



Mail

PO Box 5310
Stateline, NV 89449-5310

Location

128 Market Street
Stateline, NV 89449

Contact

Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

STAFF REPORT

Date: March 1, 2023
To: TRPA Advisory Planning Commission
From: TRPA Staff
Subject: 2022 Annual Report

Summary and Staff Recommendation:

Staff presents the attached summary report of TRPA's strategic focus and accomplishments throughout 2022. This item is for informational purposes and no action is required.

Background:

TRPA carries out strategic initiatives that the Governing Board has identified as work program priorities for the agency. These initiatives align directly with objectives in the agency's Strategic Plan and work toward accomplishing the agency's mission as directed by the Bi-State Tahoe Regional Planning Compact.

The attached annual report outlines accomplishments and progress made in 2022—a milestone year marking 10 years of the 2012 Lake Tahoe Regional Plan. The report also highlights areas of special focus for agency teams going forward.

Following the annual report is a report on Regional Plan Performance Measures, which includes an analysis of development right transfer activity under the Development Rights Strategic Initiative.

Contact Information:

For questions regarding this agenda item, please contact Julie Regan, at (775) 589-5237 or jregan@trpa.gov.

Attachments:

- A. 2022 Annual Report
- B. 2022 Regional Plan Performance Measures

Attachment A
2022 Annual Report

2022 ANNUAL REPORT

Tahoe Regional Planning Agency



TAHOE
REGIONAL
PLANNING
AGENCY

AGENDA ITEM NO. 7(A)

TRPA GOVERNING BOARD

Cindy Gustafson, Chair
Placer County Supervisor

Hayley Williamson, Vice Chair
Nevada At-Large Member

Shelly Aldean
Carson City Representative

Francisco Aguilar
Nevada Secretary of State

Ashley Conrad-Saydah
Governor of California Appointee

Jessica Diss
Nevada Governor Appointee

Belinda Faustinos
California Assembly Speaker
Appointee

John Friedrich
City of South Lake Tahoe Council Member

A.J. Bud Hicks
Presidential Appointee

Alexis Hill
Washoe County Commissioner

Vince Hoeningman
Governor of California Appointee

James Settlemeyer
Nevada Department of Conservation
and Natural Resources Representative

Brooke Laine
El Dorado County Supervisor

Wesley Rice
Douglas County Commissioner

Open
California Senate Rules Committee
Appointee



Cover photo: Dennis T. Machida Memorial Greenway, Luxuri Media
Top photo: Tahoe East Shore Trail, Luxuri Media

Dear Lake Tahoe Community Members and Stakeholders,

It is my pleasure to present this report on the Tahoe Regional Planning Agency’s (TRPA) progress in 2022.

Transition was the operative word for 2022. As Lake Tahoe communities continued navigating clear of the global pandemic, many Tahoe Basin agencies and organizations were experiencing transitions in leadership as well. Our conservation partners at the USDA Forest Service, California Tahoe Conservancy, Nevada Department of Conservation and Natural Resources, and the Tahoe Resource Conservation District selected new leaders in 2022, and the November elections brought new and returning members to the TRPA Governing Board.

As the cascading impacts of climate change continue to affect the Lake Tahoe Region, TRPA and our partners are working collaboratively on solutions. In 2022, we moved a crucial funding plan forward for transportation projects, updated policies to increase the pace and scale of forest fuel reduction projects, and partnered on the Lake Tahoe Climate Resilience Action Strategy, which details more than \$400 million in actions needed to build the region’s resilience. The agency also oversaw major projects to control aquatic invasive weed infestations that threaten Lake Tahoe’s native ecosystem and our recreation and tourism-based economy.

TRPA’s role as a policy leader and partnership builder can also be noted in our progress tackling Tahoe’s affordable housing crisis, destination stewardship planning, and supporting diversity, equity, and inclusion of underrepresented groups including the native Washoe Tribe.

2022 itself was an important milestone because it marked the 10-year anniversary of the 2012

Regional Plan Update. The updated plan created incentives and streamlined permit processes for private property improvements that deliver environmental and community benefits. Since the plan update, the Tahoe Region is seeing a renaissance of reinvestment in walkable, bikeable town centers and neighborhoods. By encouraging environmental redevelopment and maintaining growth limits in the basin, the Regional Plan is delivering on its goals. For more on Regional Plan progress, see the next few pages.

It was also a year of gratitude and transition for me as I was selected to become the agency’s new Executive Director. I am deeply thankful for the opportunity to lead the agency where I have passionately worked for nearly 20 years. With an incredibly talented staff, a dedicated Governing Board and Advisory Planning Commission, and many committed partners, I believe we can preserve and restore Lake Tahoe while supporting thriving communities for generations to come.



Sincerely,

Julie W. Regan
Executive Director
Tahoe Regional Planning
Agency



A Regional Plan to Guide Tahoe's Future



In December 2012, the Tahoe Regional Planning Agency (TRPA) Governing Board adopted a broadly supported update to the Lake Tahoe Regional Plan that has increased the pace of environmental improvements and is creating more walkable and bikeable communities. Over the last 10 years, the updated plan has catalyzed more than \$430 million in reinvestment in Tahoe's town centers and provided incentives to private property owners for implementing water quality improvements. The plan allows for a limited amount of new development while also creating incentives for existing development rights to be relocated from sensitive lands and outlying areas into town centers.

The 2012 Regional Plan Update maintained existing environmental standards and caps on development while creating a range of additional

incentives. The updated plan gives greater permitting authority to local governments through local area plans. Within area plans, projects may have access to more land coverage allowances, slightly taller buildings and higher densities to encourage redevelopment, and can receive help treating stormwater on a larger, area-wide scale.

Property owners receive streamlined permitting and other incentives to reduce the cost of environmental improvements and make property upgrades more feasible. Today, six area plans have been approved in the region, covering nearly 90 percent of Tahoe's town centers. Since 2012, an estimated \$330 million in improvements have been made to hotels and other tourist accommodations in the Tahoe Basin, and more than \$100 million has been invested in major commercial renovations.

Homeowners also receive incentives for installing water quality Best Management Practices (BMPs) to infiltrate stormwater on their property. Homes located on non-sensitive land can receive coverage exemptions for decks, permeable pavers, and garden sheds if BMPs are completed. Homeowners have been taking advantage of the new approach. The agency has issued more than 4,600 BMP certificates since 2012.

The revitalization of Lake Tahoe's communities is being matched by Environmental Improvement Program (EIP) investments in stormwater management, stream restoration, bike trails, and more to further reduce fine sediment and transportation impacts. In the last decade, EIP partners have invested more than \$979.7 million throughout the region in all areas of the collaborative conservation program.

The Lake Tahoe Region is approaching buildout, the point at which no new development rights will be available. The Regional Plan Update maintained the overall caps on development in the basin and is leading to a net reduction of some types of development. The update created no new hotel or tourist accommodation units and reduced the rate of new residential units by 50 percent. TRPA authorized 1,310 new residential allocations and 940 have been built. Approximately 3,500 residential units remain as unallocated or in reserve within the local jurisdiction areas.

Data and consistent monitoring show the 2012 plan is making progress. Research partners recently published a 10-year progress report on the science-based pollutant reduction plan called the Total Maximum Daily Load. The region achieved a 23 percent reduction in fine sediment particles basin-wide, surpassing the 10-year goal of 21 percent. Climate-related threats continue to challenge the lake, however.

A 2021 greenhouse gas (GHG) emissions inventory for the Tahoe Basin showed the region surpassed the initial target of 15 percent GHG emission reduction by 2020. From 2005 to 2018, overall GHG emissions in Tahoe declined 38.7 percent, however emissions from 2015 to 2018 increased slightly by 4 percent, mostly from the transportation sector.

The next 10 years of the Regional Plan will continue revitalizing communities and lead to more environmental and transportation improvements. There is more work to do on many fronts. The compounding impacts of climate change are threatening the progress made in restoring Tahoe's water quality and forest health. The affordable housing crisis is forcing many workers and families to look for housing outside the region, which increases vehicle trips and worker shortages. Tahoe's transportation system needs reliable sources of funding and greater connectivity to reduce traffic and manage recreation hot spots. The continued progress of the Regional Plan will be invaluable to Lake Tahoe in meeting these challenges.

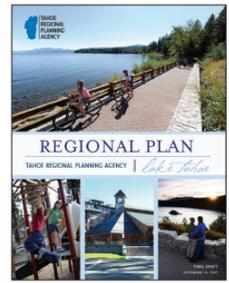
2012 Regional Plan 10 Years by the Numbers

4,671 BMP certificates issued.

1,310 new residential allocations distributed.

23% reduction in lake-clouding fine sediment particles.

6 area plans approved, covering nearly 90 percent of town centers.



2013

■ Emerald Bay is declared weed-free after a multiyear project to remove 6 acres of aquatic invasive plants. Surveillance and rapid response keep it that way.



Decontaminating a boat at a watercraft inspection station.



2019

■ Bijou Marketplace Project brings Whole Foods, restaurants, and retail stores while restoring Bijou Creek at Ski Run Boulevard and Highway 50.

2020

■ SR 89/Fanny Bridge project rebuilds the Truckee River bridges, roundabouts, and bike-trail connections to improve traffic flow through Tahoe City and the West Shore.
■ Free transit becomes available on the North Shore and South Shore.

Fanny Bridge



12.12.12

■ TRPA Governing Board approves the Regional Plan Update.

2012

■ The Tahoe City Transit Center is completed, providing the North Shore's first transit hub.
■ TRPA and partners debut *Tahoe In Depth*, an award-winning environmental newspaper mailed to Tahoe Basin homeowners.
■ Lakeview Commons opens, transforming an eroding El Dorado Beach into a community hot spot.



2014

■ Take Care Tahoe, a basinwide stewardship campaign, launches.
■ The City of South Lake Tahoe and Caltrans completed Bijou Erosion Control and Harrison Avenue projects, preventing tons of fine sediment from flowing into the lake.
■ TRPA's Lake Tahoe INFO online hub tracks Environmental Improvement Program projects, including work of over 80 partners and environmental investment returns.

2015

■ Hard Rock Casino opens after a \$60 million Horizon Casino remodel, one of \$430 million in Tahoe hotel, casino, commercial, and tourist accommodation improvements since the Regional Plan Update.

2016

■ Barack Obama's Tahoe Summit speech highlights Regional Plan successes. Congress reauthorizes the Lake Tahoe Restoration Act for \$415 million through 2023.
■ USDA Forest Service completes Angora Fire restoration projects and 672 acres of reforestation. CALFIRE reports that partners have initiated or completed more than 90% of the Tahoe Basin Fire Commission's post-Angora recommendations.



An Angora restoration crew.

2017

■ Placer County and TRPA adopt the Tahoe Basin Area Plan, enhancing mobility and transit and streamlining permitting from Kings Beach to Homewood.

2018

■ The completed Kings Beach Commercial Core Project improves traffic flow, bike and pedestrian access, and fine sediment filtration by 35,000 pounds annually.
■ The Aquatic Invasive Species Watercraft Inspection Program marks 10 years of detecting no new invasive species in Lake Tahoe.
■ The Tahoe Resource Conservation District acquires the 206-acre Johnson Meadow, the largest privately owned section of the Upper Truckee River Watershed.
■ After years of collaboration, TRPA adopts Shoreline Plan to improve recreation access and safety on the lake.

2019

■ The completed Tahoe East Shore Trail between Incline Village and Sand Harbor improves pedestrian access and highway safety on Highway 28.
■ TRPA's overhauled development rights system brings environmental benefits and more middle-income housing options.



2021

■ Lake Tahoe Total Maximum Daily Load partners report 23% reduction in fine sediment, surpassing the 21% goal.
■ Dennis T. Machida Memorial Greenway adds boardwalks over sensitive areas for a multi-use trail that will connect Stateline to Meyers.
■ Washoe County Tahoe Area Plan becomes one of six area plans covering 71,913 acres — 34% of the Tahoe Region and 89% of town centers.
■ The Caldor Fire scorches 221,000 acres, 10,000 within the Tahoe Basin. Past forest treatments temper the fire near South Shore.

2022

■ The California Tahoe Conservancy completes the Upper Truckee Marsh restoration, marking the largest wetland restoration to date.
■ A Tahoe Keys test project targets the lake's largest aquatic invasive weed infestation.
■ Bi-state Transportation Action Plan released.



A diver uses a suction device to remove weeds.

REGIONAL PLAN PROGRESS

The Regional Plan outlines actions to achieve environmental standards, known as thresholds, that restore Lake Tahoe while balancing economic and community vitality. After TRPA, partners, and the public updated the plan in 2012, the Environmental Improvement Program restored marshes and streams, extended bike and hiking trails, and revamped local development policies.



TRPA

STRATEGIC INITIATIVES

Set by the Governing Board, these strategic initiatives reflect the agency's commitment to protect Lake Tahoe's environment while improving regional transportation, increasing diverse housing options, and facilitating community revitalization.

Building Resiliency: Climate Change and Sustainability ● Increase the long-term resilience of the natural and built environments by reducing greenhouse gas emissions and combining natural resource protection with healthy communities.

Keeping Tahoe Moving: Transportation and Destination Stewardship ● Implement the Regional Transportation Plan to improve transportation systems for residents and commuters, and meet visitor recreation needs while protecting the environment.

Tahoe Living: Housing and Community Revitalization ● Implement strategies that result in affordable housing options, environmental redevelopment, and walkable, bikeable communities.

Restoration Blueprint: Environmental Improvement Program Implementation ● Lead the restoration of Lake Tahoe's environment and revitalization of its communities through collaboration and public/private investments.

Measuring What Matters: Thresholds and Monitoring Update ● Streamline and improve the threshold standards and monitoring programs TRPA uses to measure progress in conserving and restoring Lake Tahoe's environment.

Digital First: Innovation ● Help property owners navigate the permit process with transparency and predictability across agencies.

Building Resiliency: Climate Change and Sustainability

We began the year with record snowfall, immediately followed by record drought. These extreme swings in climate patterns affect all of Tahoe's systems. It underscores the necessity for every TRPA initiative to include strategies to strengthen the sustainability and resilience of Tahoe's environment, communities, and economy. By reducing regional greenhouse gas emissions, we will help meet the climate change goals of California, Nevada, and local governments.

Key 2022 Accomplishments

- Released the Lake Tahoe Climate Resilience Action Strategy. The strategy outlines the expected local impacts of climate change and targets \$400 million in needed investments to address these impacts while advancing public access and creating jobs.
- Doubled the number of electric vehicle charging stations since the 2017 Tahoe-Truckee PEV Readiness Plan and adopted an electric vehicle siting plan for the City of South Lake Tahoe.
- Engaged stakeholders to create a Climate Smart development code following extensive research on Climate Smart best practices across the nation.

Future Focus

- Launch a new Climate Resilience Dashboard with metrics that show how Tahoe is achieving climate resilience.
- Finalize priority actions to develop a Climate Smart development code.
- Secure funding to implement the Climate Resilience Action Strategy.

PROJECT SPOTLIGHT

Electric Vehicle Charging Station

TRPA installed two electric vehicle charging stations with four plugs at the TRPA office. The chargers are available to the public to reduce trip emissions and encourage more electric vehicle use.

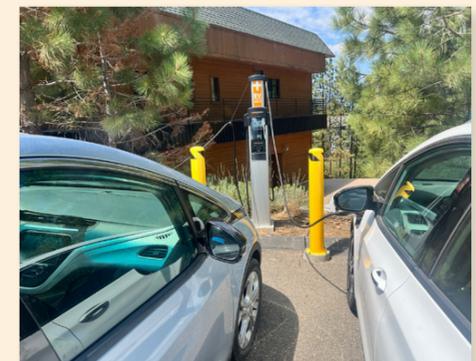


Photo: TRPA

Keeping Tahoe Moving: Transportation and Destination Stewardship

Lake Tahoe's \$5 billion recreation-based economy needs an interconnected and efficient transportation system. TRPA and partners will achieve that sustainable future with strategic investments in capital projects, transit, multi-use paths, and parking management. These critical projects will meet visitor, resident, and commuter demand while protecting the Tahoe Basin's unique natural resources. In addition, the region came together to create a shared destination stewardship plan that will balance the needs of the environment, businesses, visitors, and local communities. This new shared strategy will inspire all to take care of Tahoe.

Key 2022 Transportation Accomplishments

- Conducted extensive outreach for the Transportation Equity Study, building on the recently adopted Regional Transportation Plan (RTP). The study identifies barriers and burdens to accessing goods, services, and recreation opportunities at Lake Tahoe.
- Developed a Transportation Action Plan outlining priority projects and the strategy to fill the \$20 million per year funding gap in the RTP. The Bi-State Consultation on Transportation endorsed the plan.
- Created a tiered transportation metric system and adaptive management framework to achieve the new threshold standard for vehicle miles traveled reduction.
- Reduced employee vehicle trips through the Commute Tahoe Program.
- Initiated the SR 89 Trail Feasibility Study, which examines potential alignments of a multi-use trail around Emerald Bay.

Future Focus

- Implement the bi-state Transportation Action Plan with partners to reduce vehicle miles traveled and achieve regional goals.
- Complete the Transportation Equity Study.
- Implement the SR 89 Trail section from Cascade Lake to Meeks Bay, including identifying a lead agency.
- Update the Tahoe Safety Strategy with a focus on zero fatalities or serious injuries (Vision Zero).
- Update the Active Transportation Plan.
- Develop the Transportation Performance Report for implementation of the 2020 RTP.
- Continue working with partners and employers to implement the Commute Tahoe Program and update the regional employee trip reduction ordinance.

Photo: Luxuri Media



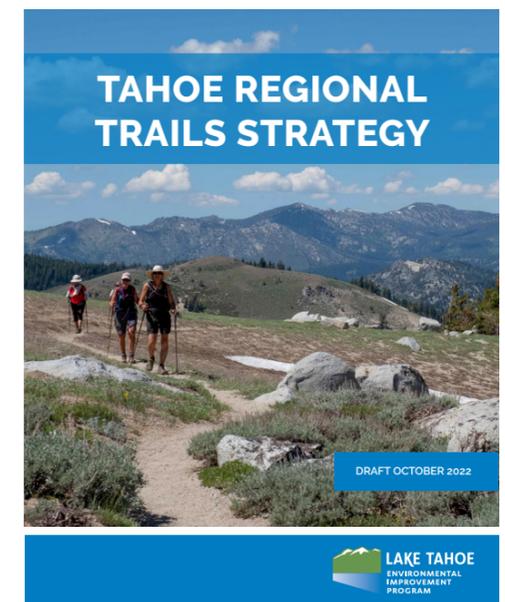
Photo: Drone Promotions

Key 2022 Destination Stewardship Accomplishments

- Developed the Draft Lake Tahoe Destination Stewardship Plan, a community-centered road-map for improved visitor management and outdoor recreation. The plan will ensure outdoor recreation and tourism enhances community well-being, supports local businesses and workers, and protects the lake.
- Identified a list of regionally significant dirt trail and trailhead projects through the Tahoe Regional Trails Strategy. The strategy includes a vision for dirt trail connections, rerouting trails to more sustainable alignments, formalizing social trails, and improvements to existing trails and trailheads.
- Hosted bi-weekly sustainable recreation and tourism coordination group meetings to ensure messages from land managers and visitors authorities are consistent and widely shared.

Future Focus

- Finalize the Lake Tahoe Destination Stewardship Plan.
- Finalize the Tahoe Regional Trails Strategy.



Tahoe Living: Housing and Community Revitalization

The Tahoe Living initiative identifies local and regional actions that increase the availability of affordable and achievable housing. The initiative supports the Regional Plan, Sustainable Communities Strategy, and California Regional Housing Needs Assessment.

Key 2022 Accomplishments

- Issued 17 permits for accessory dwelling units (ADUs) or granny flats, for a total of 20 ADUs permitted since inception of the program. ADUs are a way for the private market to quickly provide workforce housing. TRPA also launched the Tahoe ADU Calculator Tool to help homeowners calculate the potential costs and return on investment associated with building an ADU.
- Removed a major permitting hurdle for movable tiny homes to diversify the region's capacity for providing a range of housing types and sizes.
- Launched a comprehensive outreach program to owners of legacy deed-restricted units to increase compliance with deed restriction requirements.
- Advanced changes to TRPA's height, density, and coverage standards with the Tahoe Living Working Group, Local Government and Housing Committee, and the TRPA Governing Board to make multi-family housing and ADUs more competitive with second homes and luxury residences. Began environmental analysis of the proposed changes, with a goal to bring amendments forward for consideration in 2023.

Future Focus

- Complete updates to height, density, and coverage regulations to encourage deed restricted and affordable housing.
- Update TRPA's transfer of development rights and growth management system to integrate equity, housing choice and affordability, and climate goals, as well as increase community engagement.

PROJECT SPOTLIGHT

TRPA Growth Management System

Under the growth management system, Lake Tahoe is nearing buildout, the point at which the development rights allocated by the Regional Plan are all distributed. Just **10 percent or less of potential development rights remain**, and incentives in the Regional Plan are leading to overall reductions in development. These programs are being reviewed to address a housing shortage which is plaguing Tahoe communities.



Restoration Blueprint: Environmental Improvement Program Implementation



The Lake Tahoe Environmental Improvement Program (EIP) is an unparalleled partnership working to accelerate the attainment of Lake Tahoe's environmental threshold standards through implementation of the Regional Plan. Local, state, and federal government agencies, private entities, scientists, and the Washoe Tribe of Nevada and California have collaborated for 26 years to complete more than 780 projects to restore forests and streams, manage stormwater, prevent and control aquatic invasive species, and implement priority transportation and public access projects. TRPA is proud to be a leader within this partnership.

Key 2022 Accomplishments

- Secured additional federal funding thanks to years of partnership building: \$23.8 million through the Lake Tahoe Restoration Act, \$3.4 million from the Bipartisan Infrastructure Law, and \$2 million in Community Project Funding through the U.S. Department of Transportation.
- Convened an interagency workshop for the Cutting the Green Tape: Taylor Tallac Case Study. The workshop focused on lessons learned from implementation of this critical ecological restoration project to streamline permitting.
- Completed the draft environmental analysis for the restoration of Meeks Bay in partnership with the USDA Forest Service and the Washoe Tribe. The Tribe is maintaining an active role in the restoration and management of the Meeks Creek watershed, and their partnership and traditional ecological knowledge are invaluable to restoration projects in this beloved recreation area.

- Awarded nearly \$8 million in mitigation funds to local jurisdictions and land banks for restoration projects, new maintenance equipment, water quality improvement projects, and sensitive land acquisition.
- Received recognition for the Tahoe Interagency Executive steering committee that oversees the EIP by the Nevada Taxpayers Association with the Cashman Good Government Award honorable mention.

Future Focus

- Maintain accountability by updating EIP performance measures and regional threshold standards.
- Collaborate with partners to accelerate EIP project implementation in the face of extreme weather and climate change.

Photo: Tahoe Fund, Taylor Tallac EIP project



Environmental Improvement Program

Watersheds and Water Quality

EIP water quality projects aim to improve lake clarity and restore ecosystem health and resilience—solutions to overcome Tahoe’s legacy of pre-1987 unplanned development. The explosive growth of Lake Tahoe from 1950-1980 led to a precipitous decline in the lake’s clarity because of increased runoff of fine sediment, nitrogen, and phosphorus into the lake. Development destroyed sensitive habitats such as marshes and wetlands, and channelized meandering streams and rivers.

Key 2022 Accomplishments

- Established the Tahoe Watershed Improvement Group (TWIG), a regional EIP working group, to coordinate and fund priority projects across jurisdictions.
- Moved three green infrastructure projects forward: the Ski Run “Mountain to Marina” project, the Tahoe Keys Tactical Green Infrastructure project, and the Lower Kingsbury Area-wide Treatment project. These projects elevate the role of natural infiltration to meet water quality standards and achieve multiple-benefit adaptations to climate change.
- Issued 153 parcel-scale Best Management Practices (BMP) certificates: 132 for single-family residential, seven for multi-family residential parcels, and 14 for commercial parcels. Reissued 530 BMP certificates verifying BMP maintenance and effectiveness.

Future Focus

- Continue to identify new opportunities for area-wide stormwater treatment and green infrastructure.
- Continue basin-wide progress in achieving clarity challenge goals by supporting local jurisdictions and reviewing permit applications for BMPs.
- Provide technical assistance to property owners complying with TRPA’s incentive programs including land coverage exemptions and mooring registrations.

PROJECT SPOTLIGHT

Tahoe Keys Landscape Guidebook

TRPA and partners completed and distributed the Tahoe Keys Landscape Conservation Idea Book. The book provides inspirational and technical information on how homeowners in the Tahoe Keys can achieve an attractive, low water landscape that also protects Lake Tahoe and provides defensible space to reduce wildfire threat to homes.



Environmental Improvement Program

Forest Health

One of the Environmental Improvement Program’s central goals is to protect communities from damaging wildfires. The 2021 Caldor Fire put this to the test. Because of the heroic actions of first responders, shifts in winds, and decades of sound forest management under the EIP, Lake Tahoe was spared from catastrophic loss. In its aftermath, significant restoration and clean-up work ensued, in addition to continuing important fuel treatments and defensible space education. As a founding member of the Tahoe Fire and Fuels Team (TFFT), TRPA helps implement the Lake Tahoe Forest Action Plan and is committed to increasing the pace and scale of forest treatments.

Key 2022 Accomplishments

- Worked collaboratively with partners to identify an opportunity for a small-scale renewable energy project using local wood waste in the City of South Lake Tahoe.
- Developed an innovative curriculum for Lake Tahoe Community College’s new forestry program designed to build the local workforce and increase Tahoe’s capacity to implement forest fuels treatments.
- Helped move forward the Caldor Fire Hazardous Tree and Fuels Reduction Project, which will prioritize the clearing of hazard trees within 200 feet of popular trails, roads, and infrastructure.
- Helped secure \$2 million in federal funding for top priority water infrastructure projects to fight catastrophic wildfire.

Future Focus

- Facilitate increased implementation of beneficial fire across the Tahoe Basin, including reintroducing the traditional practice of cultural burning by the Washoe Tribe.
- Continue to work collaboratively with partners to identify renewable energy opportunities in and around the Tahoe Basin.
- Increase the pace and scale of fuels treatments by coordinating workforce development and shared-resource crews.

PROJECT SPOTLIGHT

Forestry Policy Changes

In 2022, the Governing Board approved policy changes that will help increase the pace and scale of forestry work in the Lake Tahoe Region to reduce the threat of catastrophic wildfire. The decision expands the areas where ground-based mechanical equipment can be used on steep slopes. The new policy will promote forest and ecosystem resilience to disturbances such as climate change. Approximately 61,000 acres in the Tahoe Basin fall under the update.



Photo: USDA Forest Service

Environmental Improvement Program

Aquatic Invasive Species

Lake Tahoe continues to face a serious threat from the introduction and spread of aquatic invasive species (AIS). TRPA leads the multi-sector AIS partnership at Lake Tahoe, and its accomplishments are the result of the collective contribution of many organizations and individuals. Control programs are working to manage invasive species already established, and the watercraft inspection program is keeping new aquatic invasives out of the Tahoe Region.

Key 2022 Accomplishments

- Prevented new AIS introductions by overseeing more than 28,000 unique vessel launches, including 5,816 inspections at regional inspection stations. Forty-five percent of inspected boats arrived Clean, Drained, and Dry, up 6 percent from 2021.
- Implemented more than 16 acres of aquatic weed treatment within the Taylor Tallac Marsh and 41 acres in the Tahoe Keys, the largest projects to date.

Future Focus

- Investigate emerging technologies and innovative solutions for the prevention, control, and monitoring of AIS.
- Build permanent regional invasive species inspection stations.
- Develop Spanish outreach materials.
- Maintain federal and state funding commitments to achieve AIS program goals.
- Increase workforce capacity to implement control projects and staff inspection stations.

PROJECT SPOTLIGHT

Tahoe Keys Aquatic Weed Control Methods Test

The Governing Board unanimously certified environmental studies and approved permits for the Tahoe Keys Aquatic Weed Control Methods Test, a monumental step in the fight against aquatic invasive species in the Tahoe Region. Following years of study, planning, and collaboration with a range of stakeholders, 41 acres of test treatments began in the summer of 2022.



Photo: Drone Promotions

Measuring What Matters: Thresholds and Monitoring Update

TRPA continuously tracks the progress and effectiveness of the region's environmental programs by monitoring hundreds of environmental threshold standards, performance measures, and management actions. The Research and Analysis Division collaborates with the science community and provides the best possible information for policy decisions, operations, and accountability.

Key 2022 Accomplishments

- Revised threshold standards and Environmental Improvement Program (EIP) performance measures for Forest Health and Watersheds and Water Quality thresholds in coordination with EIP partners.
- Developed an adaptive management framework for transportation to better evaluate Regional Transportation Plan implementation and ensure attainment of the new transportation and sustainable communities threshold standard.
- Enhanced monitoring of South Shore streams in the aftermath of the Caldor Fire to assess conveyance of flame retardants and impact of fire on nutrients and sediment transport (monitoring will continue for two additional years).
- Completed a study on the impacts of smoke on Tahoe's water quality through the Tahoe Science Advisory Council.

Future Focus

- Develop an evaluation and monitoring plan to measure access and the recreational experience in coordination with the Tahoe Science Advisory Council.
- Collaborate with partners to address continuing threats to lake clarity from climate change.

2022 Lake Clarity

On January 5, 2022, UC Davis recorded lake clarity at 138 feet, the second best since monitoring began over 50 years ago. The deepest record was 142 feet on February 8, 1968.

2022 Field Monitoring

- Collected noise monitoring data for 7 plan areas, 6 transportation corridor segments, and 7 shoreline sites.
- Monitored bike and pedestrian activity at 24 sites using automatic counters.
- Worked with agency partners to complete basin-wide osprey and peregrine falcon surveys to assess nesting success.
- Maintained air quality and visibility monitoring stations.
- Completed assessments of over 100 stream environment zones including information on invasive species, erosion, and other long-term data collection to assess changes.
- Collected data at 46 sites to measure physical and biological stream health using benthic macroinvertebrates.
- Captured additional information from stream environment zones and locations around the Caldor Fire perimeter.
- Funded weekly human health monitoring at 10 popular beaches throughout the summer.



Digital First: Innovation

This initiative recognizes the agency’s unique ability to address external events, technology changes, and pursue continuous improvement. It involves significantly improving the ability of the agency to provide better customer service in a “digital first” way by rethinking processes using innovative technology.

Key 2022 Accomplishments

- Updated TRPA’s permitting software to a modernized, cloud-hosted version that includes easy-to-use customer interfaces, new features, and technology to streamline and expedite application reviews.
- Kicked off a record scanning and digitization project for approximately 200,000 agency and permitting records and historical documents. By maintaining these documents electronically, TRPA will better support public records requests, reduce application processing times, and improve TRPA’s disaster recovery preparedness.
- Developed the Current Planning Process Improvement Action Plan through staff and stakeholder consultation. The plan includes recommendations to improve the agency’s permitting with technology investments.



Photo: Johnson Meadow, Sarah Underhill

Future Focus

- Continue implementing the recommendations outlined in the Current Planning Process Improvement Action Plan.
- Continue the record scanning and digitization project.

Improved Customer Service

The challenges of the past two years have brought forward improved services at TRPA, including an appointment system, virtual meetings, and online and virtual site inspections. More than 80 percent of applications are now submitted electronically.

By The Numbers

Permitting and Code Compliance

Permitting and compliance staff ensure all projects meet TRPA Code of Ordinances and environmental standards. Primary responsibilities include code enforcement, inspection of permitted projects, monitoring of memorandum of understanding (MOU) partners, and inspection and enforcement of best management practices to reduce stormwater pollution.

Key 2022 Accomplishments

- Increased the number of applications submitted electronically to 82.5 percent.
- Met standards for the timely review of 93 percent of project applications. TRPA received 1,125 permit applications, down two percent from record 2021 levels.
- Completed 116 code case inspections within one week of complaint intake.
- Completed 200 pre-grade inspections and 228 final inspections; 96 percent of final inspections were performed within 15 days of request.
- Completed 100 audits of projects reviewed and approved by local government MOU partners. Local governments met requirements between 89 and 99 percent of the time, and corrective measures are being monitored.

- TRPA’s watercraft team invested more than 1,200 hours on the lake educating the public. The team assisted in the removal of 30 vessels from unauthorized moorings and issued 628 verbal corrective actions mostly related to no-wake zone violations.

Shoreline Plan Implementation

In 2022, TRPA processed 1,135 registrations for 3,927 buoys, 447 lifts, and 3,435 slips.

To date, more than 89 percent of the existing moorings evaluated in the Shoreline Plan have been registered.

TRPA has issued 285 mooring allocations from the annual mooring lotteries and 24 pier allocations from the pier lottery.



Photo: Drone Promotions

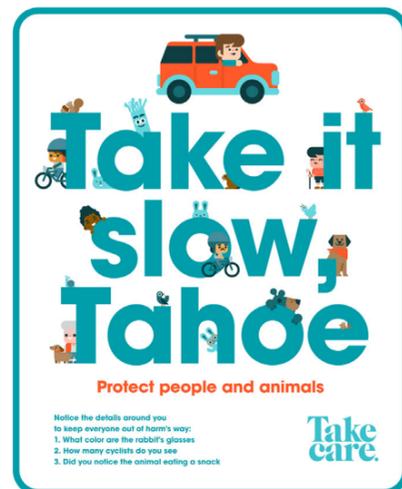
EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the Lake Tahoe Regional Plan. External Affairs leads initiatives in collaboration with many agency and nonprofit partners.

Key 2022 Accomplishments

Public Outreach

- Published two issues of the national award-winning environmental newspaper, Tahoe In Depth. TRPA mails the newspaper to Tahoe Basin property owners and continues to be a valuable source of environmental information.
- Took a lead role in creating and launching a new Take Care Tahoe campaign focused on protecting people and animals by encouraging drivers to slow down.
- Improved outreach and engagement with underserved communities on key projects such as the Transportation Equity Study by facilitating multiple Spanish workshops and collaborating with community-based organizations.
- Launched a new webinar series focused on upcoming projects on Tahoe's West and East Shores with over 150 attendees.
- Presented to over 20 local, national, and international delegations about Destination Stewardship, the Environmental Improvement Program, Take Care Tahoe, and current projects.



The cover of the Winter 2022 issue of Tahoe In Depth.

Environmental Education

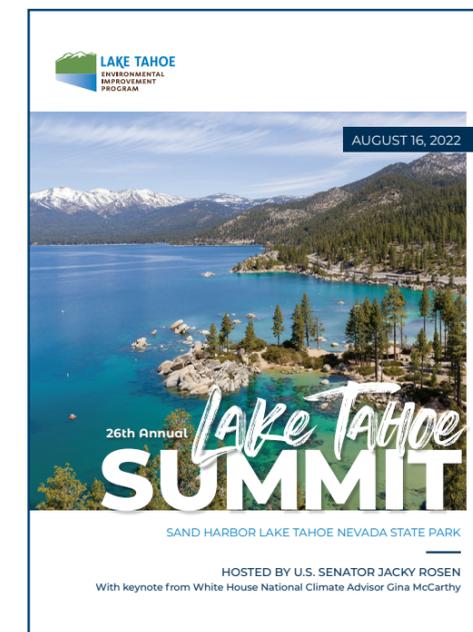
- Organized the Heavenly Snowshoe field trip for over 300 local fifth graders and educated hundreds of fourth graders on bike safety. TRPA led additional programs as part of the South Tahoe Environmental Education Coalition, which cumulatively reached 9,307 students and individuals.
- More than 300 residents and visitors celebrated the 17th annual Bike Month in Lake Tahoe, cycling 36,102 miles throughout the month of June. Nearly 600 Lake Tahoe Unified School District students also rode their bikes to school.
- Recognized seven projects and programs with Best in the Basin Awards for their exceptional environmental design and stewardship of Lake Tahoe.

Legislative Affairs

- Delivered \$29.5 million to Lake Tahoe—a record level of new federal funding—through the Lake Tahoe Restoration Act, in partnership with legislative and EIP partners.
- Continued a leadership role in assisting U.S. Senator Jacky Rosen (D, Nev.) and partners in hosting the 26th annual Lake Tahoe Summit at Sand Harbor Lake Tahoe Nevada State Park. Famed limnologist Dr. Charles Goldman received the Dianne Feinstein Lake Tahoe Award for his decades of scientific and community contributions to the lake.
- Coordinated a Caldor Fire briefing for federal legislative staff and basin fire partners.

Future Focus

- Grow TRPA's role as a leader in collaborative outreach to inspire sustainable actions and help achieve conservation and stewardship goals at Lake Tahoe.
- Support key Environmental Improvement Program projects by increasing public awareness and education.
- Work with congressional delegation to secure the crucial extension of the Lake Tahoe Restoration Act and continue federal appropriations to Lake Tahoe.



2022 Lake Tahoe Summit poster (left), Lake Tahoe Summit audience and stage at Sand Harbor (top right), and host U.S. Senator Jacky Rosen addressing the crowd (bottom right). Photos: Corey Rich

FINANCE AND HUMAN RESOURCES

The highest quality standards in human resources and organizational development, along with best practices in financial management, keep TRPA operating as a high-performing team.

Funding for TRPA's core functions comes from a variety of sources, including the states of California and Nevada, fees for services, and competitive grants. TRPA is organized to reflect the three core functions it performs: planning, implementation, and research and analysis in a "Plan, Do, Check" adaptive management and continuous improvement framework. TRPA presently has 68 full-time equivalent positions.

Key 2022 Finance and Facilities Accomplishments

- Achieved a balanced budget with regular reports to the TRPA Governing Board and Nevada and California legislatures.
- Supported internal teams with revenue and expense management.
- Completed remodel of public access spaces at the TRPA office, including the front lobby and meeting rooms, and installed a new 20-year roof.
- Serve as fiscal agent for high priority work and partners such as the Tahoe Science Advisory Council and the USDA Forest Service.

Future Focus

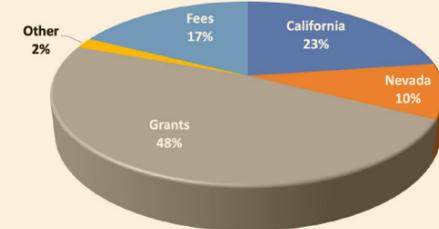
- Maintain the highest financial standards, obtain operations funding, and cultivate resources to support Lake Tahoe.
- Protect the health and well-being of staff with support and services. Maintain modern and efficient IT resources.

2022 TRPA Budget

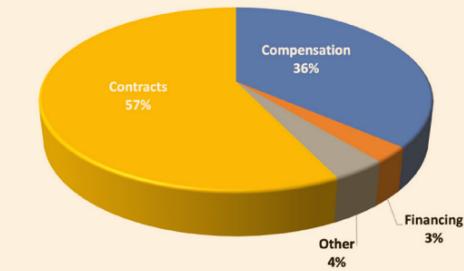
TRPA manages \$9.5M in grant revenue, \$4.8M in fees for services, and \$7.1M in state funds. In addition, the agency manages \$7.3M in staff costs and \$12.4M in contracts.

2022-23 TRPA BUDGET: \$21.9M

Revenues



Expenses



Key 2022 Human Resources Accomplishments

- Instituted a WorkFlex program to provide employees the opportunity to continue with a flexible work arrangement between remote and in office work, providing the agency with increased recruitment and retention strategies.
- Successfully recruited for a new Executive Director, as well as additional staff to support the work of the agency. Provided promotions within Permitting & Compliance and Human Resources departments.

Future Focus

- Update the organizational structure to provide growth and promotional opportunities for internal staff.
- Continue to evaluate and improve the diversity and inclusiveness of the workplace in order to remain competitive and maintain exemplary hiring and recruitment practices.
- Continue to provide growth and development opportunities to staff to support learning.



VISION

a lake environment that is sustainable,
healthy, and safe for the community
and future generations.

Office Location: 128 Market Street, Stateline, NV

Mailing Address: P.O. BOX 5310 Stateline, NV 89449-5310

Phone: 775.588.4547 • Fax: 775.588.4527 • trpa.gov



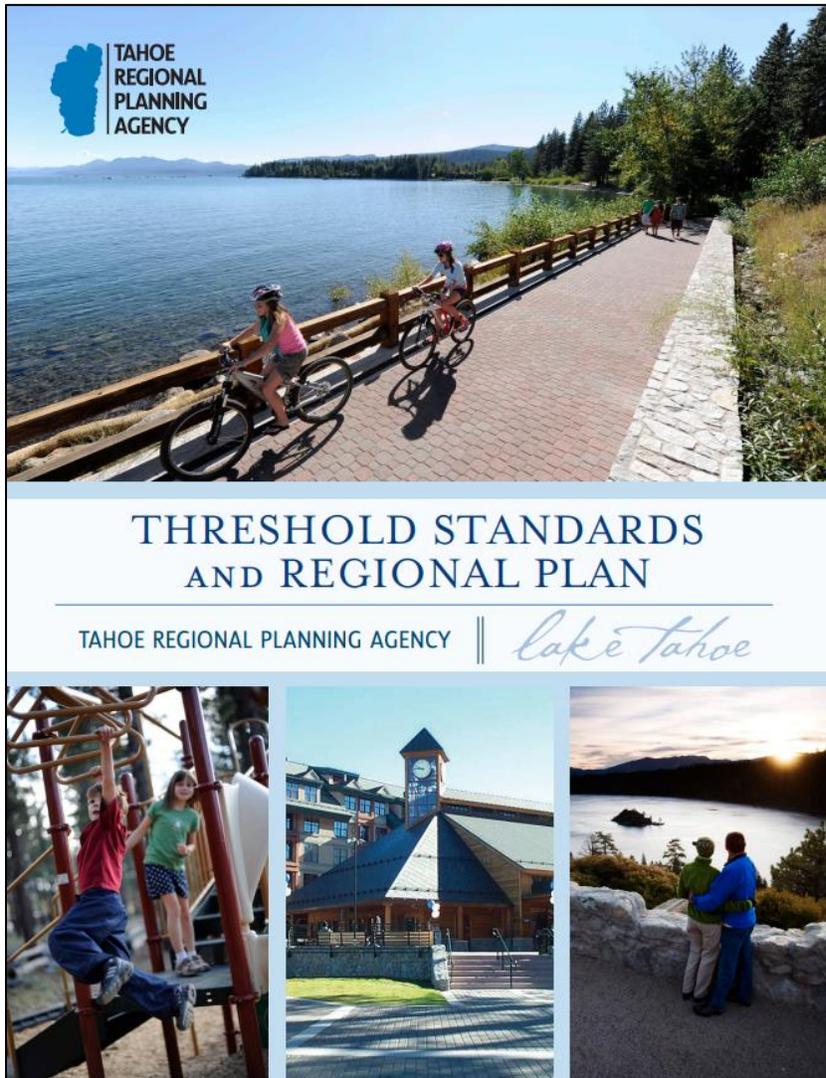
**TAHOE
REGIONAL
PLANNING
AGENCY**

February 2023

Attachment B

2022 Regional Plan Performance Measures

2022 REGIONAL PLAN PERFORMANCE MEASURE REPORT



Prepared by:



February 2023

INTRODUCTION

In May 2013, the Tahoe Regional Planning Agency's (TRPA) Governing Board approved 14 Regional Plan Performance Measures and associated sub-categories. Each performance measure has a level-1 and level-2 benchmark, or target, to be reported both annually and on a multi-year timeframe.

The approved measures relate directly to the intended implementation actions resulting from the 2012 Regional Plan amendments which incentivize compact environmental redevelopment in pursuit of threshold attainment as directed in the Bi-State Compact. Many level-2 measures are long-term land use or environmental goals and may take years or even decades to show measurable progress. In those instances, ongoing activities expected to lead to performance results are described. Also, the Governing Board established short-term level-1 benchmarks to indicate interim progress, and where information is available, progress is reported.

This report also includes a summary of the net changes in development in the Lake Tahoe Region for the past two years (Tables 14, 15, and 16), a requirement of the 2018 development right program changes.

The entire suite of TRPA performance measures is under review as part of TRPA's *Measuring What Matters* strategic initiative that is evaluating TRPA's performance management and threshold update needs. This review of performance measures will enable TRPA to refine the measures evaluated in this report.

IMPLEMENTING THE REGIONAL PLAN

The TRPA Regional Plan is the blueprint for attaining and maintaining the threshold standards and securing the Tahoe Region's sustainable future. The Regional Plan guides community development and redevelopment, enhancing ecosystem functions, creating a more effective transportation network, and revitalizing the region's economy. It pairs ecosystem restoration with redevelopment activities to promote mixed-use town centers where people can live, work, and thrive.

Since the adoption of the 2012 Regional Plan amendments, TRPA and its partners have been executing these policies and programs. A signature element of the Regional Plan, six "area plans" have been adopted to integrate the Regional Plan policies into local jurisdiction plans and permits. Area plans now cover more than 34 percent of the land area of the Tahoe Region, including 89 percent of town centers. As a result, property owners and developers are making significant investments in these areas, resulting in economic growth and environmentally beneficial redevelopment.

Over the past ten years, the Tahoe Region has seen a period of renewal and environmental restoration, as hundreds of millions of dollars have been invested in constructing and renovating hotels, commercial, and residential properties. As a result, by 2022, property values in the Tahoe Region have grown by 80 percent since 2012, with improvement values increasing by 81 percent. As evidence that the Regional Plan is effective, improvement values in town centers located within the adopted area plans have grown by more than double (158 percent) the rate compared to the rest of the region (73 percent). More than 1,050 new residential dwellings were constructed during the past ten years, and 192 previously existing residential units were transferred, many from sensitive and remote areas, to be constructed in more environmentally beneficial receiving areas. Development right conversions have resulted in 157 additional residential units throughout the region, while the net number of tourist accommodation units and commercial floor area have been reduced. All new and redeveloped properties include erosion control measures to benefit the lake's water quality.

These private investments are paired with \$978 million in investment for more than 480 projects implemented through the Lake Tahoe Environmental Improvement Program. Projects have included water quality improvements on the major highways in the region, large-scale erosion control projects, stream restorations, public access and recreation improvements, and bicycle and pedestrian trails.

EXECUTIVE SUMMARY OF PERFORMANCE MEASURE STATUS

A brief summary of the status of the 14 Regional Plan Performance Measures follows.

REGIONAL LAND USE PATTERNS

1. *Distribution of development for land-use types*: In 2022, the distribution of commercial floor area, property improvement values, and residential units met the benchmarks to increase the percentage of development in town centers and reduce the percentage in remote areas. The sub-categories for tourist accommodation units in town centers was close to the target.
2. *Annual average number of units transferred to town centers from sensitive and remote land*: the benchmarks for transferring tourist accommodation units, existing residential units, and potential residential units from stream environment zones and remote areas were met; the benchmark for transferring potential residential units from other sensitive areas was met. All other transfer benchmarks were not met. Forty-four environmentally beneficial transfers were approved in 2022. Not apparent in these outcomes are significant sums of previously existing development rights that have been removed from sensitive sites and are banked, awaiting transfer. Banked development rights (Table 6) are readily available sources of transferable rights to support beneficial redevelopment if projects can be matched to them.
3. *Retirement rate for existing non-residential units of use*: The benchmark to remove commercial and tourist units from sensitive lands has not been met. Nonetheless,

since 2012, 160 tourist units and almost 30,500 square feet of commercial floor area have been removed from stream environment zones. Rather than being retired, these units were subsequently banked and are available for future transfer or conversion.

4. Housing availability for residents and workers: TRPA's "Tahoe Living", Housing and Community Revitalization Initiative, the California Tahoe Conservancy, and non-profits, including the Mountain Housing Council and South Shore Housing Tahoe Partnership are implementing strategies that incentivize affordable housing for locals. As a result of these initiatives, ten multi-residential units were assigned to projects in 2022 and 326 affordable and workforce-oriented units have been approved overall since 2012, with more proposed units in the planning, design, and approval processes.

TRAVEL BEHAVIOR

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): This measure was not reported in 2022 as TRPA is in the process of updating our transportation performance measures and will align this measure with the newly adopted measure in 2023.
6. Automobile vehicle miles traveled per capita (excluding through trips): This measure was not reported in 2022 as TRPA is in the process of updating our transportation performance measures and will align this measure with the newly adopted measure in 2023.
7. Construction of pedestrian and bicycle improvements: An annual average of 3.8 miles of pedestrian and bicycle improvements have been constructed between 2013 and 2022, below the level-1 benchmark of 4.15 miles constructed per year, and the level-2 benchmark of 9 miles constructed per year. Regional coordination on pedestrian and bicycle trails is underway to plan, build, fund, manage, and maintain trails in the Tahoe Basin.

ENVIRONMENTAL RESTORATION

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately funded): Since 2013, private property owners have transferred more than 0.2 acres of land coverage from stream environment zones, meeting the level-1 and level-2 benchmarks. The benchmarks for other sensitive lands were not met. In addition, TRPA identified 12.8 acres of previously existing land coverage removed from stream environment zones and another 3.8 acres removed from other sensitive lands since 2012.
9. Issuance of Best Management Practices (BMP) Certificates in conjunction with property improvements and area-wide BMP installations: In 2022, TRPA issued 153 BMP certificates in conjunction with property improvements and area-wide BMP installations. This total was below the level-1 and level-2 benchmarks. However, since 2013, TRPA has issued 4,671 BMP certificates, and 48 percent of these have been issued in conjunction with property improvements and area-wide BMP installations. In recent years, TRPA has seen an increase in property owners installing BMPs on

residential parcels in response to TRPA's special coverage exemptions and mooring registration and permitting conditions.

10. *Total Maximum Daily Load (TMDL) performance benchmarks*: The [Lake Tahoe TMDL Program 2022 Performance Report](#) found that local governments and highway departments at Lake Tahoe collectively met and exceeded the 10-year TMDL milestone to reduce fine sediment particles by 21 percent. As of the 2021 water year, implementers achieved a 23 percent reduction from baseline 2004 levels, equating to a nearly 600,000 lbs./year reduction in fine sediment particles diverted from Lake Tahoe.
11. *Scenic improvement rate on urban roadways*: A scenic evaluation was performed as a part of the 2019 Threshold Evaluation Report monitoring. Scenic ratings for these units were either stable or improved from the ratings in the 2015 Threshold Evaluation Report; three urban roadway scenic units increased from the 2015 evaluation and no units decreased. Despite these increases, the annual average increases were not sufficient to meet the benchmarks.

EFFECTIVE REGIONAL PLAN IMPLEMENTATION

12. *Prepare and maintain area plans in conformance with the 2012 Regional Plan*: The Governing Board has approved six local area plans as of 2022, meeting benchmarks. The six area plans cover approximately 72,000 acres, or 34 percent of the land area of the Tahoe Region and 89 percent of town centers.
13. *Complete mitigation measures identified in the Regional Plan Update Environmental Impact Statement (EIS)*: The 2012 Regional Plan Update environmental impact statement called for mitigation measures covering four topic areas. All the Regional Plan Update mitigation measures have been completed and adopted by the TRPA Governing Board.

ECONOMIC VITALITY

14. *Rate of redevelopment*: TRPA approved 171 redevelopment permits in 2022, including 164 residential permits, and 7 commercial/tourist accommodation permits. The 2013 to 2022 average of 134 redevelopment projects exceeded the level-1 and level-2 benchmarks.

DISCUSSION & PERFORMANCE MEASURE STATUS

Detailed discussion and analysis of the status of all Regional Plan performance measures is set out below. The included summaries for each set of measures outline the adopted level-1 and level-2 targets as well as the 2022 status for each indicator. A discussion and analysis of the results follows for each. A detailed synopsis of the results is included in Table 13.

BACKGROUND

In May 2013, the TRPA Governing Board adopted performance measures to track the effectiveness of the 2012 amendments to the Regional Plan. This report covers activities for the calendar year 2022 and cumulatively over then ten years since the Board’s adoption of the Regional Plan.

PERFORMANCE MEASURE #1

Modify the distribution of development after 2012 compared to the distribution in 2012

This performance measure tracks the anticipated increase in the percentage of development within town centers, and the accompanying decrease in the percentage of auto-dependent development (defined as development located more than ¼ mile from town centers and not at a ski area with transit service). Progress is tracked by measuring the distribution of residential units, tourist accommodation units, commercial floor area, and taxable market valuation of property/structural improvements.

Performance Measure #1: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Increase the percent of commercial floor area located within centers to more than 63.13% (level-1) and 63.23% (level-2)	Met	Met
Decrease the percent of commercial floor area in remote areas to less than 26.32% (level-1) and 26.22% (level-2)	Met	Met
Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	Met	Met
Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	Met	Met
Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	Close to Target	Close to Target
Decrease the percent of tourist accommodation units in remote areas to less than 10.44% (level-1) and 10.34% (level-2)	Not Met	Not Met
Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	Met	Met

Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)

Met

Met

* Close to target indicates that the performance measure is within 5% of the benchmark.

Table 1 outlines the changes in the distribution of commercial floor area, residential units and tourist accommodation units compared to the baseline. The regional distribution of development has changed as a result of the redevelopment and revitalization activity throughout the region and the transfer incentives to promote the relocation of existing development to centers. In 2022, the distribution of commercial floor area, property improvement values and residential units met the level-1 and level-2 benchmarks to increase the percentages located in centers and to decrease the percentage in remote areas.

The distribution of tourist accommodation units was close to the target for town centers, but higher in remote areas because numerous tourist units previously located in centers have been removed and banked in anticipation of transfers or conversions to future projects, such as the Tahoe City Lodge, which is in a town center. In addition, the Edgewood Lodge redevelopment project constructed 154 tourist accommodation units—including 144 transferred from dated motels previously located in town centers. The South Stateline resort is located outside the town center boundary. While these tourist accommodation unit transfers are generating beneficial environmental redevelopment with threshold gains, they cannot be counted toward the benchmark. As a result, the benchmarks to reduce the share of tourist units in remote areas were not met.

Table 1: Distribution of development measured as percentage of units and commercial floor area			
Land Use	Baseline	2022	Net Change Since Baseline
Commercial Floor Area			
Town Centers	63.13%	64.75%	+1.62%
Neutral areas within ¼-mile of a Town Center	10.55%	9.38%	-1.17%
Remote Areas	26.32%	25.87%	-0.45%
Residential Units			
Town Centers	3.84%	4.69%	+0.85%
Neutral areas within ¼-mile of a Town Center	28.50%	28.51%	+0.01%
Remote Areas	67.66%	66.81%	-0.85%
Tourist Accommodation Units			
Town Centers	83.37%	82.64%	-0.73%
Neutral areas within ¼-mile of a Town Center	6.19%	4.07%	-2.12%
Remote Areas	10.44%	13.29%	+2.85%
<p>Source: TRPA Permit Records, LakeTahoelInfo.org/Parcel Tracker and TRPA Geographic Information System (GIS) Analysis for Town Centers. Neutral areas are properties located within one-quarter mile of town centers and ski areas that have transit service (Homewood Ski Area and Heavenly Mountain Resort California Base). Remote areas include auto-dependent locations that are more than one-quarter mile from town centers.</p>			

Overall total taxable value¹ of properties in the Lake Tahoe Region continues to rise, exceeding \$35.9 billion in 2022, an increase of 80 percent from 2012 and 28 percent higher than 2021. As shown in Table 2, the taxable value of property improvements² in the Lake Tahoe Region have increased 81 percent since 2012, to \$19.0 billion in 2022. Improvement values in area plans have grown 102 percent since 2012. The total taxable value of town centers located within the adopted area plans have grown by 158 percent, including a 147 percent increase in improvement values during this time. These increases in property improvement values suggest that the Regional Plan is among the factors encouraging redevelopment and investment in town centers.

Table 2: Change in property improvement values between 2012 and 2022, by location				
Jurisdiction	Improvement Value Change 2012-2022			
	All Areas	Town Centers	Area Plans	Town Centers in Area Plans
Carson County	72%	n/a	n/a	n/a
City of South Lake Tahoe	59%	68%	72%	76%
Douglas County	49%	36%	48%	36%
El Dorado County (exc. CSLT)	59%	61%	137%	77%
Placer County	161%	738%	161%	738%
Washoe County	29%	24%	29%	24%
Grand Total– Tahoe Region	81%	139%	102%	147%

Source: County Assessor Records, TRPA Geographic Information System (GIS) Analysis for Town Center and Area Plans.

Table 3 reflects the changes to the distribution of taxable value of property improvements between town centers, neutral areas within one-quarter mile from a town center and remote areas. The value of improvements in town centers has increased, while the value of improvements in remote areas and areas within ¼ mile of a center declined as a percentage of overall value since 2012.

Table 3: Percentage of taxable property improvement value by location			
Location	Baseline*	2022	Net percentage change since baseline
Town Centers	10.94%	14.52%	+3.58%
Areas within ¼-mile of a Center	17.67%	15.71%	-1.96%
Remote Areas	71.38%	69.76%	-1.62%
Total Market Value	100.00%	100.00%	

Source: County Assessor Records for Taxable Property Improvement Values, TRPA Geographic Information System (GIS) Analysis for Town Center and Area Plans.

¹ Total taxable values for properties are sourced from County Assessors data for the assessed value of land and any property improvements.

² Improvements may include buildings, landscaping, or other development on the property.

PERFORMANCE MEASURE #2

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

This measure complements the tracking of distribution of development in Performance Measure #1 by tracking the rate at which the transfer of units of use occurs from stream environment zones (SEZ), other sensitive areas, and remote lands to town centers. For this performance measure, tourist accommodation units, commercial floor area, and residential units, and potential residential units are tracked and reported separately. This performance measure specifically tracks the transfer of development; not apparent in these outcomes are significant sums of previously existing development rights that have been removed from sensitive sites and are banked, awaiting transfer. Banked development rights (Table 6) are readily available sources of transferable rights to support beneficial redevelopment if projects can be matched to them. TRPA built a more transparent tracking of transferable rights, through the Lake Tahoe Info Parcel Tracker (<https://parcels.laketahoeinfo.org>) and an online marketplace (<http://tdr.trpa.org>) to connect project proponents with holders of banked development in order to spur progress toward meeting this performance measure.

The TRPA Governing Board unanimously approved changes to the development rights system in October 2018. The changes allow conversions (Table 7) between different types of development rights using environmentally neutral exchange rates. This will provide more flexibility and simplicity while also maintaining the overall cap on development potential in the Tahoe Region.

Performance Measure #2: Summary	2022 Level-1 & Level-2 Benchmarks
Transfer more than zero residential units to centers from SEZs	Met
Transfer more than 414.18 square feet of commercial floor area to centers from SEZs	Not Met
Transfer more than 0.36 tourist accommodation units to centers from SEZs	Met
Transfer more than zero potential residential units* to centers from SEZs	Met
Transfer more than zero residential units to centers from other sensitive lands	Not Met
Transfer more than 959.55 square feet of commercial floor area to centers from other sensitive lands	Not Met
Transfer more than zero tourist accommodation units to centers from other sensitive lands	Not Met
Transfer more than 0.18 potential residential units* to centers from other sensitive lands	Met

Transfer more than 0.09 residential units to centers from remote areas	Met
Transfer more than 470.18 square feet of commercial floor area to centers from remote areas	Not Met
Transfer more than zero tourist accommodation units to centers from remote areas	Met
Transfer more than 0.09 potential residential units* to centers from remote areas	Met

*Note: Potential Residential Units (PRU) were formerly called Residential Development Rights (RDR)

In 2022, the benchmarks for transferring existing residential units, potential residential units, and tourist accommodation units from stream environment zones were met. The benchmark for transferring potential residential units from other sensitive areas was also met. The benchmarks for transferring existing residential units, potential residential units, and tourist accommodation units from remote areas were met. All other transfer benchmarks were not met.

Overall, 44 transfers of development occurred in 2022, and each resulted in environmentally beneficial improvements. Tables 4 and 5 below outline the cumulative benefits of the 308 transfers that TRPA approved between 2013 and 2022. More than 95,000 square feet of coverage, 87 residential units, and 109 tourist units have been removed and transferred from sensitive stream environment zones to less-sensitive areas. In addition, more than 129,000 square feet of coverage, almost 16,800 square feet of commercial floor area, 12 tourist accommodation units, and 46 residential units have been transferred from remote areas into town centers and the walkable areas near centers.

Development Right	Stream Environment Zones	Other Sensitive Areas	Non-Sensitive Areas
Coverage (sq. ft.)	- 95,016	+ 24,212	+ 70,804
Commercial Floor Area (CFA) (sq. Ft.)	0	-10,492	+ 10,492
Residential Units (ERU/PRU)	- 87	- 13	+ 100
Tourist Units (TAU)	- 109	0	+ 109

Development Right	Remote Areas	Areas within 1/4 mile of a Town Center	Town Centers
Coverage (sq. ft.)	- 129,277	+ 19,697	+ 109,580
Commercial Floor Area (CFA) (sq. ft.)	0	- 16,791	+ 16,791
Residential Units (ERU/PRU)	- 46	+ 22	+ 24
Tourist Units (TAU)	- 12	0	+ 12

Additionally, TRPA analyzed banked development rights (Table 6) on both public and private parcels and identified more than 11,600 square feet of banked commercial floor area, 15 banked tourist accommodation units, 28 banked residential units, 92 banked

potential residential units, and more than 665,500 square feet of existing coverage that has been removed from stream environment zones and is currently banked and ready to be transferred. And, 76,650 square feet of banked commercial floor area, 38 tourist accommodation units, 82 residential units, 234 potential residential units, and 1.455 million square feet of banked coverage was identified as ready to be transferred from remote areas. These rights may lead to the redevelopment of town centers in the future, as the 2012 Regional Plan encourages and incentivizes the relocation of sensitive and remote development to these centers.

Table 6. Estimated current inventory of banked development rights by location				
	Commercial Floor Area (sq. ft.)	Tourist Accommodation Units	Existing Residential Units/Potential Residential Units ¹	Coverage ² (sq. ft.)
All Banked Rights³	222,383	999	264 / 309	2,338,072
Banked in Stream Environment Zones	11,614	15	28 / 92	665,524
Banked in Remote Areas	73,657	38	82 / 234	1,455,416

Notes:
 1. Banked rights as of December 31, 2022
 2. Potential residential units were formerly called Residential Development Rights (RDR)
 3. Coverage includes banked hard and soft coverage (potential coverage is not included)
 4. The categories of Banked in Stream Environment Zones and Banked in Remote Areas are not mutually exclusive and this table it not intended to be combined into an aggregated total.
 Source: TRPA Permit Records and LakeTahoelInfo.org/Parcel Tracker

Development right conversions provide property owners with flexibility while maintaining the overall cap on development potential in the Tahoe Basin. By allowing conversions between the different types of development rights using environmentally neutral exchange rates, TRPA hopes to encourage more redevelopment. The current conversion ratio is 600 CFA to 2 TAUs to 2 residential to 3 multi-family residential units.

The ability to convert between different types of development rights is relatively new. However, a clear trend that has emerged from the conversions to date: a shift from TAUs and CFA to residential development. As a result of the 47 approved conversions to date, 145 additional residential units have been created throughout the region, while the number of TAUs has been reduced by 65 units and CFA reduced by more than 30,500 square feet.

Table 7. Summary of development rights conversions 2013-2022			
	Commercial Floor Area (sq. ft.)	Tourist Accommodation Units	Residential Units
Net Change from Conversions	- 30,583	- 65	+ 145

Note: Includes conversions processed under the pilot programs approved in 2012 and 2016 and all conversions processed since the TRPA GB adoption of the conversion and exchange program in 2018.

PERFORMANCE MEASURE #3

Accelerate the removal rate for existing non-residential units of use on sensitive lands

Historically, the Tahoe Region has relocated existing non-residential development but has not retired any non-residential units of use. The 2012 Regional Plan Update added policy language encouraging a publicly funded acquisition program targeted at acquiring and retiring excess existing non-residential development on sensitive lands. This performance measure tracks this program’s effectiveness at removing existing commercial floor area and tourist accommodation units from sensitive lands.

Performance Measure #3: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Remove existing tourist units of use from sensitive lands (Develop and fund a program to acquire and retire tourist units of use within 4 years – level 1) (acquire 10 TAUs – level 2)	Partially Met	Partially Met
Remove existing commercial floor area from sensitive lands (Develop and fund a program to acquire CFA within 4 years – level 1) (acquire 5,000 sf of CFA – level 2)	Partially Met	Partially Met

The benchmark to establish a program to remove commercial and tourist units from sensitive lands has not been met. Funded acquisition programs or similar strategies are needed for a significant number of units to be retired to meet this benchmark. TRPA made changes to the development rights program in October 2018 to reaffirm the role of land banks in achieving the goals of the development rights transfer system. In addition, TRPA will allow local governments and philanthropic non-profit organizations to form banks under a memorandum of understanding with TRPA in order to acquire, hold, disperse, retire or transfer development rights. These actions were designed to increase the effectiveness of the development rights removal/restoration, banking and transfer systems by accelerating the removal and relocation of development rights from sensitive and remote areas.

The California Tahoe Conservancy (Conservancy) developed the Tahoe Livable Communities Program (<https://tahoe.ca.gov/programs/tahoe-livable-communities/>) to seek opportunities to acquire and restore properties and retire the associated non-residential development rights. However, the Conservancy has not yet retired any non-residential units of use. Instead, these units have been deposited into the Conservancy’s asset land bank for future consideration.

Additionally, incremental progress can be made in other ways. Since the adoption of the 2012 Regional Plan, private property owners have removed 160 tourist accommodation units from stream environment zones, and 109 of these units were transferred to non-

sensitive land, including 12 units that we moved into a non-sensitive parcel in a town center. Additionally, more than 30,500 square feet of commercial floor area has been removed and banked from stream environment zones since 2012. These development rights were subsequently banked and are available for transfer, rather than permanently retired, though it is likely that these units will be transferred into less sensitive areas and town centers due to the Regional Plan incentives for the relocation of sensitive development.

Further, under the conversion program adopted by TRPA as part of the development rights initiative in 2018, the land banks can acquire these non-residential development rights from sensitive lands and convert them into much needed residential units that can be transferred to be used on less-sensitive lands. Rather than permanently retiring, the land banks can sell the residential units and fund additional future acquisitions using the proceeds, while still meeting the goal of reducing non-residential development in the region. These strategies have been instrumental in providing opportunities for affordable housing in the region (see Performance Measure #4).

PERFORMANCE MEASURE #4

Improve housing availability for residents and workers

The 2012 Regional Plan Update Environmental Impact Statement (EIS) documented that housing in the Tahoe Region has become less affordable and quality housing is prohibitively expensive for essential workers, including teachers and police officers. This measure evaluates the utilization of multi-residential bonus units for affordable and workforce housing.

Performance Measure #4: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Average annual rate of multi-residential bonus unit utilization 20.23 units per year (level-1) and 21.24 units per year (level-2)	Met	Met

In the Tahoe Region, 10 multi-residential bonus units were assigned in 2022 for achievable housing projects in 2022. Since 2013, TRPA has issued a total of 326 residential bonus units, for an annual average of 32.6 units, exceeding the level-1 and level-2 benchmarks.

TRPA’s Tahoe Living Housing and Community Revitalization Initiative (<https://www.trpa.gov/permitting/housing>) and the housing and sustainability initiatives of local governments, the California Tahoe Conservancy, and non-profits, including the Mountain Housing Council and Tahoe Prosperity Center are implementing strategies that incentivize affordable housing for locals. As a result of these initiatives, more than 300 housing units are currently in the construction, planning, design, and approval processes.

Multiple projects that were approved in 2021 broke ground in 2022. The Sugar Pine Village project in South Lake Tahoe broke ground on Phase 1, which includes 68 of the planned 248 units. This affordable multi-family housing project helps implement the workforce housing goals of the 2012 Regional Plan—mixed-use and residential development in close proximity

to transit and pedestrian-friendly centers. Other projects that broke ground include three moderate-income ownership homes built by the Saint Joseph Community Land Trust in South Lake Tahoe, which will be ready for move-in in the spring of 2023, and four deed-restricted “achievable” units that are part of a mixed-use tourist and residential redevelopment project in Tahoe Vista, Placer County. Another 14 units of rental housing within walking distance of Barton Hospital in South Lake Tahoe are also nearing completion.

Additionally, 17 accessory dwelling units (ADUs) were permitted in 2022, for a total of 20 ADUs permitted since inception of the program. Eight of these 20 ADUs were deed-restricted “achievable.” Approximately half of the ADU permits have been in Placer County and half in the City of South Lake Tahoe. ADUs are a way for the private market to quickly provide workforce housing.

Other anticipated projects include a 70-unit achievable housing project near the Y in the City of South Lake Tahoe, a 150-unit affordable housing project in Placer County near Dollar Point, and a 24-unit achievable housing project in Dollar Hill. These projects are in the permitting and design stages.

PERFORMANCE MEASURE #5

Increase percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian).

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

Performance Measure #5: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Percentage of trips by auto/truck/motorcycle/other motorized vehicles below 80.93% (level-1) and below 80.68% (level-2)	Not Evaluated	Not Evaluated

From 2006 to 2020, TRPA conducted basin-wide travel surveys every two years in order to better understand basic travel characteristics of both residents and visitors. The 2018 Summer Travel Survey was conducted in August 2018 and the 2020 Winter Survey was conducted in March 2020.

In 2022, in consultation with the newly-formed Transportation Performance Technical Advisory Committee and a transportation consultant, TRPA developed a new framework for evaluating transportation performance. As part of the proposed implementation framework from this committee, TRPA is proposing a suite of primary metrics that will be

presented for approval by the TRPA Governing Board in early 2023. Once established, these measures will be reported bi-annually beginning in 2024.

Among the committee-proposed measures are new and updated metrics for Mode Share and for Per-Capita Vehicle Miles Traveled. As both of these measures are currently included in this Regional Plan Performance Measure report, we have suspended the reporting and analysis of these measures to coordinate the evaluation and reporting of these metrics in this report with the updated methodology recommended in the reporting framework.

For 2022, this performance measure was not reported. However, the prior winter 2020 and summer 2018 non-auto percentages both exceeded the level-1 and level-2 benchmarks. TRPA and partners are currently exploring new methods to more holistically assess mode share.

PERFORMANCE MEASURE #6

Decrease in automobile vehicle miles traveled per capita (excluding through-trips).

Vehicle miles traveled (VMT) per capita is a measure of the efficiency of the transportation system and the degree to which the land use pattern affects personal motor vehicle travel. VMT is measured using data from the federal highway performance management system.

In 2021 TRPA adopted a VMT per capita standard in the Transportation and Sustainable Communities Threshold category. The goal of the threshold standard is to reduce dependence on the automobile, support GHG emission reduction, and increase mobility. The standard assesses VMT per capita as a function of all travelers (residents, visitors, commuters, etc.) in the Tahoe Region, not just as a function of residential population. Progress towards attainment of this threshold is measured using a VMT per capita standard (TSC1) that establishes a goal to “Reduce Annual Daily Average VMT Per Capita by 6.8% from 12.48, the 2018 baseline, to 11.63 in 2045.”

As part of the adaptive management framework for standard, TRPA adopted a new goal in the Regional Plan (DP-5) and six policies to promote threshold attainment. That adaptive management framework includes the creation of an independent advisory body, charged with summarizing progress towards attainment of the standard and providing guidance to the Governing Board on what is working to reduce VMT/capita and how best to accelerate attainment of TSC1.

As described above, TRPA and the Transportation Performance Technical Advisory Committee have developed a new framework for evaluating transportation performance and data, including per-capita VMT. Once established, these measures will be reported bi-annually beginning in 2024.

Performance Measure #6: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
---------------------------------	------------------------	------------------------

Decrease per-capita VMT below baseline average of 33.7 miles per day (level-1) and 33.4 miles per day (level-2)	Not Evaluated	Not Evaluated
---	---------------	---------------

PERFORMANCE MEASURE #7

Accelerate pedestrian and bicycle improvements

This measure is related to Regional Plan policies regarding sidewalks, trails, and public investment levels. The 2012 Regional Plan Update included coverage exemptions and other amendments intended to decrease costs for construction of these facilities and increase the number of improvements. The data used to calculate the average annual miles of pedestrian and bicycle facilities constructed was obtained from the Lake Tahoe Region Bicycle and Pedestrian Plan and the Environmental Improvement Program Project Tracker.

Performance Measure #7: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	Not Met	Not Met

Tahoe implementing agencies have constructed 37.8 miles of bicycle and pedestrian routes since 2012, for a combined post-2012 annual average of 3.8 miles per year. This is 91 percent of the level-1 benchmark of 4.15 miles per year. The level-2 benchmark of nine miles of pedestrian and bicycle facilities constructed per year was not met.

A coalition of Tahoe-Truckee partners began developing a Regional Trails Plan (see <https://storymaps.arcgis.com/stories/346eafb9350242679c09f1fe2863ed41>) for a connected and accessible trail network that spans land managed by numerous agencies and links Tahoe's backcountry, front country, and urban trail systems. The Tahoe Regional Trails Strategy, the first of its kind, will provide a guiding vision for a regional trail network that will be used by land managers, regulatory agencies, and non-profits to plan, build, fund, manage, and maintain trails in the Tahoe Basin. This strategy will be instrumental in closing connections and continuing to promote bicycle and pedestrian improvements in the region.

PERFORMANCE MEASURE #8

Accelerate privately funded coverage removal from stream environment zones and other sensitive lands.

This measure relates to policy amendments in the 2012 Regional Plan that seek to facilitate environmental improvements through redevelopment and private investment. The effectiveness of key amendments related to transfer incentives for coverage is tracked

though coverage removal from stream environment zones, coverage removal from other sensitive lands, and collection of excess coverage mitigation fees.

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

Performance Measure #8: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Increase the amount of coverage removed and transferred from SEZs to more than 0.14 acres/year (level-1) and 0.17 acres/year (level-2)	Met	Met
Increase the coverage removed and transferred from other sensitive areas to more than 0.17 acres/year (level-1) and 0.2 acres/year (level-2)	Not Met	Not Met
Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	Met	Met

Privately funded coverage removal and transfer from stream environment zones and other sensitive lands continues to result in environmental restoration. However, this measure is dependent on project activity which requires transfers of land coverage and private investment decisions. Table 8 shows the post-2012 average coverage transferred from stream environment zones and sensitive areas compared to the baseline average calculated for the years 2002 through 2022.

Table 8: Private coverage transfer by year		
Year	SEZ Transfer (acres)	Sensitive Transfer (acres)
2022	0.31	0.03
2021	0.06	0.03
2020	0.13	0.00
2019	0.06	0.00
2018	1.20	0.01
2017	0.19	0.09
2016	0.04	0.04
2015	0.12	0.03
2014	0.13	0.03
2013	0.00	0.08
2013 to 2022 Average	0.224	0.034
Baseline average	0.14	0.17
Source: TRPA Permit Records and LakeTahoelInfo.org/Parcel Tracker		

As referenced in Performance Measure #2, banked development rights were evaluated as a measure of future transfer potential. TRPA identified 12.8 acres of previously existing land coverage removed from stream environment zones and another 3.8 acres removed from

other sensitive lands since 2012. Most of this land coverage is currently banked and will likely be transferred in the future to non-sensitive areas and town centers because of 2012 Regional Plan policies that provide incentives to relocate development in these areas. In addition to these figures, more than 42,000 square feet of previously existing land coverage from stream environment zones has been permanently retired by private property owners since 2012, as a condition of project approval.

For excess coverage mitigation fees (Table 9), the baseline is an annual average of \$693,738 collected per year. The post-2012 annual average of \$879,520 exceeds the level-1 benchmark to increase excess coverage mitigation fees collected above the pre-2012 average and the level-2 benchmark to further increase collections by five percent above the benchmark. Numerous projects in 2022 paid the entirety of their excess coverage mitigation fees to be eligible for coverage exemptions. These coverage exemptions exempt certain structures—including decks, sheds, or pervious driveway pavers—from the calculation of land coverage on high-capability, non-sensitive lands. To receive an exemption, the property must also have a certificate of completion for water quality Best Management Practices (BMPs).

Table 9: Annual average excess coverage mitigation fees collected in 2013 -2022 compared to baseline		
Annual Year	Total Excess Coverage Mitigation Fees	Post-2012 Excess Coverage Mitigation Fees
2002	\$941,189	
2003	\$618,351	
2004	\$677,895	
2005	\$332,921	
2006	\$837,451	
2007	\$404,932	
2008	\$1,932,739	
2009	\$291,533	
2010	\$287,305	
2011	\$613,066	
2012	-	
2013		\$335,632
2014		\$451,103
2015		\$996,804
2016		\$1,025,772
2017		\$874,386
2018		\$593,825
2019		\$679,483
2020		\$940,390
2021		\$1,579,910
2022		\$1,317,892
Baseline annual average	\$693,738	
Post 2012 annual average		\$879,520
Source: TRPA Permit Records and TRPA Financial Records		

Note: These baseline figures have been restated to match the baseline originally adopted by the TRPA Governing Board in May 2013. Data for 2012 was not included in the baseline. Prior year reports included erroneous baseline information that has been corrected here. In addition, the data for 2013-2016 were also recalculated using updated methodology to ensure consistency and accuracy of the calculations.

PERFORMANCE MEASURE #9

Accelerate issuance of water quality BMP certificates in conjunction with property improvements.

This performance measure tracks the private investment to mitigate the impacts of development through implementation of water quality BMPs associated with development permits. The measure seeks to evaluate the rate of issuance of certifications for the control of stormwater through permits issued by TRPA and MOU partners for property improvements (new construction, redevelopment, additions, remodels, etc.). The level-1 benchmark is an increase in the rate of certification from permitting, as a percentage of all remaining properties without certification, from the baseline of one percent. The level-2 benchmark calls for a 25 percent improvement upon the baseline average.

Performance Measure #9: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Increase the rate of BMP Certificates issued in conjunction with property improvements: issue BMP certificates to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	Not Met	Not Met

* Close to target indicates that the performance measure is within 5% of the benchmark

In 2022, TPPA issued a total of 153 BMP certificates and 96 certificates as a result of permitted projects. Therefore, 63 percent of the total certificates issued were as a result of permitted projects. Table 10 illustrates the certification rates for single-family residential, multi-family residential, and commercial properties by all methods. As described in the excess coverage mitigation section above, in recent years, TRPA has seen an increase in property owners installing their BMPs on residential parcels to be eligible for TRPA’s special coverage exemptions. At least 35 of the certificates issued in 2022 were issued to qualify for these exemptions that allow property owners to exempt certain structures, including decks, pervious driveways, and sheds, from land coverage calculations for properties located on high capability lands that have installed water quality BMPs. In addition, TRPA’s mooring registration and permitting program and the mooring lottery in 2022 require that properties are compliant with the requirements to install stormwater BMPs in order to apply or register moorings. In 2022, seven of the properties that received BMP certificates during the year installed their BMPs to be able to register their moorings and one property was certified to be eligible for the mooring lottery.

Performance Measure	2022	Average per Year (2013 to 2022)

Percent of total outstanding properties issued BMP certificates in conjunction with property improvements	0.4%	0.92%
Certification of single-family residential parcels all methods	132	333
Certification of multi-family residential parcels all methods	7	99
Certification of commercial parcels	14	33
Total number of certifications issued in area-wide BMPs	1	11
Completed area-wide BMP projects	0	1
Approved and funded area-wide BMP projects	0	1
Source: TahoeBMP.org BMP Database		

The post-2012 annual average percentage of uncertified parcels that receive BMP certificates through permitting was 0.92 percent, below the level-1 benchmark. The level-2 benchmark, a 25 percent increase in the annual average rate of BMP certificates issued in conjunction with property improvements, was not achieved.

PERFORMANCE MEASURE #10

Achieve Lake Tahoe Total Maximum Daily Load performance benchmarks.

This measure tracks the performance benchmarks set by the Lake Tahoe Total Maximum Daily Load (TMDL) program, which is a water quality program adopted and administered directly by the states of California and Nevada for Lake Tahoe. TRPA’s 2012 Regional Plan and land use regulations play a critical part in the overall implementation system relied on to achieve the TMDL and attain TRPA water quality threshold standards. The TMDL performance benchmarks are tracked by the Lahontan Regional Water Quality Control Board and the Nevada Division of Environmental Protection. For this performance measure, there is no level-2 benchmark.

Performance Measure #10: Summary	2022 Level-1 & Level 2 Benchmarks
Completion of required TMDL load reductions as established by State TMDL programs	Met

The Lake Tahoe TMDL Program 2022 Performance Report (<https://clarity.laketahoeinfo.org/FileResource/DisplayResourceAsEmbeddedPDF/368ea518-4a49-4d65-83c2-41c42a0eea77>) found that local governments and the California and

Nevada transportation agencies have achieved the 10-year milestone goals for urban storm water as well as the non-urban source categories.

The 2021 water year milestone to reduce fine sediment particles by 21 percent was exceeded, as implementors achieved a 23 percent reduction from baseline 2004 levels. In total, 2,987 credits were awarded to Urban Implementers, all who exceeded their individual 2021 credit targets. Credits awarded equate to nearly 600,000 lbs/year of FSPs diverted from Lake Tahoe.

Looking forward, Urban Implementers continue to plan and implement water quality improvements at Lake Tahoe to meet future load reduction targets.

PERFORMANCE MEASURE #11

Accelerate Scenic Threshold attainment on urban roadways.

Scenic conditions in the Tahoe Region’s less intensely developed areas generally meet adopted threshold standards. Scenic quality along roadways in developed areas is generally improving but remains out of attainment with the Threshold goals. The 2012 Regional Plan included amendments to accelerate redevelopment activity that is expected to also achieve scenic improvements in town centers. This performance measure analyzes the average annual improvement in developed areas, especially community centers.

Within the Tahoe Region, 14 of the scenic roadway units have portions that are within urban areas. The level-1 benchmark for this measure is to increase the scores in these units by the average rate of improvement between 2001 and 2011 (a 1.45-point improvement per year); the level-2 benchmark is to increase the average annual scenic improvement rate for urban roadway units by an additional 20 percent.

A regional scenic evaluation was last performed for the 2019 Threshold Evaluation, see <https://thresholds.laketahoeinfo.org/ThresholdReportingCategory/Detail/RoadwayAndShorelineUnits>. Scenic ratings for all 14 scenic roadway units were either stable or improved from their ratings in the previous evaluation. Three urban roadway scenic units, Tahoe Valley and Al Tahoe in the City of South Lake Tahoe, and Kings Beach in Placer County, increased from the 2015 evaluation. Despite these increases of three points, or 0.75 points per year, the annual average increases were not sufficient to meet the benchmarks.

The next scenic evaluation will be performed during the summer of 2023 in preparation for the upcoming 2023 Threshold Evaluation to be released by TRPA in 2024.

Performance Measure #11: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
----------------------------------	------------------------	------------------------

Accelerate scenic improvement on urban roadways by increasing annual scenic scores for urban roadway units by 1.45 points/year (level-1) and 1.74 points/year (level-2)	Not Met	Not Met
---	---------	---------

PERFORMANCE MEASURE #12

Prepare and maintain area plans in conformance with the 2012 Regional Plan.

Under the 2012 Regional Plan, area plans, once approved by local governments and found to be in conformance with the Regional Plan by TRPA, replace community plans and plan area statements. There are three indicators evaluated under this measure: the number of acres included in new area plans; the recertification rate for area plans; and the number of public meetings for each area plan under development.

Performance Measure #12: Summary	2022 Level-1 and Level-2 Benchmarks
Include 20% of private land in new area plans (level-1 and -2)	Met
100% recertification rate for area plans (level-1 and -2)	Met
At least two public meetings for each area plan under development (level-1 and -2)	Met

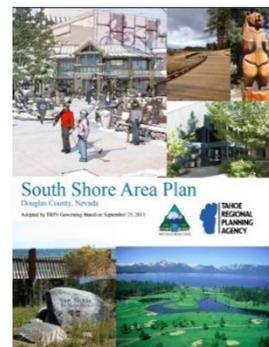
To date, six area plans have been approved, covering more than 34 percent of the land area of the Lake Tahoe Region, including 89 percent of centers (Town Centers, Regional Centers, and the highest density commercial district) in the region. This exceeds the 20 percent benchmark.

Based on an annual audit of the adopted area plans and implementation of delegated permitting authority, the TRPA Governing Board reviewed and recertified all existing area plans and associated MOUs on December 14, 2022, meeting the benchmark of 100 percent area plan recertifications.

Douglas County, Nevada

South Shore Area Plan

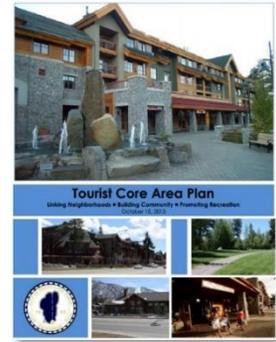
The South Shore Area Plan includes approximately 667 acres located along Highway 50, between Kahle Drive and the state line, in Douglas County, Nevada. The Governing Board adopted the Area Plan and an associated MOU in 2013.



City of South Lake Tahoe, California

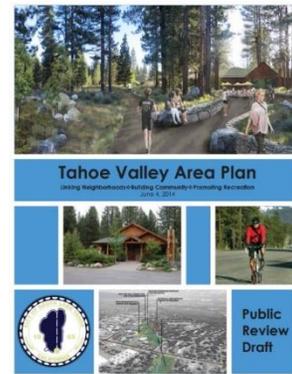
Tourist Core Area Plan

The Tourist Core Area Plan includes approximately 300 acres located along Highway 50, between Ski Run Boulevard and the state line, in the City of South Lake Tahoe, California. The Governing Board adopted the Area Plan in 2013. The Governing Board approved Area Plan amendments to incentivize town center redevelopment and housing development in 2020. The Governing Board adopted a delegation MOU with the City in December 2014. The MOU covers areas both within and outside of Area Plans in the City of South Lake Tahoe. The MOU took effect in the third quarter of 2015.



Tahoe Valley Area Plan

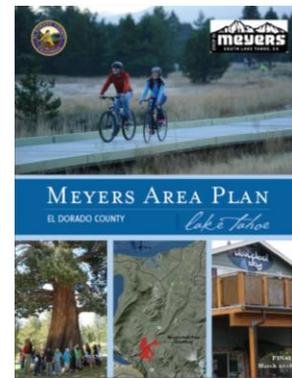
The Tahoe Valley Area Plan includes 337 acres near the intersection of Highways 50 and 89 ("Y" area) in the City of South Lake Tahoe, California. The Governing Board adopted the Area Plan in July 2015. In 2020, the Governing Board approved updates to the Area Plan to facilitate the development of the Sugar Pine Village affordable housing project, as well as future affordable housing projects. The City delegation MOU that took effect in 2015 includes the Tahoe Valley Area Plan.



El Dorado County, California

Meyers Area Plan

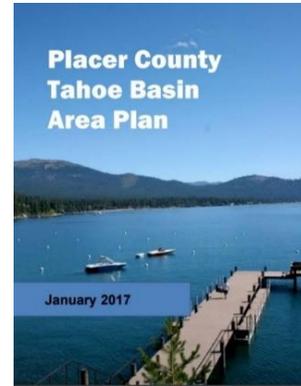
The Meyers Area Plan includes approximately 669 acres in the Meyers community in El Dorado, California. The Governing Board adopted the Area Plan in February 2018. A delegation MOU that covers the Meyers Area Plan and future Area Plans, as well as the rest of El Dorado County in the Tahoe Region, was adopted by the Governing Board in November 2018. The MOU includes three phases of permit delegation. The MOU (Phase I & II) went into effect in January 2020.



Placer County, California

Placer County Tahoe Basin Area Plan

The Placer County Tahoe Basin Area Plan includes all property under the jurisdiction of TRPA in Placer County, California, more than 46,000 acres. The Governing Board adopted the Area Plan in February 2017. In 2021, the Governing Board approved updates to the Area Plan to better align the Area Plan with the County’s housing goals and TRPA Regional Plan updates. The Governing Board approved an MOU in October 2017. The MOU includes three phases of permit delegation. The MOU (Phase I & II) went into effect in May 2018.



Washoe County, Nevada

Washoe County Tahoe Area Plan

The Washoe County Tahoe Area Plan includes all property within the Tahoe Basin portion of Washoe County, Nevada, nearly 20,000 acres. The Governing Board approved the Area Plan in May of 2021. The plan guides growth by recognizing critical conservation areas, establishing existing and future land use and transportation patterns, and identifying current and future public service and facility needs. This is the most recently adopted Area Plan in the Tahoe Basin.

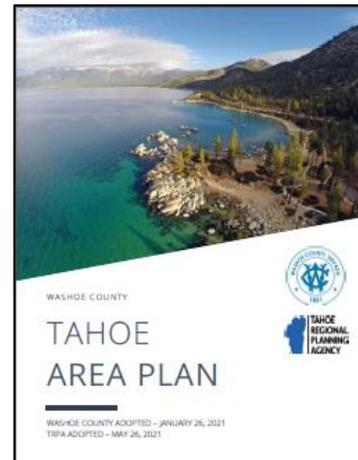


Table 11 summarizes the number of public meetings that occurred in 2022 related to the development and update of area plans. Public meetings were held by TRPA and local jurisdictions in 2021 for amendments to the City of South Lake Tahoe’s Tourist Core Area Plan and Tahoe Valley Area Plan, amendments to the Placer County Tahoe Basin Area Plan, and the draft Washoe County Area Plan.

Table 11: Number of public meetings and workshops held in 2022 in support of the development and update of area plans	
Area Plan	Number of Public Meetings/Workshops
Washoe County Area Plan	3
Placer County Tahoe Basin Area Plan Amendment	9
CSLT, Tourist Core Area Plan Amendments	4
Douglas, South Shore Area Plan	1

PERFORMANCE MEASURE #13

Complete mitigation measures identified in the Regional Plan Update EIS

This measure is related to the mitigation measures called for in the 2012 Regional Plan Update Environmental Impact Statement (EIS). The mitigation measures address construction best practices for air quality and noise, Region-wide traffic noise reduction, noise policy for mixed-use development, and greenhouse gas emissions reduction. The benchmark for this performance measure is to develop and adopt the mitigation measure identified in the Regional Plan Update EIS.

Performance Measure #13: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Complete mitigation measures identified in the Regional Plan Update EIS	Met	Met

Mitigation programs for all the specified categories were developed and the TRPA Governing Board adopted these programs in November 2013.

PERFORMANCE MEASURE #14

Increase rate of redevelopment

An objective of the 2012 Regional Plan is to improve economic vitality through accelerated property improvement and redevelopment associated with environmental improvement. This performance measure tracks the average annual rate of permits issued for rebuild, addition, and remodel projects (Table 12). The level-1 benchmark requires an increase in redevelopment from the 2002 to 2012 baseline. The level-2 benchmark seeks a 10 percent increase in redevelopment from the baseline.

Performance Measure #14: Summary	2022 Level-1 Benchmark	2022 Level-2 Benchmark
Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	Met	Met

* Close to target indicates that the performance measure is within 5% of the benchmark.

TRPA approved 171 redevelopment permits in 2022, including 164 residential permits and 7 commercial/tourist accommodation permits. The 2013 to 2022 average of 134.4 redevelopment projects exceeds the level-1 and level-2 benchmarks.

Table 12: Annual average of TRPA permits issued for additions/modifications/rebuilds after 2012				
Additions/Modifications/Rebuilds	2022	2013-2022 Average	Level-1 Pre-2012 Baseline Average (2002 – 2012)	Level-2 10% Increase from Level 1

Residential Permits	164	126.4	n/a	n/a
Commercial/Tourist Permits	7	8.0	n/a	n/a
Total	171	134.4	108.2	119

Table 13: Summary of regional plan performance measures and indicators with 2022 status

Category	Performance Measure	Indicator	Level-1 Benchmark	2022 Level-1 Results	2022 Level-1 Status	Level-2 Benchmark	2022 Level-2 Results	2022 Level-2 Status
Regional Land Use Patterns	PM1. Distribution of development for land-use types	Increase the percent of commercial floor area located within centers to more than 63.13% (level-1) and 63.23% (level-2)	63.13%	64.75%	103% = Met	63.23%	64.75%	102% = Met
		Decrease the percent of commercial floor area in remote areas to less than 26.32% (level-1) and 26.22% (level-2)	26.32%	25.87%	102% = Met	26.22%	25.87%	101% = Met
		Increase the percent of residential units located within centers to more than 3.84% (level-1) and 4.24% (level-2)	3.84%	4.69%	122% = Met	4.24%	4.69%	111% = Met
		Decrease the percent of residential units in remote areas to less than 67.66% (level-1) and 67.26% (level-2)	67.66%	66.81%	101% = Met	67.26%	66.81%	101% = Met
		Increase the percent of tourist accommodation units located within centers to more than 83.37% (level-1) and 83.47% (level-2)	83.37%	82.64%	99% = Close to Target	83.47%	82.64%	99% = Close to Target
		Decrease the percent of tourist accommodation units in remote areas to less than 10.44% (level-1) and 10.34% (level-2)	10.44%	13.29%	79% = Not Met	10.34%	13.29%	78% = Not Met
		Increase the value of property improvements within centers to more than 10.94% (level-1) and 11.14% (level-2)	10.94%	14.52%	133% = Met	11.14%	14.52%	130% = Met
		Decrease the value of property improvements in remote areas to less than 71.38% (level-1) and 71.18% (level-2)	71.38%	69.76%	102% = Met	71.18%	69.76%	102% = Met
	PM2. Annual average number of units transferred to town centers from sensitive and remote land	Transfer more than zero residential units to centers from SEZs	>0	46 units since 2013; annual average of 4.6 units	Met	No Level 2 Benchmark		
		Transfer more than 414.18 square feet of commercial floor area to centers from SEZs	>414.18 sf	0 sf since 2013; annual average of 0	Not Met	No Level 2 Benchmark		

Table 13: Summary of regional plan performance measures and indicators with 2022 status (continued)

Regional Land Use Patterns	PM2. Annual average number of units transferred to town centers from sensitive and remote land	Transfer more than 0.36 tourist accommodation units to centers from SEZs	>0.36	12 units since 2013; annual average of 1.2 units	Met	No Level 2 Benchmark
		Transfer more than zero potential residential units* to centers from SEZs	>0	8 units since 2013; annual average of 0.8 unit	Met	No Level 2 Benchmark
		Transfer more than zero residential units to centers from other sensitive lands	>0	0 units since 2013; annual average of 0 units	Not Met	No Level 2 Benchmark
		Transfer more than 959.55 square feet of commercial floor area to centers from other sensitive lands	>959.55 sf	6,500 sf since 2013; annual average of 650 sf	Not Met	No Level 2 Benchmark
		Transfer more than zero tourist accommodation units to centers from other sensitive lands	>0	0 units since 2013; annual average of 0 units	Not Met	No Level 2 Benchmark
		Transfer more than 0.18 potential residential units* to centers from other sensitive lands	>0.18	2 units since 2013; annual average of 0.2 units	Met	No Level 2 Benchmark
		Transfer more than 0.09 residential units to centers from remote areas	>0.09	1 unit since 2013; annual average of 0.1 units	Met	No Level 2 Benchmark
		Transfer more than 470.18 square feet of commercial floor area to centers from remote areas	>470.18 sf	0 sf since 2013; annual average of 0	Not Met	No Level 2 Benchmark
		Transfer more than zero tourist accommodation units to centers from remote areas	>0	12 units since 2013; annual	Met	No Level 2 Benchmark

				average of 1.2 units				
		Transfer more than 0.09 potential residential units* to centers from remote areas	>0.09	11 units since 2013; annual average of 1.1 units	Met	No Level 2 Benchmark		
	PM3. Removal rate for existing non-residential units of use	Remove existing tourist units of use from sensitive lands (Develop and fund a program to acquire and retire tourist units of use within 4 years – level 1) (acquire 10 TAUs – level 2)	Develop/fund program	Program developed, not funded	Partially Met	Remove 10 TAUs	94 TAUs have been removed from SEZs since 2012. None have been permanently retired.	Partially Met
Regional Land Use Patterns	PM3. Removal rate for existing non-residential units of use	Remove existing commercial floor area from sensitive lands (Develop and fund a program to acquire CFA within 4 years – level 1) (acquire 5,000 sf of CFA – level 2)	Develop/fund program	Program developed, not funded	Partially Met	Remove 5K sf CFA	Nearly 29,000 sf of CFA have been removed and banked from SEZs since 2012. None have been permanently retired.	Partially Met
	PM4. Housing availability for residents and workers	Average annual rate of multi-residential bonus unit utilization 20.23 units per year (level-1) and 21.24 units per year (level-2)	20.23 units/year	326 units since 2013; annual average of 32.6 units	161% = Met	21.24 units/year	326 units since 2013; annual average of 32.6 units	153% = Met
Travel Behavior	PM5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian)	Increase percentage of trips by non-auto modes (transit, bicycle, pedestrian) above 19.07% (level-1) and above 19.32% (level-2)	19.07%	Not Evaluated	Not Evaluated	19.32%	Not Evaluated	Not Evaluated

	PM6. Automobile vehicle miles traveled per capita (excluding through trips)	Decrease per-capita VMT below baseline average of 33.7 miles per day (level-1) and 33.4 miles per day (level-2)	33.7 miles/day	Not Evaluated	Not Evaluated	33.4 miles/day	Not Evaluated	Not Evaluated
	PM7. Construction of pedestrian and bicycle improvements	Construction of pedestrian and bicycle improvements: 4.15 miles per year (level-1) and 9 miles per year (level-2)	4.15 miles/year	37.8 miles since 2013; annual average of 3.8 miles	91% = Not Met	9 miles/year	37.8 miles since 2013; annual average of 3.8 miles	42% = Not Met
Environmental Restoration Environmental Restoration	PM8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded)	Increase the amount of coverage removed and transferred from SEZs to more than 0.14 acres/year (level-1) and 0.17 acres/year (level-2)	0.14 acres/year	3.15 acres since 2013; annual average of 0.315 acres/year	225% = Met	0.17 acres/year	3.15 acres since 2013; annual average of 0.315 acres/year	185% = Met
		Increase the coverage removed and transferred from other sensitive areas to more than 0.17 acres/year (level-1) and 0.2 acres/year (level-2)	0.17 acres/year	0.04 acres since 2013; annual average of 0.004 acres/year	Not Met	0.2 acres/year	0.04 acres since 2013; annual average of 0.004 acres/year	Not Met
		Increase the collection of excess coverage mitigation fees: more than \$693,738/year (level-1) and \$728,425/year (level-2)	\$693,738 /year	\$879,520 /year	127% = Met	\$728,425 /year	\$879,520 /year	121% = Met
	PM9. Issuance of best management practices (BMP) certificates in conjunction with property improvements and area-wide BMP installations	Increase the rate of BMP Certificates issued in conjunction with property improvements: issue BMP certificates to 1% of outstanding properties through permitting (level-1) and 1.25% (level-2)	1.00%	0.92%	100% = Met	1.25%	0.92%	80% = Not Met
	PM10. Lake Tahoe Total Maximum Daily Load (TMDL) performance benchmarks	Completion of required TMDL load reductions as established by State TMDL programs	Achieve Reductions	Achieved Reductions	Met	No Level 2 Benchmark		

	PM11. Scenic improvement rate on urban roadways	Accelerate scenic improvement on urban roadways by increasing annual scenic scores for urban roadway units by 1.45 points/year (level-1) and 1.74 points/year (level-2)	1.45	Increase of 3 points from 2015 to 2019 evaluation; annual average of 0.75 points	Not Met	1.74	Increase of 3 points from 2015 to 2019 evaluation; annual average of 0.75 points	Not Met
	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	Include 20% of private land in new area plans (level-1 and -2)	20%	34%	170% = Met	No Level 2 Benchmark		
		100% recertification rate for area plans (level-1 and -2)	100%	100%	100% = Met	No Level 2 Benchmark		
Effective Regional Plan Implementation	PM12. Prepare and maintain area plans in conformance with the 2012 Regional Plan	At least two public meetings for each area plan under development (level-1 and -2)	2	17	Met	No Level 2 Benchmark		
	PM13. Complete mitigation measures identified in the Regional Plan Update environmental impact statement	Complete mitigation measures identified in the Regional Plan Update EIS	Complete Measures	Completed Measures	Met	No Level 2 Benchmark		
Economic Vitality	PM14. Rate of redevelopment	Approve more than 108.2 redevelopment permits (level-1) and 119 redevelopment permits (level-2)	108.2	134.4	124% = Met	119	134.4	113% = Met

Note: Close to target indicates that the performance measure is within 5% of the benchmark.

Report on the Net Changes in Development in the Lake Tahoe Region for the past two years

The TRPA Governing Board adopted amendments to the TRPA Regional Plan in October 2018 to implement proposed changes to the development rights system.

As a requirement of these changes, TRPA tracks development right transfer transactions in accordance with TRPA Code Chapter 6: Tracking, Accounting, and Banking and prepares an annual report of transfer activity.

This report includes the total net changes in development rights for each jurisdiction over the previous two years, including:

- Total number of existing development rights built or approved for a project within each jurisdiction as of the date of the report
- The net change of existing development rights being used within each jurisdiction for the past two years.
- Total number of banked development rights within each jurisdiction as of the date of the report.
- Total number of development rights transferred out of each jurisdiction in the past two years.
- Total number of development rights transferred into each jurisdiction in the past two years.
- Total number of development rights converted by development type and quantity within each jurisdiction in the past two years.

Existing, Banked, and Transacted Development Rights by Jurisdiction

As of December 2022, there are an estimated 48,014 residential units, 11,262 tourist accommodation units, and 6,360,419 square feet of commercial floor area in the Lake Tahoe Region. Table 14 below shows the net change in existing development in 2021 and 2022, including new construction, and any development removed during the past two years for banking, conversions, and transfers. The current quantities of banked development rights are also included in Table 14, as well as a summary of the net of transfer activity into/out of each jurisdiction and the net of conversions from 2020 to 2022.

Table 15 provides additional detail on the inter-jurisdictional transfers into and out of each jurisdiction, and the net changes for 2020-2022. The total net change is also displayed as a percentage of the existing development. Interjurisdictional transfers between 2020-2022 did not result in significant changes in any development types or jurisdictions. The largest net change was in commercial floor area, where Douglas County, NV declined during this period by -1.9% of existing development, as commercial floor area was transferred to the City of South Lake Tahoe and Washoe County, resulting in an +0.8% increase in Washoe County.

Table 16 details the conversion activity for development rights from 2020 through 2022. Conversion information is shown by jurisdiction and by the original and converted development right type. Between 2020-2022, the net conversion of development rights resulted in 56 additional residential units, while tourist accommodation units in the Tahoe Region were reduced by 12 units and commercial floor area was reduced by 11,600 square feet. This shift is consistent with TRPA's Tahoe Living Workforce Housing and Community Revitalization Working Group reports detailing the need for greater housing availability, and BAE recommendations after the 2012 Regional Plan update to address housing shortages through providing greater flexibility in the development rights system, including conversions and transfers. These recommendations were implemented through the 2018 development rights initiative and although the changes are small, the expected shifts away from commercial and tourist to residential that were hypothesized in the Regional Plan EIS, BAE report, and other information, appear to be what is happening on the ground.

Table 14. Tahoe Region by Jurisdiction - Estimated Existing, Banked, and Transacted Development Rights

As of December 31, 2022

Residential Units						
Jurisdiction	Existing Residential Units 2022	Net Development Change, 2021 and 2022	Current Banked Inventory (ERU)	Current Banked Inventory (PRU)	Net Transfers Since 2020 (ERU+PRU)	Net Conversions Since 2020
Carson City	1	+ 0	0	0	0	0
City/South Lake Tahoe	15,770	+ 58	90	74	+ 13	+ 49
Douglas	4,469	+ 7	85	22	0	0
El Dorado	8,825	+ 38	20	90	+13	+ 1
Placer	11,418	+ 30	42	120	- 15	+ 35
Washoe	7,531	+ 2	27	3	- 11	+ 12
Grand Total	48,014	+ 135	262	309	0	+ 97

Tourist Accommodation Units					
Jurisdiction	Existing Tourist Accommodation Units 2022	Net Development Change, 2021 and 2022	Current Banked Inventory	Net Transfers Since 2020	Net Conversions Since 2020
Carson City	0	+ 0	0	0	0
City/South Lake Tahoe	5,606	+ 0	819	0	- 14
Douglas	3,551	+ 0	0	0	0
El Dorado	112	+ 0	0	0	0
Placer	1,034	+ 0	146	0	- 17
Washoe	959	+ 0	34	0	0
Grand Total	11,262	+ 0	999	0	- 31

Commercial Floor Area

Jurisdiction	Existing Commercial Floor Area 2022	Net Development Change, 2021 and 2022	Current Banked Inventory	Net Transfers Since 2020	Net Conversions Since 2020
Carson City	0	+ 0	0	0	0
City/South Lake Tahoe	2,866,472	+ 3,617	79,556	+ 3,412	- 9,692
Douglas	702,496	+ 0	14,953	- 13,000	0
El Dorado	328,923	- 316	7,245	+ 0	- 300
Placer	1,291,158	+0	49,908	-3,700	- 3,700
Washoe	1,171,370	+ 4,536	70,721	+ 13,288	- 3,400
Grand Total	6,360,419	+ 7,837	222,383	0	- 17,092

Table 15. Interjurisdictional Transfers and Net Change by Jurisdiction for Residential Units, Tourist Accommodation Units and Commercial Floor Area for 2020-2022

Existing/Potential Residential Unit of Use (PRU and ERU) - Transfers 2020-2022						
From/To Jurisdiction	To DG	To CSLT	To EL	To PL	To WA	To Total
From DG	1	0	1	0	0	2
From CSLT	1	20	12	0	0	33
From EL	0	15	0	0	0	15
From PL	0	0	15	9	0	24
From WA	0	11	0	0	0	11
From Total	2	46	28	9	0	85

Interjurisdictional Total
1
13
15
15
11
55

Residential Unit of Use (RUU) and Potential Residential Units (PRU) - Net Transfers Since 2020-2022				
From/To Jurisdiction	Out	In	Net Change	Net Change % of Existing
From DG	-1	+1	0	0.0%
From CSLT	-13	+26	+13	+0.1%
From EL	-15	+28	+13	+0.1%
From PL	-15	0	- 15	-0.1%
From WA	-11	0	- 11	-0.1%
From Total	-55	+55	0	0.0%

Tourist Accommodation Units - Transfers 2020-2022						
From/To Jurisdiction	To DG	To CSLT	To EL	To PL	To WA	To Total
From DG	0	0	0	0	0	0
From CSLT	0	15	0	0	0	15
From EL	0	0	0	0	0	0
From PL	0	0	0	0	0	0
From WA	0	0	0	0	0	0
From Total	0	15	0	0	0	15

Interjurisdictional Total
0
0
0
0
0
0

Tourist Accommodation Units - Net Transfers Since 2020-2022				
From/To Jurisdiction	Out	In	Net Change	Net Change % of Existing
From DG	0	0	0	0.0%
From CSLT	0	0	0	0.0%
From EL	0	0	0	0.0%
From PL	0	0	0	0.0%
From WA	0	0	0	0.0%
From Total	0	0	0	0.0%

Commercial Floor Area - Transfers 2020-2022						
From/To Jurisdiction	To DG	To CSLT	To EL	To PL	To WA	To Total
From DG	0	6,500	0	0	6,500	13,000
From CSLT	0	5,430	0	0	3,200	8,630
From EL	0	0	0	0	0	0
From PL	0	0	0	0	3,700	3,700
From WA	0	112	0	0	3,111	3,223
From Total	0	12,042	0	0	16,511	28,553

Interjurisdictional Total
13,000
3,200
0
3,700
112
20,012

Commercial Floor Area - Net Transfers 2020-2022				
From/To Jurisdiction	Out	In	Net Change	Net Change % of Existing
From DG	-13,000	0	-13,000	-1.9%
From CSLT	-3,200	6,612	+3,412	+0.1%
From EL	0	0	0	0.0%
From PL	-3,700	0	-3,700	-0.3%
From WA	-112	13,400	+13,288	+1.1%
From Total	-20,012	20,012	0	0.0%

Table 16. Conversions by Jurisdiction and Development Right Type, 2020-2022.

Jurisdiction	Residential Units of Use		Tourist Accommodation Units		Commercial Floor Area (sq. ft.)	
	From Residential	To Residential	From TAU	To TAU	From CFA	To CFA
Carson City	0	0	0	0	0	0
City/South Lake Tahoe	- 2	+ 52	- 15	+ 1	- 9,692	0
Douglas	0	0	0	0	0	0
El Dorado	0	+1	0	0	- 300	0
Placer	0	+ 35	- 17	0	- 3,700	0
Washoe	0	+ 12	0	0	- 3,400	0
Grand Total	- 2	+ 99	- 32	+ 1	- 17,092	0