycle and Pedestrian Monitoring Program. Data is compared with historical trends and used to plan and apply for construction grant funding for bicycle and pedestrian projects and programs in the Tahoe Region. In 2017, this data will be used to update the Bike Trail User Model and forecast estimated use through project delivery.

Mega-Region Partnerships and Collaboration

For better management of visitors and congestion, TRPA is extending its transportation planning to the greater region. TRPA convened a collaborative meeting to address transportation issues in the greater “mega-region” from Sacramento to Reno. Outcomes included agreement on the need for greater coordination, use of technology, sharing of data, and transportation system management. Work is underway on a coordinated “app” for travel information.

TRPA is also learning from others’ best practices. Senior transportation planner Morgan Beryl facilitated transportation sessions at the 2017 Mountain Town Planners Summit in Jackson Hole, Wyoming. The summit brings together planners from mountain resort communities across the country and serves as a collaborative partnership-building opportunity for TRPA and Lake Tahoe.

STORMWATER MANAGEMENT OPERATIONS & MAINTENANCE STRATEGIC INITIATIVE

TRPA’s stormwater initiative will improve water quality and advance threshold attainment by helping local governments establish sustainable long-term funding for stormwater operations and maintenance. 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 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.

BMP Certificates Issued

TRPA issues best management practices (BMP) certificates to recognize a parcel's compliance with BMP requirements under Section 60.4 of TRPA Code of Ordinances. The Stormwater Management Program targets properties for BMP compliance in coordination with the local jurisdictions to achieve the greatest pollutant load reduction. This includes focusing on commercial and large multi-family (six units or more) properties that the Total Maximum Daily Load Program shows generate more pollutant load compared to single family residential properties.

BMP Certificates issued from January 1 to March 31, 2017					
California	Land Use	Total Certificates Issued Year to Date	Certificates Issued Through Permitted Projects	Certificates Issued Through Voluntary Compliance	Certificates Issued Through Enforced Compliance
	Single Family Residential	3	3	0	0
	Multi-Family Residential	11	11	0	0
	Commercial	1	0	0	1
	California Total	15	14	0	1
Nevada	Single Family Residential	0	0	0	0
	Multi-Family Residential	0	0	0	0
	Commercial	0	0	0	0
	Nevada Total	0	0	0	0
	Total Certificates Issued	15	14	0	1

Lake-Friendly Business Program

The Lake-Friendly Business Program encourages local businesses to install and maintain their BMPs, supporting local jurisdictions in achieving pollutant load reduction requirements. At the end of March, 74 businesses were members of the Lake-Friendly Business Program. The program recognizes local businesses that install and maintain their BMPs by publicly acknowledging them as good stewards of the lake through print advertisements and social media campaigns. Stormwater Management Program staff attended the 2017 Lake Tahoe Business Expo in March and networked with existing and potential Lake-Friendly Business members.



FOREST HEALTH STRATEGIC INITIATIVE

TRPA's forest health strategic initiative includes two objectives consistent with the Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy: Completing fuels reduction treatments in the wildland-urban interface and extending forest management actions into the general forest to accomplish large, landscape-scale, multi-benefit restoration through a

collaborative multi-agency process. Other objectives include building a shared vision for forest management in the Tahoe Region, making Tahoe a good investment for the public and private sector for forest/watershed restoration, and identifying and addressing current and future threats to Tahoe’s forest and watersheds.

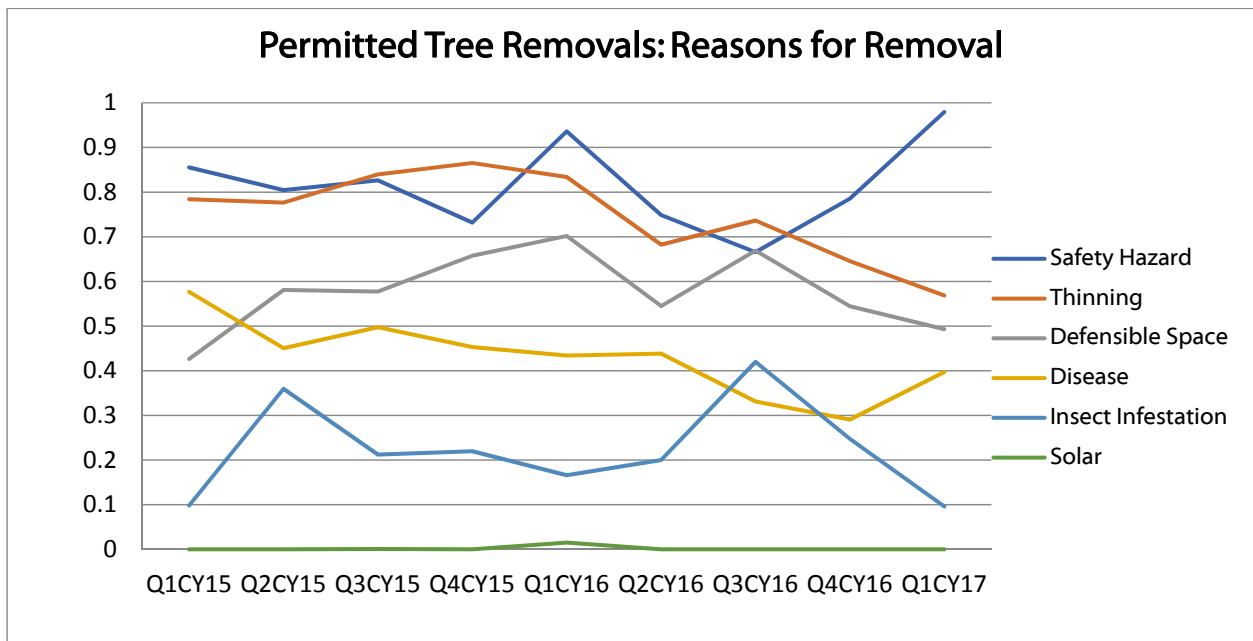
Strategic Initiative Desired Outcomes: Reduce the threat of fire in the wildland-urban interface and implement forest restoration at a large-landscape scale.

Urban Forestry/Tree Removal Permits

TRPA foresters provide expertise in tree risk assessment and serve the Tahoe Basin with thorough tree evaluations. The table below summarizes tree removal applications by quarter since the beginning of 2016. In the first quarter of 2017, TRPA received 47 tree removal applications.

**Summary of TRPA Tree Removal Application and Permitting Activity
Q1 2016 through Q1 2017**

	Q1 CY2016	Q2 CY 2016	Q3 CY2016	Q4 CY2016	Q1 CY2017
Tree Removal Applications Received	57	243	259	120	47
Number of Trees Permitted for Removal	265	995	1,172	485	146
Percent Applications Submitted Online	58%	65%	59%	60%	49%
<u>Source:</u> TRPA Accela Permit Records					



Tahoe Fire and Fuels Team SNPLMA (White Pine Bill) Round 16 Projects and Preparing Round 17 Proposals

The continued success of the Tahoe Basin fuels reduction/forest health program depends on sustained funding and project implementation. As reported in 2016, six projects were awarded Southern Nevada Public Land Management Act (SNPLMA) – White Pine Bill funding (Round 16) for \$25,757,018. These projects are in planning stages and preparing for implementation in 2017. Tahoe Fire and Fuels Team partners are working collaboratively on preparing SNPLMA Round 17 proposals.

Lake Tahoe West Collaborative Update

The Lake Tahoe West Collaborative is a multi-jurisdictional large landscape initiative planning large landscape forest restoration on the West Shore of the Tahoe Basin. The California Tahoe Conservancy, California Department of Parks and Recreation, USDA Forest Service Lake Tahoe Basin Management Unit, and National Forest Foundation initiated the project to implement this landscape-scale restoration strategy. TRPA is a member of the Lake Tahoe West Core Team, and this quarter, the Agency accepted roles as the co-lead of the Permitting and Documentation Team and lead of the Interagency Design Team. To date, the collaborative teams have completed a comprehensive scenario planning exercise that will be used to inform landscape resilience assessment, essential management question development and other elements of the Lake Tahoe West Restoration Partnership.

Lake Tahoe Basin Tree Mortality Task Force Incident Action Plan

The Lake Tahoe Basin Tree Mortality Task Force Incident Action Plan developed by the Tahoe Fire and Fuels Team, CAL FIRE, the U.S. Forest Service, and TRPA, addresses the developing tree mortality issue in the Tahoe Basin. Basin organizations and stakeholders have formed the Lake Tahoe Basin Tree Mortality Task Force to implement measures to help prevent large-scale infestations and actively treat infested areas at risk of tree mortality. Despite this winter's record precipitation, land managers expect to see continued effects of tree stress from the drought. The task force's work on this important issue will continue throughout 2017.

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.

AIS Program Funding

This quarter, the AIS program received funding from multiple sources for both prevention and control. TRPA secured approximately \$131,000 from the California Division of Boating and Waterways to continue to develop process improvements for watercraft inspection and decontamination and to replace aging decontamination equipment. Program partners including

the Tahoe Resource Conservation District secured California Tahoe Conservancy SB630 funds to implement an innovative trial that will test the use of ultra-violet light to control invasive aquatic weeds at the Lakeside Marina in summer 2017. The League to Save Lake Tahoe conditionally agreed to provide funding to help pay for AIS weed control in the Tahoe Keys.

AIS Program Coordination and Outreach

TRPA staff gave a presentation at the California Fish & Wildlife Quagga Summit, highlighting Lake Tahoe's AIS program achievements, coordination in the West and at the federal level, and the agency's leadership role in working with the boat industry to design and build boats with AIS prevention in mind. A federal task team is being initiated by the National Invasive Species Council, which has asked TRPA to serve as a technical expert on the movement of watercraft, and challenges related to regulation, enforcement, and funding. TRPA staff continues to lead the coordination with the boat industry on AIS issues. Most notably, Volvo Engines has developed dedicated ports on its engines designed specifically to facilitate easier decontamination.

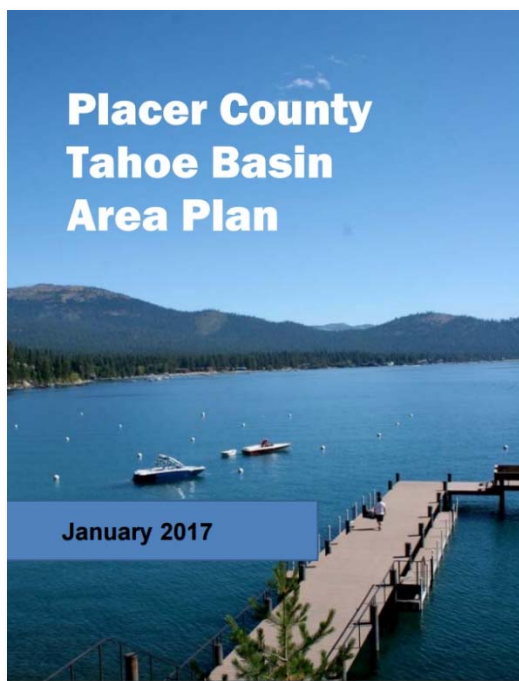
ONGOING INITIATIVES AND ANNUAL ACTIVITIES

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.

Tahoe Basin Area Plan Adopted

The TRPA Governing Board unanimously approved Placer County's Tahoe Basin Area Plan in January 2017. This area plan is the culmination of a multiple-year collaborative planning process encompassing the Placer County portion of the Tahoe Basin. The plan consolidates six community plans and 50 plan area statements into one cohesive area plan.



The plan creates several new programs in Placer County. To help address affordable housing needs and provide greater housing options, the plan allows property owners to build secondary dwelling units on their parcel regardless of the size of the parcel. The units must be deed restricted affordable housing and cannot be used as vacation rentals. The plan also allows the limited conversion of existing development to new uses to promote redevelopment and revitalize communities. Through this conversion program, existing commercial floor area can be converted into tourist accommodation units if the new use includes sidewalks and BMPs, is in a designated town center, and is within a quarter mile of transit service. The Tahoe Basin Area Plan also includes measures to address traffic and congestion, including parking management strategies, wayfinding signage, trip reduction and transportation demand management plans, and adaptive traffic management plans for state Routes 267 and 89.

The Placer County Tahoe Basin Area Plan is on Placer County's website at:

<http://www.placer.ca.gov/departments/communitydevelopment/planning/tahoebasinareaplan>.

Meyers Area Plan

El Dorado County completed a draft Meyers Area Plan and environmental documentation that TRPA staff is reviewing. This area plan is the first for El Dorado County and aims to revitalize the community of Meyers, which is the gateway to Lake Tahoe.

Sustainable Communities Program

This quarter, TRPA began co-leading the Sustainable Recreation Working Group with the U.S. Forest Service through the Tahoe Interagency Executive Steering Committee. The group is a multi-sector partnership formed to increase coordination and alignment around sustainable recreation in the Tahoe Basin. The group will begin developing a framework to make Lake Tahoe a world-class recreation destination and a global leader in environmental stewardship.

The Lake Tahoe Sustainability Collaborative presented a proposal to the City of South Lake Tahoe to pledge to achieve 100 percent renewable energy by 2030 and implement multiple actions of the Sustainability Action Plan. The city has committed to the proposal and will pass a resolution adopting the pledge in the coming months.

TRPA worked with 30 students at Sierra Nevada College to research the Sustainability Action Plan and provide updates to specific actions outlined in the plan. Their research and recommendations will be used to update the plan.

CURRENT PLANNING DIVISION

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

Tahoe City Lodge Project Approved

The TRPA Governing Board approved the Tahoe City Lodge project in January. The project was reviewed and approved as an example of how the Placer County Tahoe Basin Area Plan can be used to revitalize communities and restore the environment. The 118-unit Tahoe City Lodge Project will redevelop a blighted building at the Tahoe City Golf Course into a Leadership in Energy and Environmental Design (LEED) level hotel. The hotel will include a mix of hotel rooms and one- and two-bedroom suites, a ground floor restaurant, a rooftop pool and bar, conference



A rendering of the proposed Tahoe City Lodge project that was recently approved by the TRPA Governing Board.

facilities, a new clubhouse for the golf course, and parking lot charging stations for zero-emission electric vehicles. The project will reduce coverage at the site by 10,080 square feet and restore 1.7 acres of stream environment zone.

Permit Application Review

The number of permit applications received this quarter is slightly down compared to the same time in 2016.

Summary of TRPA Application and Permitting Activity Q1 2016 through Q1 2017

	Q1 CY2016	Q2 CY 2016	Q3 CY2016	Q4 CY2016	Q1 CY2017
Applications Received¹	166	235	291	187	152
Residential Projects ²	37	38	45	27	34
Commercial Projects ²	2	2	3	1	3
Recreation/Public Service Projects ²	16	10	9	5	10
Environmental Improvement Construction Projects	2	3	1	2	6
Shorezone/Lakezone Projects ²	2	14	6	5	9
Grading Projects	4	14	18	2	3
Verifications and Banking ³	78	116	166	119	63
Transfers of Development	6	20	25	6	10
Other ⁴	19	18	18	20	14

Notes:

- 1 Does not include Exempt projects, Qualified Exempt declarations, Tree Removal applications, or Administrative applications.
- 2 Includes New Development and Additions/Modification
- 3 Includes Soils/Hydrology Verifications, IPES, Land Capability Verifications, Land Capability Challenges, Verifications of Coverage, Verifications of Uses, Site Assessments and Standalone Banking Applications
- 4 'Other' includes Historic determinations, Lot Line Adjustments, Temporary projects, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Sign, Allocation Assignments, and other miscellaneous project types

Source: TRPA Accela Permit Records

Permitting Assistance/Welcome Mat Development



TRPA launched the “Welcome Mat” initiative in fall 2015 to improve customer experiences and streamline permitting in the Tahoe Basin.

Permitting process improvements are not only “good business,” they help to get environmentally beneficial projects on the ground and spur our local economies. The Current Planning Division views this initiative as an iterative process where staff will continuously work to identify needed improvements in collaboration

with stakeholders and local partners, prioritize and refine solutions, and implement projects to reach our goals.

Welcome Mat projects and improvements during the last quarter include:

- The start of bi-monthly meetings with local jurisdictions to coordinate permitting process improvements. These important meetings will continue throughout the year.
- New online access to file documents and site plans for all TRPA acknowledged permits.
- A site visit to the City of Roseville Development Services Department to learn about key best practices used there.
- “Level Up: Doing Business with the City” community forum with the Tahoe Chamber and City of South Lake Tahoe.
- Web-based customer service surveys.

ENVIRONMENTAL IMPROVEMENT PROGRAM ADMINISTRATION

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

EIP Priority Project List for Potential Lake Tahoe Restoration Act Appropriations

This quarter, EIP partners collaboratively developed an Environmental Improvement Program project priority list for potential 2017/2018 Lake Tahoe Restoration Act (LTRA) appropriations. The newly passed LTRA requires a list of priority EIP projects to be submitted to Congress every two years. The submitted list includes 22 high priority projects in the EIP focus areas of forest health and water infrastructure; aquatic invasive species; stormwater management, erosion control, and watershed restoration; and program performance and accountability.

New EIP Working Groups Developed

In response to growing attention on recreation visitation to Tahoe, two new EIP working groups formed this quarter: Sustainable Recreation and the Take Care Stewardship Group. The Sustainable Recreation Group, led by TRPA and the U.S. Forest Service, brings agencies, recreation providers, and interested stakeholders together to begin to develop a basin-wide vision for sustainable recreation, coordinate development and implementation of recreation projects, identify barriers and challenges to implementation, and address funding needs.

The Take Care Stewardship Group, chaired by TRPA, is working to improve environmental education and stewardship at Lake Tahoe through greater collaboration and consistent messaging among those involved in environmental education in the Region. The group will adopt and expand the “Take Care” messaging developed by the Tahoe Fund.

Both groups have identified the need to review and develop improved metrics to better track results of their respective programs, which could inform the threshold update strategic initiative and updated EIP performance measures.

Unused SNPLMA Funds Approved for Priority EIP Projects

As projects funded by the Southern Nevada Public Land Management Act (SNPLMA) continue to be completed, many have been able to return funding that was unspent for a variety of reasons. The

Bureau of Land Management maintains a list of “secondary projects” that are eligible for the remaining funding. The Lake Tahoe Federal Advisory Committee met this quarter to prioritize projects eligible for this funding. The top priority projects recommended for funding by the committee include the Upper Truckee River restoration, continuing the erosion control grant program for local governments, and science projects for nearshore water quality and sustainable recreation.

RESEARCH & 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.

LakeTahoeInfo.org Development

TRPA continued to develop the laketahoeinfo.org website this quarter. Highlights and new features include:

- A new version of the EIP project fact sheets. New fact sheets outline the benefits of projects and show the unfunded need to allow EIP partners to use these fact sheets when requesting funding for EIP projects.
- The Parcel Tracker now has information on 20,503 parcels in the Tahoe Region. Available information ranges from basic site status like an Individual Parcel Evaluation System score to a detailed ledger of development rights transferred to or from a parcel.
- The system has 218 users, with new users added every week. Over half of the users have logged into the system within the past six months to report project information or update parcel information.



www.Laketahoeinfo.org home page.

- Lake Clarity Crediting Program Stormwater Tools are being built on laketahoeinfo.org as part of the Tahoe Total Maximum Daily Load Program. The tools will allow stormwater jurisdictions to track and report load reductions from implementation of pollutant controls using the platform. This information can be used throughout the website in the EIP Project Tracker and through the Threshold Dashboard, allowing easier reporting for the local jurisdictions.
- The EIP Project Tracker software is available as open source and any added improvements to the site are added to the tracker at no charge to TRPA. The Clackamas Partnership in Oregon is in the initial stages of developing a project tracker on its website modeled after the EIP Tracker. Improvements to the EIP Tracker have already been realized, such as enhanced mapping capabilities. Other groups have expressed interest in using the software.

Permit Analysis

Research and Analysis staff recently analyzed TRPA-issued permits that have utilized a new Code of Ordinances provision allowing land coverage exemptions. With the Regional Plan Update in 2012, a new code section (Section 30.4.6) was added allowing exemptions and partial exemptions for certain types of land coverage. To use these exemptions, properties are required to have functioning BMPs and must mitigate all legally established excess land coverage. This analysis of permits issued from January 2013 through December 2016 found that 95 permits utilized these new coverage exemptions. Of these permits:

- 53 included pervious coverage, such as paver stone driveways or walkways that allow water to infiltrate
- 61 included pervious decks with gaps that allow water to pass freely
- 7 included coverage exemptions for facilities that required compliance with the Americans with Disability Act
- 16 were for non-permanent structures such as temporary sheds less than 120 square feet

Many of these permits used more than one of the coverage exemptions. Environmental benefits are realized because these properties are required to install BMPs, or, if they already had a BMP certificate, demonstrate that existing BMPs have been maintained and are still functioning. If the parcel has legally established excess land coverage (land coverage that was existing before the 1987 Regional Plan), it must be fully mitigated through payment of an excess coverage mitigation fee. These excess coverage mitigation fees are distributed to the California Tahoe Conservancy and Nevada Division of State Lands to purchase and retire land coverage within the Tahoe Basin. Since 2013, TRPA has issued 14 permits that required the applicant to mitigate excess parcel coverage. Amounts collected ranged from \$1,660 to \$287,720, with the average excess coverage mitigation fee for coverage exemption projects being \$31,268. Permits issued by local jurisdictions on behalf of TRPA through a memorandum of understanding were not included in this analysis but will be tracked and reported for future reports.

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. Over the past quarter, TRPA continued ongoing education and outreach in the Lake Tahoe Region to raise public awareness about issues at Lake Tahoe and improve public understanding of the agency's role.

Legislative Affairs

The External Affairs Team actively engaged with members and staff of the California and Nevada Legislatures during the first quarter. Both state legislatures are currently in session. TRPA's budget is the highest priority for current state legislative outreach. Budget hearings in both states moved smoothly through various procedures and hearings complete with stakeholder support for augmented funding for the shoreline initiative.

Environmental Education

External Affairs staff continued the successful snowshoe outreach program this winter. The team helped fifth-grade students from around the South Shore get a unique perspective on Lake Tahoe's winters through the Epic Winter Outdoor Education Program. The program has students strap on snowshoes to learn about environmental restoration, snowmaking, winter wildlife survival techniques, and avalanche safety. TRPA coordinates the program with the South Tahoe

Environmental Education Coalition, Lake Tahoe Unified School District, Heavenly Mountain Resort, Tahoe Institute for Natural Science, Sierra Avalanche Center, and U.S. Forest Service. The program is possible through funding from the Vail Resorts EpicPromise grant program.

Public Outreach

The Take Care Tahoe Committee became the latest Environmental Improvement Program Working Group in March when members approved a charter. The group, chaired by TRPA staff, is dedicated to increasing collaboration among groups and agencies offering environmental education in the Lake Tahoe Basin, and to expanding a culture of stewardship among residents and visitors.

External Affairs staff attended the 2017 Business Expo in March where more than 1,500 community members gathered. Staff initiated conversations with dozens of residents and business owners, updating them about TRPA programs and environmental issues at Lake Tahoe.

Cashman Good Government Award Finalist

External Affairs team members coordinated the award entry for the Nevada Taxpayers Association's Good Government Award. TRPA was recognized at the Association's annual dinner in February as one of three finalists for this prestigious award.

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

2017 Advisory Planning Commission Workshop and Governing Board Retreat

The Governing Board held its annual strategic planning retreat in February. The APC also held a priority setting workshop in February. Both strategic planning sessions facilitate the efficient execution of TRPA's initiatives and foster positive relations between the board, commission, and staff.

Finance Update

TRPA continues to work with the states of California and Nevada on budgets for the upcoming fiscal year. This year's budget requests include supplemental funding to support the shoreline strategic initiative. TRPA's Finance Department completed all fiscal year quarter two invoices and status reports for grantors. The department's current focus is completing the indirect cost plan for submission to California Department of Transportation.

Facilities Update

TRPA is exploring options to reduce or refinance its long-term debt. If successful, this will significantly reduce the annual debt service expense. The earliest opportunity to call the outstanding debt is in the next quarter, but substantial work was completed this quarter to prepare for that opportunity. The debt was used to finance the purchase of the TRPA office building. The building is now fully leased with no available space.

Human Resources Update

TRPA hired Michelle Glickert as the agency's new principal transportation planner, bringing the full-time headcount to 59 staff. A positive trend in employee retention that started in 2016 continued with no staff turnover during the first quarter of 2017. Human resources recruited a team to design and implement a more robust summer intern program to strengthen bonds with key universities and provide for both short-term work needs and long term talent growth. Work continued to redesign TRPA's compensation program, with the design of new pay ranges for all agency positions. Several individuals received pay adjustments based on these updated market-based ranges.

Continuing the agency's focus on professional development, 15 staff attended an on-site "Human Factors of Project Management" workshop to enhance their project leadership skills. The TRPA Leadership Team participated in a mini-workshop on "Collective Impact" facilitated by Kim Caringer. The communications team hosted a lunch workshop on writing skills for agency employees.

NEW TRPA STAFF

Mason Bindl, GIS Analyst

Mason started working with TRPA's Research and Analysis Division in October. Mason previously worked as a GIS specialist for the Eldorado National Forest and as a GIS technician for various local and federal government agencies. He has an extensive background in geospatial analysis, mostly working on forest health projects for the El Dorado National Forest and risk assessment projects for Burn Area Emergency Response teams. He has also worked for the U.S. Forest Service Lake Tahoe Basin Management Unit. Mason is responsible for maintaining, organizing, and analyzing TRPA data, particularly parcel data and jurisdictional and ownership information. He is also responsible for creating and updating GIS data layers and expanding existing tools to enable more users to easily create, save, and print maps. Mason received a bachelor of science degree in geography-geographic information science from University of Wisconsin-Milwaukee.



Michelle Glickert, Principal Transportation Planner



Michelle Glickert began working at TRPA in March as a principal transportation planner in the Long Range and Transportation Planning Division. Michelle, an Oregon native, has worked the past 20 years as a transportation planner in Southern California. She began as an airport planner working on the LAX Master Plan and then transitioned to the Southern California Association of Governments (SCAG). Work at SCAG included getting consensus from the numerous transit operators in the region to prepare recommendations for the 2001 Regional Transportation Plan. Michelle then began working for the City of Santa Monica where she worked the public counter and eventually got to work on the city's General Plan Circulation Element. Most recently leading transportation planning capital projects, she helped with coordinating departments during the

planning phases and provided design support for bike and pedestrian improvements, helping implement over 100 miles of bikeways. Michelle earned her bachelor of science from the University of Oregon.

Strategic Initiatives Monthly Report - May 2017

Strategic Initiatives	Status
1. Development Rights	<p>Progress/Accomplishments:</p> <ul style="list-style-type: none"> • Held fourth working group meeting to discuss options for improving the existing development rights system • Synthesized input on the best practices ideas to begin drafting options for the Tahoe context • Met with different stakeholders to gain feedback on which ideas are promising and feasible • Analyzed the ability of local plan densities to serve as a development cap in comparison to the current system
	<p>Future Focus:</p> <ul style="list-style-type: none"> • Evaluate options up against working-group identified goals and criteria and economic, legal, and fiscal considerations
	<p>Team Lead: Jennifer Cannon, Senior Planner, (775) 589-5297 or jcannon@trpa.org</p>
2. Forest Health & Fuels Management	<p>Progress/Accomplishments:</p> <ul style="list-style-type: none"> • TRPA staff continue work with the Lake Tahoe West Restoration Partnership Core Team, the Interagency Design Team Lead, and the Documentation and Permitting Coordination Team • The Tahoe Forest Fuels Team (TFFT) submitted proposals for Round 17 SNPLMA funds and are in the planning phase for 2017 projects
	<p>Future Focus:</p> <ul style="list-style-type: none"> • The Lake Tahoe West Restoration Partnership Core Team continues directing the larger effort under the direction of the Project Coordinator • The TFFT will finish planning and move into implementation of 2017 projects • TRPA will continue to work with partners toward a sustainable forestry program for the Tahoe Basin through coordination among partners and the Lake Tahoe West Restoration Partnership
	<p>Team Lead: Mike Vollmer, Environmental Improvement Program Manager, (775) 589-5268 or mvollmer@trpa.org</p>

Strategic Initiatives	Status
<p>3. Aquatic Invasive Species Control</p>	<p>Progress/Accomplishments:</p> <ul style="list-style-type: none"> • Funding from the following sources has been awarded to AIS Program partners: <ul style="list-style-type: none"> ○ SB 630 (CTC) ○ Prop 1 (CTC) ○ License Plate (NDSL) ○ USFWS ○ Truckee River Fund ○ Tahoe Fund ○ Integrated Regional Water Management (CA DWW) <p>Total funding awarded is approximately \$1.3 million.</p>
	<p>Future Focus:</p> <ul style="list-style-type: none"> • Continue to pursue funds through the following: <ul style="list-style-type: none"> ○ Bureau of Reclamation ○ US Army Corps of Engineers ○ NDEP • TRPA, Lahontan and other stakeholders continue to work with the Tahoe Keys POA on their efforts to control invasive aquatic weeds in the lagoons and channels • 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 • 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
	<p>Team Lead: Dennis Zabaglo, Aquatic Resources Program Manager, (775) 589-5255 or dzabaglo@trpa.org</p>
<p>4. Stormwater Management Operations & Maintenance</p>	<p>Progress/Accomplishments:</p> <ul style="list-style-type: none"> • The Road to Blue survey to gage property owner interest in different funding mechanisms for stormwater operations and maintenance went out in the mail May 1st
	<p>Future Focus:</p> <ul style="list-style-type: none"> • The survey results will be analyzed to evaluate public support for potential revenue options and will be presented to stakeholders for additional input
	<p>Team Lead: Shay Navarro, Stormwater Program Manager, (775) 589-5282 or snavarro@trpa.org</p>

Strategic Initiatives	Status
5. Shoreline	Progress/Accomplishments: <ul style="list-style-type: none"> • RPIC endorsed a comprehensive set of policy proposals developed by the Steering Committee • RPIC provided feedback on Environmental Impact Statement (EIS) conceptual alternative descriptions
	Focus: <ul style="list-style-type: none"> • Resolve outstanding policy issues with the Steering Committee • Start scoping for the Shoreline Plan Environmental Impact Statement (EIS)
	Team Lead: Brandy McMahon, Principal Planner, (775) 589-5274 or bmcMahon@trpa.org
6. Transportation	Progress/Accomplishments: <ul style="list-style-type: none"> • Regional Transportation Plan (RTP) approved on April 26, 2017
	Future Focus: <ul style="list-style-type: none"> • APC Measures Working Group • Supporting Bi-State Task Force • Transportation Demand Management Programs • Lake Tahoe Region Safety Plan
	Team Lead: Michelle Glickert, Principal Transportation Planner, (775-589-5204) or mglickert@trpa.org
7. Streamline Monitoring & Update Thresholds	Progress/Accomplishments: <ul style="list-style-type: none"> • Threshold assessment methodology revised in conjunction with the Tahoe Science Advisory Council • Conducted partner and stakeholder outreach on threshold assessment • Tahoe Science Advisory Council began a review of best practices for the establishment of standards and monitoring and evaluation programs
	Future Focus: <ul style="list-style-type: none"> • Revise threshold assessment findings and strategic direction for the initiative
	Team Lead: Dan Segan, Principal Natural Resource Analyst, (775) 589-5233 or dsegan@trpa.org

