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STAFF REPORT

Date: September 7, 2022  
To: Advisory Planning Commission  
From: TRPA Staff  
Subject: Presentation and discussion of the Lake Tahoe Shoreline Public Safety Facilities Planning Process

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Summary and Recommendation:

Staff will provide an overview of the Lake Tahoe Shoreline Public Safety Facilities planning process and forthcoming action strategy. This is an informational item for discussion, no motion is required.

Background:

In the coming decades, the Lake Tahoe Region is expected to experience more extreme weather events, including drought and wildfire all while increased visitation heightens demands on the region's emergency infrastructure. During emergency situations, a myriad of agencies (e.g. fire protection districts, US Coast Guard, county sheriffs' offices, and TRPA) collaborate to respond to lake-based emergencies. Resilient public safety facilities and regional collaboration are critical to maintaining responsive public safety services for residents and visitors into the future.

TRPA Code of Ordinances Section 84.8.2 and the 2018 Shoreline Plan allow design exceptions for piers or other shoreline facilities designated as essential public safety facilities and provide additional pier allocations to construct five lake-based public safety facilities. One facility is reserved for the U.S. Coast Guard (USCG) and four facilities are to be distributed one in each of the four quadrants of the lake, with quadrants defined by county boundaries. These are intended to result in centralized and cooperatively built facilities, for mooring, launching, and emergency response that are resilient in a changing climate and fluctuating lake levels.

To date, only the Coast Guard has a dedicated safety facility on Lake Tahoe. County- and local-level emergency responders currently moor and launch from a variety of public and private locations around the Lake, none of which have been specifically designed to harbor such safety facilities. Boats moored on buoys or other private facilities are vulnerable to damage and loss and response mobilization may take longer in an emergency.

The Lake Tahoe Shoreline Public Safety Facilities Action Strategy identifies permanent locations for lake-based emergency response vessels. The strategy furthers the Regional Plan and 2018 Shoreline plan by

supporting a coordinated network of regional public safety facilities serving Lake Tahoe. The project was precipitated by requests over the last several years from fire districts, law enforcement, and the U.S. Coast Guard to find permanent mooring locations for response vessels that can be accessed during low lake conditions and respond to a range of emergency situations.

Project Description:

In March 2022, TRPA staff initiated a process to convene a working group of public safety and land management partners. The collaborative planning process sought to:

- Identify preferred locations for essential lake-based public safety facilities in each of the Tahoe Basin's four counties considering essential criteria;
- Understand facility needs and feasibility; and
- Develop an action plan to guide implementation of safety facilities at preferred locations.

The planning process resulted in an action strategy to memorialize the working group's findings and aid working group members in establishing partnerships and developing dedicated public safety facilities.

Planning Process:

A working group representing regional public safety agencies (fire districts and sheriffs), relevant land managers (US Forest Service, Cal State Parks, NDSL, etc.), and TRPA staff completed a six-month planning process to identify preferred locations for lake-based public safety facilities. The planning process included the following steps:

**March 3:** Kick-off meeting with working group members composed of public safety agency representatives and land managers.

**March 25:** First Workshop: the working group identified evaluation criteria and potential safety facility locations for further analysis.

**April:** TRPA staff analyzed the feasibility of potential facility locations based on location criteria.

**April-May:** Meetings with small groups representing each of the participating quadrant areas to review analysis and rank preferred locations.

- April 22: Placer County Meeting
- April 26: Washoe County Meeting
- May 2: City of South Lake Tahoe Meeting
- May 23: El Dorado County Meeting

Working group members also met with Elie Alyeshmerni, owner of Ski Run Marina, and Bob Hassett, owner of Camp Richardson pier, to discuss possible safety facilities at their properties. Both property owners expressed their support for the planning process and further consideration of safety facility improvements at Camp Richardson and Ski Run Marina.

**May 16:** Second Workshop: the working group discussed facility needs and key considerations at each of the preferred locations.

**June-August:** TRPA staff and the working group developed the draft action strategy.

### Preferred Safety Facility Locations:

Through the planning process, the working group identified and ranked preferred locations for lake-based safety facilities. Preferred locations were identified by consensus after a review of location criteria including:

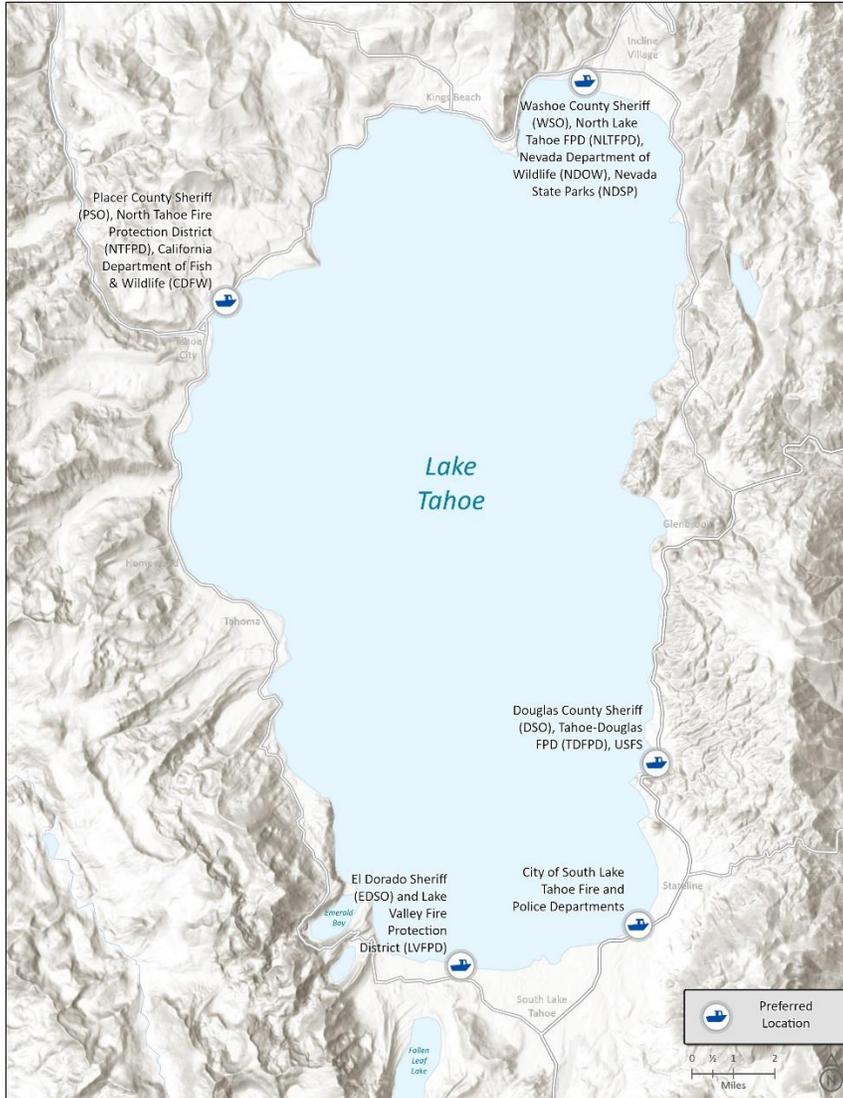
- site availability;
- ownership;
- environmental and scenic sensitivity;
- response time to key locations on the lake;
- protection during storm conditions;
- existing infrastructure;
- land access; and
- access to navigable water

More detail on the process for evaluating and choosing preferred facility locations is included in Attachment B.

While these safety facilities are intended to primarily serve the first responder agencies of each lake quadrant, emergency response on Lake Tahoe is highly collaborative and other agencies are likely to use the facilities as needed. This planning process identified safety facility sites on Lake Tahoe. First responder agencies will lead the next steps for facility development including forming MOUs with participating landowners and agencies, site specific environmental analysis, funding, and permitting. TRPA staff will remain available for assistance as needed.

The working group identified the four preferred locations:

- Ski Run Marina (City of South Lake Tahoe)
- Camp Richardson Pier (El Dorado County)
- Burnt Cedar Beach (Washoe County)
- Zephyr Cove Pier (Douglas County)

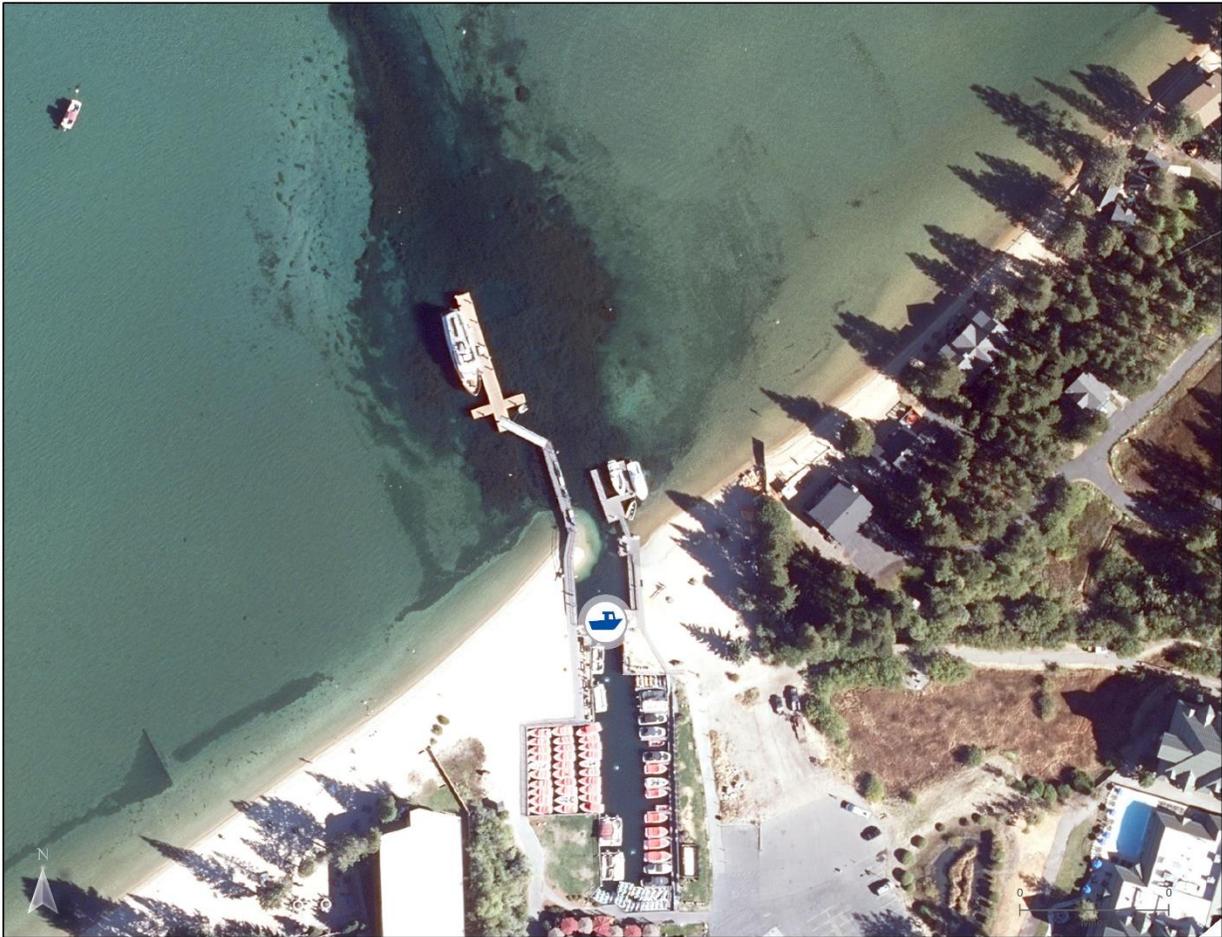


**Ski Run Marina (City of South Lake Tahoe):**

Ski Run Marina is a privately owned and operated marina in the City of South Lake Tahoe. The marina would provide a central location in the City’s tourist core, accommodating quick response times. The Marina receives regular maintenance dredging to sustain boat access in low water conditions. Existing maintenance dredging is an important benefit for first responders given that the south shore can become unnavigable during droughts. The marina owner expressed enthusiastic support for a public safety facility during initial meetings. A safety facility at Ski Run Marina would primarily serve the City of South Lake Tahoe’s Fire and Police departments.

When developing a safety facility at Ski Run Marina, partner agencies should consider the need for scenic mitigation at the site, limit disturbance to sensitive environmental areas on site, and accommodate plans for a ferry station at the marina.

The image below shows an aerial view of Ski Run Marina:



**Camp Richardson Pier (El Dorado County):**

Camp Richardson pier is a privately owned public pier located on Forest Service-owned land. The Camp Richardson area and nearby Emerald Bay account for the majority of lake-based emergency calls in El Dorado County. The existing pier already extends to a navigable depth during drought conditions, a rarity in Tahoe’s shallow south shore. Additionally, the pier owner and operator already works closely with first responders and was open to exploring safety facility improvements to the pier. Partner agencies will need to explore techniques to limit the impact of wave action on safety vessels moored at the site. A facility at Camp Richardson would primarily serve the El Dorado County Sheriff’s Office and Lake Valley Fire Protection District.

Due to the high volume of emergency calls on the south shore, the working group recommended two emergency facilities in the El Dorado County quadrant, with one facility in the City of South Lake Tahoe and a second facility in unincorporated El Dorado County. TRPA staff and the working group believe the need for facilities can be met without an additional safety facility development allocation because the desired improvements to the Camp Richardson pier are within the allowable limits for a public pier. Therefore, the City of South Lake Tahoe could use a safety facility allocation to develop their facility at Ski Run Marina and El Dorado County could make improvements to Camp Richardson pier while maintaining its public pier status.

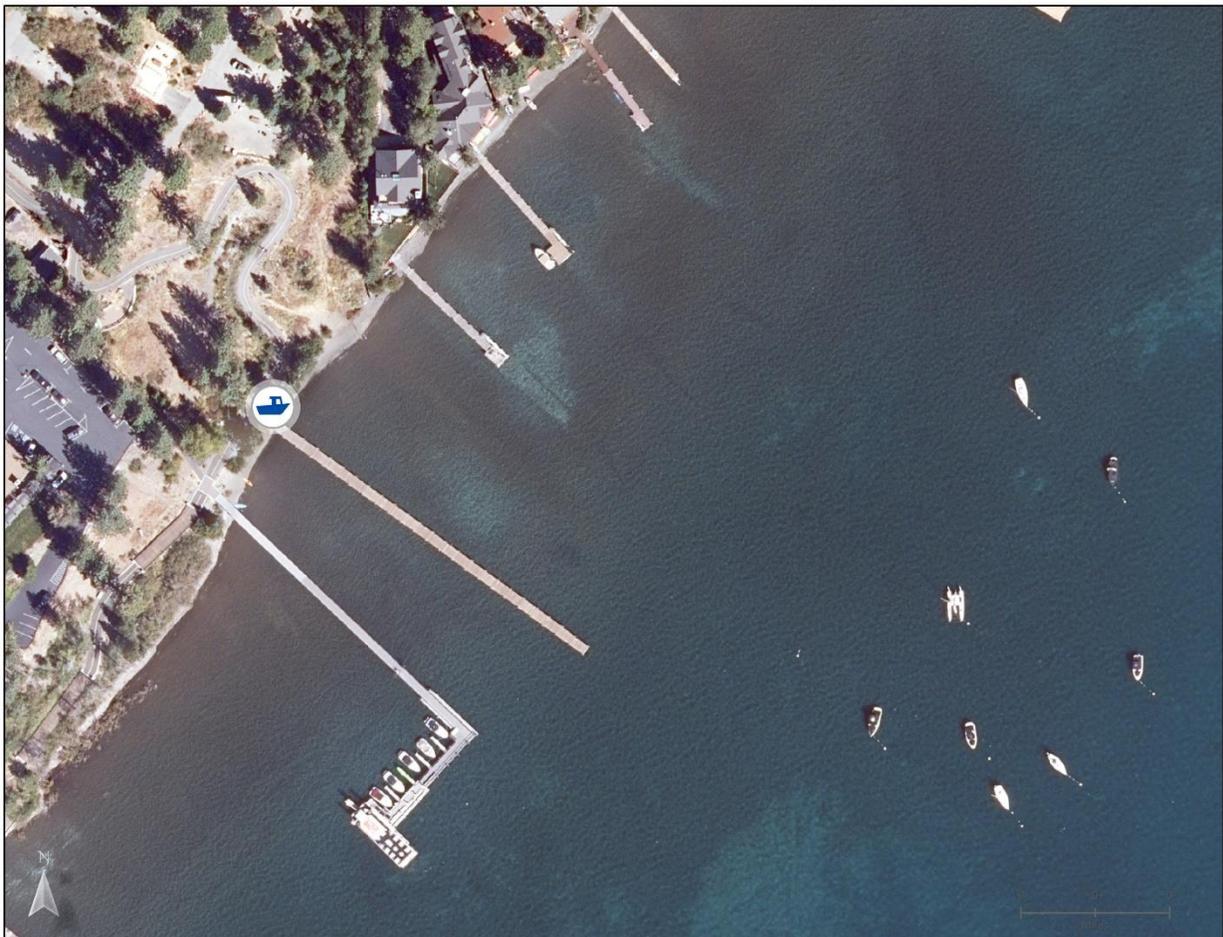
The image below shows an aerial view of Camp Richardson pier:



**Tahoe State Recreation Area (Placer County):**

The Tahoe State Recreation Area campground in Tahoe city is a California State Parks owned parcel with an existing pier near the Tahoe City Marina. The existing pier is centrally located on Placer County's shoreline and extends into deep water to accommodate emergency response in low water conditions. California State Parks staff expressed interest in working with partner agencies to improve the pier as a public safety facility. Other site improvements are needed to improve emergency vehicle access to the pier. A safety facility at Tahoe State Recreation Area would primarily serve the Placer County Sheriff's Office, North Tahoe Fire Protection District, and California Department of Fish and Wildlife.

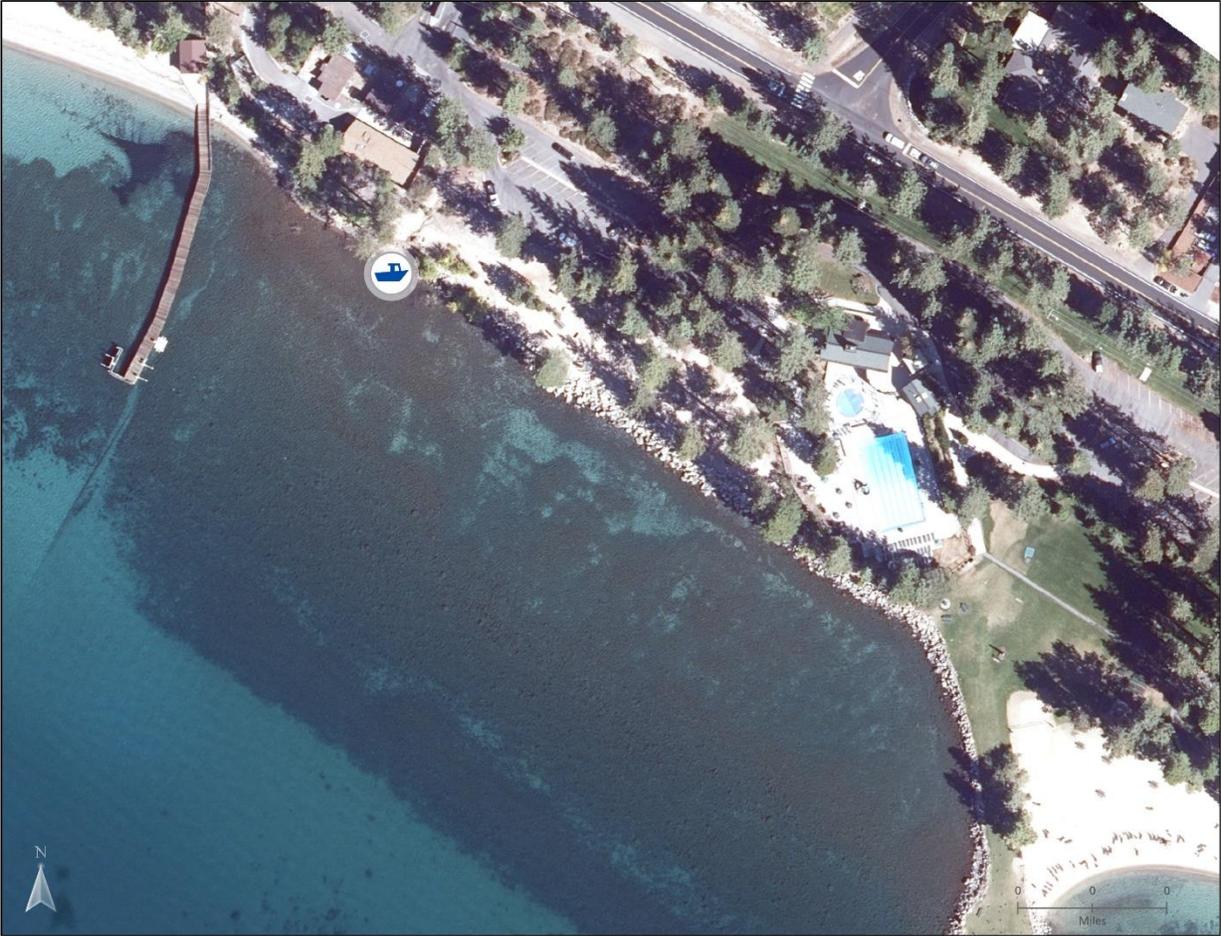
The image below shows an aerial view of Tahoe State Recreation Area:



**Burnt Cedar Beach (Washoe County):**

Burnt Cedar Beach is a quasi-public park owned and operated by the Incline Village General Improvement District (IVGID). There is no existing pier at the site and IVGID has not confirmed interest in working with partners to develop a safety facility at Burnt Cedar Beach. Partner agencies should engage with IVGID to further explore the site’s feasibility. A safety facility at Burnt Cedar Beach would primarily serve the Washoe County Sheriff’s Office, North Lake Tahoe Fire Protection District, Nevada Department of Wildlife, and Nevada State Parks.

The image below shows an aerial view of Burnt Cedar Beach:

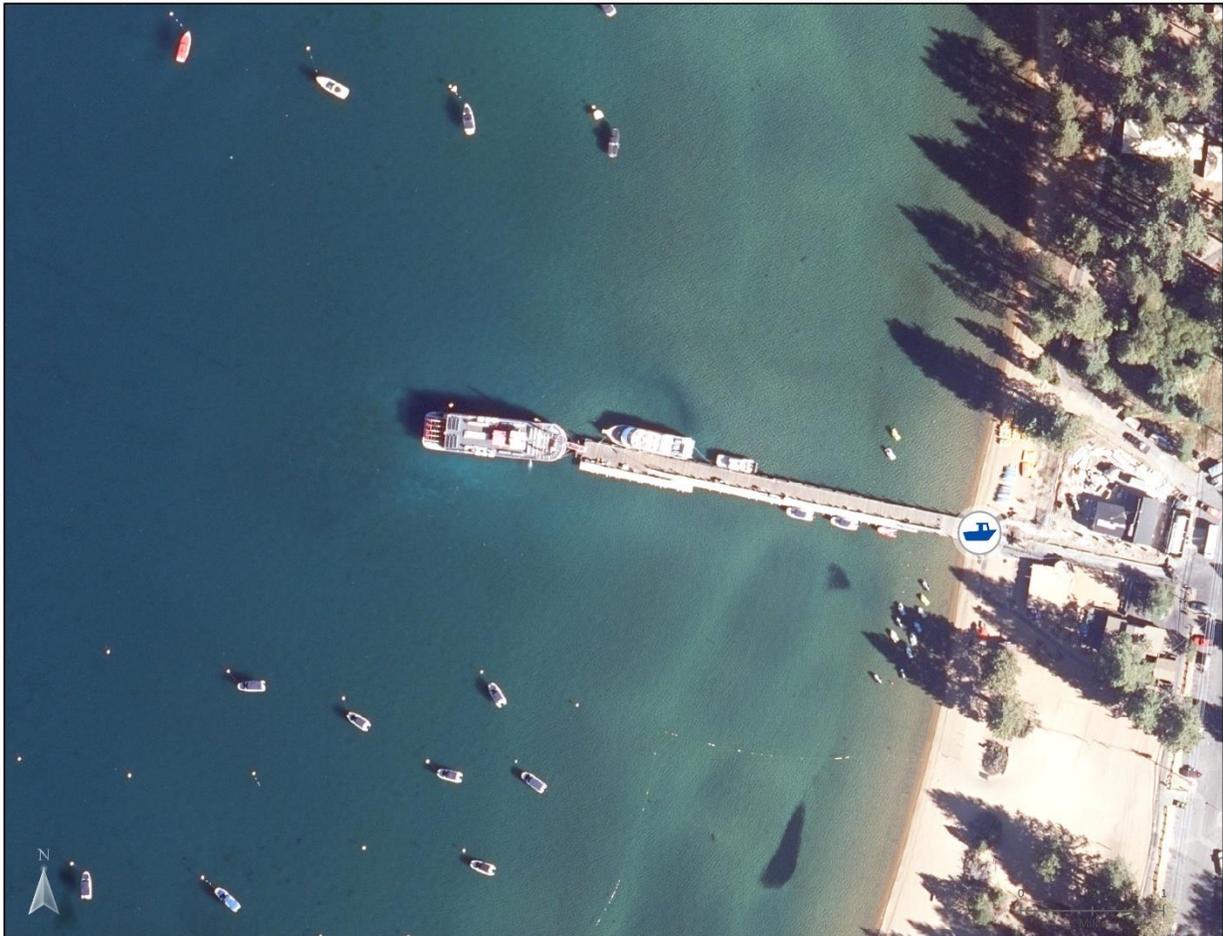


**Zephyr Cove Pier (Douglas County):**

While Douglas County pursued an independent process to plan their safety facility at Zephyr Cove pier, they remained engaged with the regional planning process, providing advice and guidance to other working group partners.

The Tahoe-Douglas Fire Protection District and Douglas County Sheriff’s Office are working closely with the Forest Service to plan, design, and permit safety facility improvements to the Forest Service’s pier at Zephyr Cove. Partner agencies expect to begin a NEPA study for the pier improvements in October and to complete construction by spring 2024.

The image below shows an aerial view of Zephyr Cove pier:



### Next Steps:

The Shoreline Public Safety Facilities Planning Process identified preferred locations for critical public safety facilities on Lake Tahoe's shoreline. At the planning process's conclusion, participating agencies will work to implement safety facility development in their lake quadrant. TRPA staff may assist agency partners as needed. A summary of the TRPA permitting process for lake-based safety facilities is included in Attachment C.

The next steps for safety facilities will include:

- **Formalize Agency Partnerships-** All relevant agencies and land managers collaborating on the development of a shared public safety facility should enter a formal MOU partnership
- **Seek Initial Funding-** Partner agencies should seek initial funding for facility planning and design
- **Engage Consultant in Planning and Design-** Hire a consultant for planning, design, and environmental study, leading to full project budget
- **Seek Full Project Funding-** Seek funding for project completion including permitting and construction
- **Permit Submittal-** Submit permit applications to relevant agencies including TRPA, Army Corps of Engineers, US Coast Guard, and US Fish & Wildlife. In California, permitting agencies include California State Lands, Lahontan Regional Water Quality Control Board, and California Fish & Wildlife. In Nevada, permitting agencies include Nevada State Lands, Nevada Department of Environmental Protection, Nevada Department of Wildlife, and Lake Tahoe Water Suppliers Association.
- **Facility Development-** Once all permits are obtained, develop safety facility

### Contact Information:

For questions regarding this agenda item, please contact Jacob Stock, Senior Planner at 775-589-5221 or [jstock@trpa.gov](mailto:jstock@trpa.gov).

### Attachments:

Attachment A - [Lake Tahoe Shoreline Public Safety Facilities Story Map](#)

Attachment B - Process for Determining Preferred Facility Locations

Attachment C - TRPA Permitting Process for Shoreline Public Safety Facilities

Attachment A

[Lake Tahoe Shoreline Public Safety Facilities \(arcgis.com\)](#)

Attachment B

Process for Determining Preferred Facility Locations

## Attachment B

### Process for Determining Preferred Facility Locations

Attachment B summarizes the analysis and discussion which led working group members to identify preferred public safety facility locations.

At the first workshop meeting on March 25, 2022, working group members formed breakout groups based on their quadrant of jurisdiction. Breakout groups reviewed a web map of their quadrant and identified up to five potential sites for further analysis as potential safety facility locations. TRPA staff analyzed each site identified by the breakout groups and provided a quantitative summary of site benefits including distance from the shoreline to navigable depth, response time to landward emergency facilities, and emergency vehicle access. During April and May, 2022, TRPA staff met with the quadrant groups individually to discuss potential sites in-depth and choose a preferred location. These work sessions included a review of TRPA's quantitative analysis, but the final selection of preferred locations was ultimately qualitative and determined by consensus of the group based on the needs of the participating public safety agencies and group discussion.

#### City of South Lake Tahoe

During the March 25 workshop meeting, the working group identified the need for two facilities in the El Dorado County quadrant given the high volume of emergency calls in the area and different needs between the agencies in the City of South Lake Tahoe and unincorporated El Dorado County. Further research by TRPA staff found that the Code of Ordinances could accommodate two dedicated facilities without an additional safety facility allocation if one facility utilized an existing public pier. El Dorado County was already considering additions to Camp Richardson pier as a potential facility location and TRPA planners found that additions could be made to the pier to accommodate public safety agencies without changing the pier's designation from public pier to safety facility. TRPA staff held a meeting with first responder agencies in the City of South Lake Tahoe to identify a preferred public safety facility location within the city limits.

Following the workshop, the working group directed TRPA staff to evaluate key factors influencing the feasibility of potential safety facility locations including distance to navigable depth in drought conditions (6219'), scenic character type, fish habitat, and drivetime from the site to the nearest hospital. Staff shared this analysis with the working group to aid in determining a preferred facility location. The following table summarizes staff's findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219'	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
<b>Ski Run Marina</b>	027-690-06	6,220'	260'	Yes	Feed/Cover	Yes	Dominated/ In Attainment	1:1.5
<b>Timber Cove</b>	027-090-25	6,219'	1,175'	Yes	Feed/Cover	No	Dominated/ In Attainment	1:1.5

<b>Tahoe Keys Marina</b>	022-210-044	N/A	N/A	Yes	Feed/Cover	Yes	N/A	N/A
<b>El Dorado Beach</b>	026-050-06	N/A	1,440'	Yes	Feed/Cover	No	Modified/ In Attainment	1:2
<b>Lakeside Marina</b>	029-601-001	N/A	N/A	Yes	Feed/Cover	Yes	Dominated/ In Attainment	1:1.5

A May 2<sup>nd</sup> meeting to determine the preferred safety facility location in the City of South Lake Tahoe included the City’s police and fire departments. The group discussed locations at the Tahoe Keys, Timber Cove, Eldorado Beach, Lakeside Marina, and Ski Run Marina, ultimately choosing Ski Run Marina as the preferred site. Deep water access on the south shore’s shallow shelf was a key point of discussion during the discussion. The discussion pertaining to each facility is summarized below:

- Tahoe Keys Marina- the City Fire Department currently operates out of the marina. The distance from the marina’s boat ramp to the canal and mouth of the marina leads to extended response times and makes the site less than ideal.
- Timber Cove Pier- Site benefits included its centralized location and the existing pier which the fire department already utilizes on occasion. However, the site lacks adequate parking, and the pier is too narrow for permanent safety facility operations. The pier is also very long, and its length adds to response times. Any additions, which may be necessary to access navigable water in a drought, would make Timber Cove impractically long.
- Eldorado Beach- The beach is centrally located but there is not an existing pier at the site. A new pier would need to be built impractically long to access navigable water in a drought, limiting response time and impacting recreation in the area.
- Lakeside Marina- The marina is not a central location in the City and the entrance to the marina is too narrow for a large fire boat.
- Ski Run Marina- Benefits include existing maintenance dredging at the site allowing for a much shorter pier to access navigable water. The site also has adequate parking and access and it is centrally located for quick response in the city’s jurisdiction. The marina will be undertaking several projects to update its facility in the next year and would likely benefit from a partnership with the city’s public safety agencies. The group chose Ski Run Marina as their preferred facility location and a follow up conversation with the owner of Ski Run Marina confirmed their interest in exploring a public safety facility at the marina. First responders noted that a facility at Ski Run Marina would ideally include a new pier on the east side of the channel with a boat lift and parking improvements for emergency vehicles on northeast corner of the parcel.

**Eldorado County**

First responders representing the El Dorado County Sheriff’s Office and the Lake Valley Fire Protection District identified Camp Richardson pier as the sole potential location for a dedicated public safety facility in unincorporated El Dorado County. As noted, TRPA planners determined that safety facility

improvements could be made to Camp Richardson pier without changing Camp Richardson’s public pier designation.

TRPA staff analyzed key factors influencing Camp Richardson’s feasibility as a potential safety facility location. The following table summarizes staff’s findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219’	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
<b>Camp Richardson</b>	032-110-01	6,213’	1,000’	Yes	Feed/ Cover	No	Dominated/ In Attainment	1:1.5

A May 23<sup>rd</sup> meeting with Eldorado County and Lake Valley first responders focused on improvements to Camp Richardson pier to accommodate permanent moorings for public safety vessels. The El Dorado County Sheriff’s Office already keeps one patrol boat moored at Camp Richardson and would prefer two to three boat slips to accommodate the remainder of their fleet along with moorings for jet skis and impounded boats, and a boat lift. Lake Valley Fire does not currently own a fire boat but would like to develop a slip at the site for a future fire boat. Bob Hassett of Camp Richardson attended the May 23<sup>rd</sup> meeting and confirmed that he was open to potential public safety improvements to the pier.

**Placer County**

During the March 25 workshop, public safety agency representatives from Placer County identified Star Harbor and Tahoe State Recreation Area in Tahoe City as potential facility sites for further consideration. The group also considered the possibility of adding to the US Coast Guard’s station at Tahoe City to create a shared facility.

TRPA staff analyzed key factors influencing the feasibility of potential safety facility locations. The following table summarizes staff’s findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219’	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
<b>Star Harbor</b>	094-140-061	N/A	N/A	Yes	Feed/Cover & Spawning	Yes	Modified/ Not in Attainment	1:2
<b>Tahoe State Rec. Area</b>	094-130-006	6,221’	N/A	Yes	Feed/Cover & Spawning	No	Modified/ Not in Attainment	1:2
<b>USCG Station</b>	094-130-006	6,220’	N/A	Yes	Feed/Cover & Spawning	No	Modified/ Not in Attainment	1:2

Representatives of the Placer County Sheriff’s Office, North Tahoe Fire Protection District, California State Parks, and the US Coast Guard attended an April 22<sup>nd</sup> meeting to determine the preferred safety facility location in the Placer County quadrant. The group found that the Tahoe State Recreation Area pier was the preferred site for a public safety facility. The discussion pertaining to each facility is summarized below:

- Star Harbor- Star Harbor is a protected, man-made harbor near Dollar Point with an existing small floating pier. As a protected harbor, vessels moored at Star Harbor are not subject to storm surge and maintenance dredging to access deep water is more feasible at the harbor than elsewhere on the shoreline. However, the working group found that the channel is too tight to navigate large public safety vessels and building a pier large enough to accommodate the user agencies would further limit the size of the channel. Excavation to enlarge the channel would be infeasible.
- US Coast Guard Facility- US Coast Guard vessels do not moor at the Coast Guard pier due to delayed dredging. The Coast Guard currently operates out of the Tahoe City Marina. The Coast Guards dredging permit has been on hold for several years with no timeline for completion, making the site undesirable for other public safety agencies.
- Tahoe State Recreation Area- Although the Tahoe State Recreation Area’s pier is in poor condition and in need of renovation, the pier is centrally located and close to an existing fire station in Tahoe City. The working group noted that storm surge is a problem in the area, potentially causing damage to vessels. The group suggested that an L-shaped pier with six slips could address the threat of storm surge and accommodate the agencies’ needs. Agencies will investigate other wave dampening options during the facility design process. The pier may also need to extend about 40-50 feet beyond the current pier head to reach deeper water and improvements for emergency vehicle access is needed on shore. The working group chose Tahoe State Recreation Area as their preferred facility site and the site owner, California State Parks, confirmed their interest in hosting a public safety facility.

**Washoe County**

Washoe County-based first responders Identified Sand Harbor State Park, Burnt Cedar Beach, Incline Beach Association, Crystal Shores East, and a Forest Service parcel North of Sand Harbor (APN 130-320-01) as potential locations for a public safety facility.

TRPA staff analyzed key factors influencing the feasibility of potential safety facility locations. The following table summarizes staff’s findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219’	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
<b>Burnt Cedar Beach</b>	122-162-23	N/A	60’	Yes	Feed/Cover	No	Modified/ Not in Attainment	1:2
<b>USFS Parcel</b>	130-320-01	N/A	10’	Yes	Feed/Cover	No	Modified/ In Attainment	1:2

<b>Sand Harbor</b>	130-350-01	N/A	0'	Yes	Feed/Cover	No	Modified/ Not in Attainment	N/A
<b>Crystal Shores East</b>	122-090-00	6,221'	N/A	No	Feed/Cover	No	Modified/ Not in Attainment	1:2
<b>Incline Beach Assoc.</b>	130-241-37	6,223'	N/A	No	Feed/Cover	No	Dominated/ Not in Attainment	1:2

After analysis of potential locations by TRPA staff, representatives of the Washoe County Sheriff's Office, North Lake Tahoe fire Protection District, Nevada Department of Wildlife, and Nevada State Parks met to on April 26<sup>th</sup> to select a preferred facility location. The group chose identified Burnt Cedar Beach as the preferred safety facility site for the quadrant. The discussion pertaining to each facility is summarized below:

- US Forest Service Parcel- The site considered (APN 130-320-01) is a narrow parcel located between Incline Village and Sand Harbor along Highway 28. The site has excellent access to deep water, but it is located on a very steep landward slope. Additional expenses would be required to determine site feasibility and to engineer emergency vehicle access if feasible, making the site less than ideal.
- Crystal Shores East- The group quickly determined that the site is too steep and narrow to accommodate emergency vehicle access.
- Incline Beach Association- The Incline Beach Association parcel has an existing pier within a stream mouth protection zone. TRPA planners found that the stream mouth protection zone could be modified to accommodate a public safety facility as the stream was manmade. Nevertheless, the group found that parking and emergency vehicle access is inadequate at the site.
- Sand Harbor State Park- Sand Harbor has an existing boat launch on the North side of the park but no pier. The park is classified as a naturally dominated landscape and shorezone preservation area, making further development very restricted. The group also identified disturbance to recreation uses as a drawback to developing a facility at Sand Harbor. Site benefits included existing infrastructure and access to deep water. Ultimately, the group determined that compromises needed to accommodate scenic and environmental needs would limit public safety agencies and make the site undesirable for first responder agencies
- Burnt Cedar Beach- Burnt Cedar Beach is a recreation site owned by the Incline Village General Improvement District (IVGID). The site does not have an existing pier but could accommodate access for emergency vehicles. The working group noted that IVGID has been a supportive partner to public safety agencies in the past and identified Burnt Cedar Beach as the preferred site for a public safety facility in the quadrant. First responder agencies have initiated discussion with IVGID regarding a potential facility at Burnt Cedar Beach.

**Douglas County**

Douglas County did not formally participate in the regional process of identifying preferred sites. The County Sheriff's Office and Tahoe-Douglas Fire Protection District chose Zephyr Cove pier as their preferred site for a safety facility in a separate process with the US Forest Service and are planning and designing public safety improvements to the pier.

TRPA staff independently analyzed key factors influencing Zephyr Cove's feasibility as a potential safety facility location. The following table summarizes staff's findings:

Location	APN	Elev. at Pierhead	Distance to Elev. 6219'	Hospital within 10 Min. Drive	Fish Habitat	Existing Dredging	Scenic Character/ Attainment	Scenic Mitigation
<b>Zephyr Cove</b>	1318-10-000-002	6,217'	370'	No	Feed/ Cover	No	Dominated/ In Attainment	1:1.5

Attachment C

TRPA Permitting Process for Shoreline Public Safety Facilities

## **Attachment C**

### **TRPA Permitting Process**

### **For Shoreline Public Safety Facilities**

The following outline describes TRPA's permitting process for public safety facilities on Lake Tahoe's Shoreline including an advisory note on other permitting agencies with regional jurisdiction. Public health and safety agencies will follow this process after finalizing site selection and general site design elements.

Please note that projects on Lake Tahoe's shoreline can be complex and do not lend themselves to simple timelines.

1. Submit pre-application consultation request to review high-level concept and ensure consistency with TRPA rules and regulations.
2. Develop proposed plans including but not limited to bathymetric survey and facility details and elevations.
3. Submit a complete TRPA permit application.
4. TRPA will review permit, specifically the Initial Environmental Checklist to determine the appropriate level of environmental review.
5. If an Environmental Impact Statement/Report (EIS/EIR) is required, the applicant will submit an environmental review application. Depending on upland property ownership and other affected agencies, TRPA may engage with additional entities to undertake the environmental review.
6. If an EIS/EIR is not required, TRPA may review and approve an application at staff level. Absent the requirement for an EIS/EIR, the project could potentially move forward more efficiently at staff level or Hearings Officer level.
7. If the facility requires approval from a partner agency, TRPA may require partner approval prior to bringing the environmental document and project to the TRPA Governing Board for approval.
8. If an EIS/EIR is required, the Governing Board would consider adoption of the environmental document prior to approval of the project.

Other agencies with jurisdiction over Lake Tahoe include (note that this list may not be exhaustive):

#### Nevada:

- Nevada Division of State Lands
- US Army Corps of Engineers
- Nevada Division of Environmental Protection
- Nevada Division of Wildlife

#### California:

- California State Lands Commission
- Lahontan Regional Water Quality Control Board
- US Army Corps of Engineers
- California Department of Fish and Wildlife