

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA/Zoom

July 26, 2023

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Gustafson called the meeting to order at 10:10 a.m.

Members present: Ms. Aldean, Ms. Bowman (for Mr. Aguilar), Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Ms. Hays, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

II. PLEDGE OF ALLEGIANCE

Mr. Hicks led the Pledge of Allegiance.

III. APPROVAL OF AGENDA

Ms. Regan said Consent Calendar Item No. 1 will be removed for discussion and heard after Agenda Item No. VI.A

IV. APPROVAL OF MINUTES

The June 28, 2023, minutes will be in the August 23, 2023, packet.

V. TRPA CONSENT CALENDAR

1. Oliver/Pond/Howard New Multiple-Parcel/Multiple-Use Pier, 3230/3240/3250 Edgewater Drive, Placer County, APNs 093-072-039/093-072-040/093-094-001, TRPA File Number ERSP2022-0034

Ms. Gustafson said this item had written comments received by Mr. Miller.

Mr. Miller said this is a sad situation that he has to object to this project because TRPA hasn't done its due diligence and is continuing in the face of mounting evidence to approve without any evaluation additional plastic structure in the shorezone of Lake Tahoe. These plastics are subject to deterioration in the weather and the elements. This program has to change for the good of the lake. He's happy that there is a viable alternative to cease the use of plastic which is to use wood, stone, steel, and concrete. Cease the use of paint containing microplastics because these docks will degrade.

Public Comments & Questions.

None.

Mr. Furumoto represents the Oliver's, Pond's, and Howard's on this new multiple-use pier application. He read through Alan Miller's email. They designed the pier in accordance with TRPA's current standards. Mr. Miller said he would withdraw his objection if they are willing to change some of the materials. Currently they are proposing composite decking and are willing to replace that with untreated wood decking. The other objection was to paint on the piling. They've used black paint to comply with TRPA's color standards. They would like to keep the black paint on the piling but if that is going to keep them from getting approval, they are willing to leave all steel untreated and let it patina and darken over time if that's okay with TRPA.

Board Comments & Questions

Ms. Aldean said it was important to hear about this item. Based on a recent article that was released by the University of Nevada, Reno, the presence of microplastics in Lake Tahoe is troubling. She's read articles and periodicals from scientists who are not attributing them to any particular source. They are speculating that some clothing may be one source, but they've also discovered these microplastics at various levels in largely undisturbed lakes that are not significantly impacted by human activity. On the other hand, it is an emerging topic of concern. It sounds like the applicant is willing to make some concessions. She's not sure if there is an appetite to require them not to use the black paint. She understands it's done not only to preserve the metal piling but also to reduce the reflectivity from the metal to meet the scenic standards. She is willing to accept their concession on the decking.

Mr. Furumoto said if the steel is gone untreated, it's not going to be a reflective material. Most of the steel is already in a patina to a darker brown and is non-reflective before it's installed.

Mr. Settelmeyer agreed with Ms. Aldean on the concept of the concession on the decking. Whether we know what science is saying or not, it seems more reasonable to have more natural products. He would prefer to see the black paint because the concept of allowing metal to rust within the water doesn't seem too beneficial to the environment.

Ms. Laine said the applicant mentioned that they would be willing to do the latter if it met with TRPA's rules. Is that allowable?

Mr. Marshall said both elements are allowable. We have a scoring system to look at and measure the impact associated with new piers. The black paint is something that helps with reflectivity and increases scores. In this particular case, it would not affect the scoring for this pier. If it's the desire of the Board and applicant, then they can accept the bare steel.

Ms. Laine said the applicant has stated that it will be installed as non-reflective. With regard to Mr. Settelmeyer's comments about rust, is there any analysis by TRPA?

Mr. Marshall said there is no analysis of that. One pier is probably not going to make the difference in Lake Tahoe water quality as the result of rust. TRPA does require single piling piers and the only way you can do that is with steel. That would potentially be an issue down the road. They can look at that for the next pier and see if there is a concern regarding rusting and whether or not there's a water quality issue that they may want to address as a result of that.

Ms. Conrad-Saydah suggested for this one, we accept the wood decking and have staff work with the applicants to compare the paint versus the steel in a timely manner then make the determination once they have more information. At this point, none of us have enough information to compare the two. Is that acceptable?

Mr. Marshall said yes.

Mr. Hoenigman said the report about the microplastics in Tahoe was of concern as were the pictures that Mr. Miller shared about the degrading plastics on piers, docks, and floats in the lake. Is UNR going to be doing more research? Should we work with them to try and find out what these sources are because it seems like changing those codes would be beneficial in that these piers and other items we are permitting maybe causing some of those problems.

Ms. Regan said there is a lot of research underway. The Tahoe Science Advisory Council is setting up a working group on microplastics to dive into this issue. It's an emerging area of research and science. UC Davis and the Desert Research Institute have both been looking at this. It's the first time a study has been peer reviewed and published in Nature. It's still very new in the area of research and there was no conclusion about where those particles are coming from and what type of microplastics they were. It's a global problem and Tahoe is not immune from a global problem. The United Nations has set up an entire plastics initiative worldwide. Microplastics are probably in our bloodstreams today because it's how we live. It's many things we use in modern society even the clothes we wear. We don't know if the particles are traveling from atmospheric deposition from dryer vents, for example. In the era of wildfire, we know things are traveling through smoke columns into the basin. There are new invasive weeds and new issues that we are tackling. TRPA has already engaged with the science community and with the Lahontan Water Board, the Nevada Division of Environmental Protection, and the US Environmental Protection Agency to look at the environmental issues related to microplastics and the human health and drinking water concerns from Lake Tahoe.

Mr. Friedrich appreciated the offer to use more natural materials and is common sense not to introduce toxic paint into the lake. He's happy to look at the data and evidence and it does seem to suggest that we should relook at the material requirements for all pier applications. This comes up every time about the length. The analysis was 65 to 80 feet longer than any adjacent pier. How far is the end of the pier from the no wake zone.

Mr. Furumoto said he doesn't have that information at hand. What they are trying to do is have these piers be functional during low water conditions. This area is a very flat shelf and believes it's going out to about 6,220 elevation and are still in pretty shallow water there.

Mr. Marshall said it's about a 270 foot pier.

Mr. Furumoto said it's 236 feet.

Mr. Marshall said the no wake zone is 600 feet.

Ms. Gustafson said there is also quite a large buoy field in that area.

Mr. Friedrich said it seems like we are getting more and more multiple parcel large piers and doesn't know if that was anticipated or that's the outcome we're seeking. It impacts the non-motorized watercraft with having to go out further and is a safety issue. These are the rules we have and doesn't

know if there'd be an appetite in the future to look at this provision. He's troubled by having a string of these types of very large structures in the water of whatever material they are made of. Is the tradeoff worth it to have fewer piers side by side or one large intrusion. He understands that this application is done within the rules and would take the applicant up on both offered concessions to have the least artificial material impact introduced into the lake.

Mr. Settelmeyer said in an article published in January 2023, steel corrosion is a major contributor to climate change. This is the first study that quantified the environmental impact associated with steel corrosion. To him, is to do this once and not have to do it when it rusts out again. That reduces the amount of steel and energy required to make such steel.

Ms. Gustafson said this pier falls within the Placer County jurisdiction. She appreciated the applicant's willingness to change. She gets nervous about this agency based on an article without other science starting to make these recommendations. Many of the decks adjacent to the lake are made of Trex and other types of materials. We need to do a lot more research. She's thankful to the applicant to try and resolve this and protect the lake if it is a contributing factor but doesn't want to get into that without the scientists advising us on a policy that we should set.

Ms. Aldean said the primary components of Trex are reclaimed wood, plastic, and sawdust. She's a supporter of the belief that a pound of prevention is worth a pound of cure.

Ms. Aldean made a motion to approve the required findings, including a finding of no significant effect.

Ayes: Ms. Aldean, Ms. Bowman, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Motion carried.

Ms. Aldean made a motion to approve the proposed project subject to the conditions in the draft permit subject to the following changes: Instead of the use of composite material for the pier decking, a natural wood decking will be used and the applicant will confer with TRPA staff to determine the appropriate treatment for the steel pilings whether they be left unpainted and rust naturally or whether they be painted in accordance with the applicant's original permit.

Ayes: Ms. Aldean, Ms. Bowman, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Motion carried.

Ms. Aldean said she assumes that staff will take into consideration Mr. Settelmeyer's concern about rust particles entering the water body.

Presentation: <https://www.trpa.gov/wp-content/uploads/Consent-Calendar-Item-No-1-Oliver-Howard-Pond-New-Pier.pdf>

VI. ADMINISTRATIVE

- A. Resolution recognizing former Governing Board Presidential Appointee, A.J. "Bud" Hicks

Ms. Regan said it was her privilege to serve with Mr. Hicks and his five years on the Governing Board. As the resolution indicates, our work together goes back to the Angora Wildfire. Buds' leadership on the Bi-State Fire Commission (Blue Ribbon Commission) that changed the face of the Tahoe Basin's partnership around wildfire and response and emergency preparedness. He was a leader in that initiative and rolled that force into the Governing Board in his seat as an ex-officio non-voting member. That didn't stop him from making a huge influence on this policy board in the area of wildfire and chairing the Forest Health & Wildfire Committee.

Ms. Gustafson read the resolution into the record.

Board Comments

Ms. Gustafson said not only do we not get paid to do this job, but Mr. Hicks didn't even get a vote. Your guidance and wisdom are greatly appreciated.

Ms. Aldean said even though he didn't get a vote that didn't quail his enthusiasm for participating in Governing Board meetings. We've been blessed by having Presidential Appointees who take their jobs seriously even though they don't vote. Their wisdom and passion can also influence the decisions made by this Board.

Ms. Laine said she was fortunate to spend three years of her term on TRPA with Mr. Hicks. He was always prepared with his comments, had good insights, and is leaving behind big shoes for the new Presidential Appointee to fill. Bud's always been kind and had great perception and dedication to this position was well noted by others.

Ms. Conrad-Saydah said she appreciated Mr. Hicks' spirit of cooperation and working for the benefit of the basin without wearing a hat to achieve a certain end goal. He worked with everyone and embodied what we all tried to bring to the table.

Mr. Settelmeyer said in the short time he served with Mr. Hicks, he appreciated that he always came with reams of printed out information in order to have all the homework done. After knowing his son, he knows where he gets it from.

Mr. Friedrich said he had the privilege of serving with Mr. Hicks on the Forest Health & Wildfire Committee, as noted in the resolution his leadership on that committee and policy issues. A couple in particular were the Biomass energy pilot in South Lake Tahoe. Hopefully that leads to more as a win win solution for energy and forest health and mechanized treatment on steep slopes. In addition to collaborative and pragmatic, he's been effective and focused on accomplishments. He appreciated his way of being kind, collaborative, and gentleman. Thank you for the leadership.

Ms. Diss thanked Mr. Hicks for his passion and commitment to this agency. Even without getting a vote, he was always prepared and brought great commentary to the discussion. He was welcoming and supportive of all the new members when they joined the Board.

Ms. Williamson said Mr. Hicks always came with thoughtful remarks, particularly on the Legal and Forest Health & Wildfire Committee's. He was always so measured and his ability to not only make thoughtful comments but listen to others is exceptional. Thank you for your passion to the basin and the work you did here.

Ms. Hill said she'll be reaching out to him as they move forward with all these challenging efforts being put forward in the basin. She looks forward to continuing the dialogue.

Mr. Rice thanked Mr. Hicks for being so welcoming when he was elected four years ago. Joining this body was a little intimidating but Mr. Hicks took most of that away. He was kind and not condescending.

Ms. Faustinos said enjoyed all the committee meetings she shared with him and his leadership on Forest Health. At one of the strategic planning sessions, she was able to share some personal stories with Mr. Hicks. Ask him how one of his legal cases turned into a movie.

Mr. Hoenigman said Mr. Hicks' presence on the Board has been great. He's professional and diligent, and also very kind and welcoming.

Public Comments

Steve Teshara, Sustainable Community Advocates said he works closely with the Tahoe Basin Fire Chiefs and the leadership of the Tahoe Fire and Fuels Team. They are appreciative of Bud's work. They could go to him as the Chair of the Forest Health & Wildfire Committee and staff to bring items forward. There's been a couple of important policy changes that came forward and code ordinance changes that helped to streamline some of the work that's done in the Forest. Bud's recollection of his work on the Bi-State Fire Commission was outstanding. That was some time ago, and he never failed to be on point on how it happened, what happened, and remembering some of the things that had not been done that the Commission recommended that they were able to get done during his time as the Chair of that committee.

Steve Dolan, Incline Village resident, said on behalf of the public that has harassed you, he thanked Mr. Hicks for always having an open ear and working for the forest that we love so much.

Alan Miller said the legal genius Bud Hicks totally rolled him at the appeal hearing over the Ski Run tower with his legal recommendation. Despite all the cheerleading this morning, he has no reason to think that he was an outstanding Board member.

Staff Comments

Mr. Hester said you all have talked about the great job Mr. Hicks did and how well prepared he was. Bud's sense of humor showed at his first meeting. He stood in the doorway with his cell phone and said I'm Bud Hicks, I'm the new Presidential Appointee until I get a tweet!

Mr. Marshall thanked Mr. Hicks for his unwavering legal support for the Agency. His wisdom and openness to us coming to you and asking questions.

Ms. Chevallier thanked Mr. Hicks from the staff's perspective. On behalf of herself and Ms. McIntyre, it was a pleasure being able to prepare with him for agenda items. He was so appreciative and understanding of the work they were doing and helpful with getting them prepared to present.

Motion:

Mr. Settelmeyer made a motion to approve the Resolution recognizing former Governing Board

Presidential Appointee, A.J. "Bud" Hicks.

Motion carried-voice vote.

Mr. Hicks said he always appreciated public comment and doesn't take it personal. He thanked everyone on the Board, it's been a pleasure to work with all of you in addition to some of your predecessors. He came onto this Board with a little bit of skepticism because he'd been around Tahoe for many years and bumped heads with TRPA about 25 years ago. This Agency has really evolved, it's a wonderful agency and you have great staff. It takes a lot of time and dedication to be on this Board. Thank you to the staff who have been wonderful to work with, Julie and before you Joanne, John, John, Chris, Kim, and Kat. He welcomed Ms. Hays to the Governing Board and said people in our position may not have a vote but we have a voice.

VII. PLANNING MATTERS

A. Briefing on the Forest Health Program and Emergency response coordination

TRPA staff Dr. McIntyre provided the presentation.

Dr. McIntyre said slide 3 shows Mt. Tallac in 1914 and then again in 1994. This exemplifies the amount of trees, density, and size of trees and how much they have increased over the past century in the Tahoe Basin.

Forest Health in the Tahoe Basin: Historically that has been a less dense forest that is vertically diverse, that's multiple age classes, seral stages of forest and also horizontally diverse. Horizontal heterogeneity forest and across the landscape, in the Sierra Nevada and our area it's called clumpy groupy. They are looking for clumps and stands of forest with open pockets, not a lot of pattern to what that looks like. In order to achieve that after decades and a century of fire suppression, they use treatments or forest restoration. Those can include items such as mechanical and hand thinning, mastication, lob, and scatter or chipping, replanting of native species either or soils stabilization, habitat improvement, restoration, or prescribed burning included broadcast and pile burning. They see all of these occurring in the Tahoe Basin today.

Why do we treat the forest other than that century of fire suppression, we have insects and disease that are a natural part of the ecosystem that attack more dense forest. We have a reduction of fire risk, competition when there are too many trees, and habitat improvements or restoration. Forest health encompasses all of these, and you can be doing all these different management strategies at the same time to hit a variety of different reasons. It's not a thing for one purpose.

Forest health and the Forest Health Program of work in the Tahoe Basin falls under the Environmental Improvement Program. Slide 5 shows the hierarchy of how that works. The Tahoe Fire & Fuels Team is the on the ground, fire districts, land managers, and regulatory agencies. They are the ones doing the work, making the regulations, determining every year what the priorities are going to be. They take direction, recommendations, and supervision from the Multi-Agency Coordination Group (MAC). Chief Lindgren is the Chair of the MAC, and Chief Layton is the co-chair. The group includes the fire district chiefs, the Forest Service, along with a variety of executives. The Tahoe Fire & Fuels Team is a working group of the Tahoe Interagency Executives Steering Committee (TIE). All of the work that occurs at TIE involves forest health funnels into the Tahoe Fire & Fuels Team. The work is done through the Forest Action Plan that was created in 2019. It's a three pronged approach to getting work done in the basin and includes capacity and workforce development, technology and data, and looking at larger

landscapes. The goal is accomplishing 22,000 acres of wildland urban interface (WUI) treatment by 2025 in the Tahoe Basin. If we are able to accomplish that we'll have achieved initial entry on all WUI acreage in the Tahoe Basin.

The national cohesive strategy came out of the Federal Land Assistance, Management, and Enhancement Act (FLAME) of 2009 and outlines three broad goals or strategies to comprehensively address wildland fire across the United States. This was developed collaboratively by federal, state, local, tribal governments, and the science community that outlines three goals and is how she breaks down projects. The Tahoe Fire & Fuels Team and the implementors in the work they are doing focus on trying to get that comprehensive picture and hit all of the three goals. It restores and maintains landscapes, fire adaptive communities, and wildfire response.

Fire Adaptive Communities: Slide 8 shows some examples of events and communication that is going on in the community. The Tahoe Basin Wildfire Annual Wildfire messaging campaign. This gets pushed out to all of the partners. Protect our home and prepare for wildfire. The website will direct you to your fire district, how to be ready, set, go if a wildfire should happen. Defensible space, home hardening, it's a great one-stop shop.

They've made great advances in the fire adaptive communities' program that is run through the Tahoe Resource Conservation District. Right now, there are 25 fire wise USA recognized neighborhoods and sites around the Tahoe Basin. There are 67 neighborhood leaders and are people who have taken the initiative to work with their neighborhood to talk about what home hardening and defensible space looks like. There were a record number of defensible space inspections for the Tahoe Basin this year at almost 8,000. A majority of those come from the City of South Lake Tahoe Fire and Rescue. Lastly, TRPA Forester, Mr. Barr issued 1, 234 tree removal permits in the past year. It's up to 500 to date this year.

In 2022, they were able to complete approximately 2,000 acres of treatment. The Tahoe Fire & Fuels Teams and basin partners are about halfway of meeting the goal of the 22,000 of initial treatment in the wildland urban interface by 2025. They've been able to treat almost 90,000 acres since the Angora Fire.

There were two broadcast prescribed fires done this past season. The pictures on the left on slide 12 are from Sugar Pine Point State Park which was done last year. The two pictures on the right are the Forest Service prescribed burn on Pioneer Trail near Golden Bear which was about 13 acres.

The Nevada Tahoe Resource Team has been busy with several projects. The Bond Plan project has been going on for about 1.5 years. Currently, they are thinning in the area and burned piles this past winter. This project is jointly funded by the Lake Tahoe Restoration Act and Nevada General Obligation Bonds. The Urban Lots Fuels Reduction Program is a partnership with local fire districts to complete hazardous fuels removal in those wildland urban interface urban lots owned by Nevada. Over 58 acres were treated in 2022 and another 60 acres slated to go this year into next. That project is funded through the Lake Tahoe Restoration Act and the Nevada Division of State Lands funding. Spooner Front Country hazardous fuels reduction has been completed. Approximately 200 acres were treated for fuels reduction and hazard. Lastly, the Marlette Summit Hazardous Fuels Reduction project has not begun but will be 420 acres that will modify fire behavior and improve forest health. This project recently received a \$1.4 million investment from the Southern Nevada Public Lands Management Act (SNPLMA).

Slide 14 shows the land ownership matrix that they often encounter in Tahoe neighborhoods. The

dark grey projects are owned by the state through the California Tahoe Conservancy. As part of that the CTC has been able to set up a community forestry and fire protection project which will start with the North Upper Truckee project this year and is one of the first to go under the Tahoe Programmatic Timber Environmental Impact Report (PTEIR). The big news out of the CTC is the capacity building grants that they've been able to get out to the community. The first is about \$3.3 million to the Lake Valley Fire Protection District and the City of South Lake Tahoe Fire and Rescue. That will be to plan and oversee projects to reduce fire risk on the South Shore. The second one is about \$1.3 million to the Tahoe Resource Conservation District to provide professional forestry services including environmental review and prescriptions to all different land ownership on the California side. Lastly, there was about \$300,000 to the Washoe Tribe to build capacity for restoration crews and increase cultural burning in and out of the basin.

The Nevada and California resilience corridors brought highlights of these projects historically. A resilience corridor is about 1,000 acres of varied treatment along each side of a power line. It provides a variety of benefits including shaded fuel breaks, reduced fire risk, improved forest health, as well as removing ladder fuels and competition. The Liberty Resilience Corridor from South Lake Tahoe up along the West Shore. About 300 acres of hand thinning will occur this season and 500 acres of mechanical thinning will be laid out in the South Shore area. The Nevada Energy Resilience Corridor has had 570 acres treated so far between state, private, and federal partners and lands.

Lake Tahoe West Restoration Project was a large landscape comprehensive collaboratively designed restoration project to treat the West Shore both in terms of forest health and watersheds and water quality. It originally involved three lead agencies: the Tahoe Regional Planning Agency, the Forest Service, and the California Tahoe Conservancy. There's been some challenges, but the project is moving forward, and planning will occur separately and in house with each agency. The national forest system is currently working on the National Environmental Policy Act (NEPA) for their lands on the West Shore. Nonfederal lands are going to be planned or implemented under the PTEIR or other California Environmental Quality Act (CEQA) authorities. They are going to be utilizing the CEQA authorities on national forests system lands. When you are doing a project on national forest system lands and it's a Forest Service project if you receive state funding that can often trigger CEQA. These two authorities allow for that streamlining. Senate Bill 901 allows for CEQA exemptions for forest health and fuels reduction projects on national forest system lands as long as NEPA has been completed and Senate Bill 155 creates a streamline CEQA compliance process for watershed restoration projects on both federal and non-federal land. While Lake Tahoe West hit some bumps, work has still occurred in this region including the Meeks Meadow Restoration and the West Shore WUI projects.

Response to Wildfire: There's been several projects going forward under the Tahoe Water for Fire Suppression partnership. This partnership was formed in 2007 to address firefighting water infrastructure deficiencies within the Tahoe Basin. Recently, the partnership was awarded \$2.1 million in Lake Tahoe Restoration Act funding and was the first time they were allocated funding from that. This funding went towards five projects which have all been completed and or are near completion in the next year. That money went immediately out to partners and in the ground. Projects included the Tahoe City Public Utility District projects, South Tahoe Public Utility District projects and spread around the basin on five projects.

The fire protection districts are going to start doing demonstration shaded fuel break projects. A shaded fuel break is a break built in timbered areas where trees on the ground are thinned and pruned to reduce the fire potential yet retain enough crown canopy to make it less bearable to

microclimates for surface fires. The Tahoe Douglas Fire Protection District is looking at the Skyland shaded fuel break of 23 acres of Forest Service lands, hand treatment and mastication. The Lake Valley Fire Protection District and the City of South Lake Tahoe Fire and Rescue are looking at a similar project around Golden Bear which is about 19 acres and will involve similar treatment types.

Capacity Building: Partners have done a lot of great work in terms of trying to build capacity to get more work done and places to send products. The Lake Tahoe Community College Forestry Program kicked off this year. It was a collaborative community approach involving the California Tahoe Conservancy, the Tahoe Fund, TRPA, and the Tahoe Resource Conservation District. Slide 21 was a class trip to the Blodgett experimental forest near Georgetown. The class learned about different machines, how to survey different trees, and forest inventory. Many of these students have already started working at agencies within the basin. Several students are working at the Tahoe Resource Conservation District on their forestry crews.

In terms of biomass utilization there are multiple opportunities coming up. The first one is around energy and heat production. The South Tahoe Refuse is currently working on the environmental analysis and design for their biomass project. The other one is the Northstar Community Services District is pursuing the implementation of a biomass facility that would produce heat for one of the Northstar buildings. The picture on the left side of slide 22 is the Carson City Sawmill. The Washoe Tribe of Nevada and California has partnered with Tahoe Forest Products and anticipates producing about 50 million feet of lumber per year and employ about 40 people year round. It's currently focusing on purchases of Caldor Fire salvage and cleanup. Focused on large logs with the idea and potential to retool for smaller logs in the future.

Funding and Prioritization: We have been fortunate to have record levels of funding for forest health and fuels reduction in the Tahoe Basin. In terms of federal and the Lake Tahoe Restoration Act they received \$5.5 million in fiscal year 2023 funding for forest health. Close to \$1 million of the Southern Nevada Public Lands Management Act (SNPLMA) funding was invested in 2022 and 2023 on three forest health projects. Round 19 was approved in 2023 and is going to allocate another \$12.8 million for forest health projects including Lake Tahoe West resilience corridors and the Marlette hazardous fuels reduction project. The state of California and Nevada you saw on the California Tahoe Conservancy slide that there's been millions of dollars in California funding going to capacity building and as always Nevada continues to fund forest health work through their bonds and license plate sales making a huge impact on the East Shore. There have been private investments such as South Tahoe Refuse to help bring the biomass up to speed. Nevada Energy and Liberty Utilities are both investing in leveraging federal and public dollars to those resilience corridors. In terms of nonprofit there are the Tahoe Fund and the League to Save Lake Tahoe. The League participates in forest stewardship days where they get volunteers out in the field. The Tahoe Fund has been able to provide seed money for undergrounding of utility lines, specifically in Glenbrook. It's bringing all of the partners and different funding streams together to get a comprehensive amount of treatment done in the Tahoe Basin.

We've heard a lot about evacuation planning, and we'd be remiss if we didn't do due diligence and work with our partners to understand the system and report back to the Board. There are clear roles and responsibilities in this system. Planning for and conducting evacuation especially in the Tahoe Basin involves many critical players. The local fire service can include fire protection districts, state, and federal resources. Their job is evaluating and monitoring incidents and fire risk. They are the responders going to the fire. Then the local law enforcement are the ones who are authorized to call and conduct evacuation orders. TRPA's role is to support our local law enforcement, fire service, and emergency response service as needed or requested. Whether that's information sharing and

convening for lessons learned.

Dr. McIntyre participates in the Tahoe Fires & Fuels Team, TRPA is on the Multi Agency Coordination committee. Key themes from meeting with the fire protection districts and sheriff's offices: evacuation is dynamic and depending on the hazard it becomes even more complicated and dynamic. It's important that all options are on the table with evacuation planning. Everyone mentioned that there is strong regional coordination, communication, and relationships. Working through the MAC, the Regional Lake Tahoe Fire Chiefs Association, and trainings, they are building those relationships and lines of communication and all feel whether it's across county or state that they have good working relationships with their partners. There are preattack plans that are created and kept internally that identify all major roadways out, temporary refuge areas, critical infrastructure for protection and everyone is participating in some level of unified command training or exercises often. Defensible space around infrastructure is key. This is evacuation routes, neighborhoods, temporary refuge areas. It's important that they maintain and implement defensible space around all of those key pieces if an evacuation were to happen. It is imperative for individuals to be ready, set, with a go bag and have a plan in the event that an incident or evacuation.

While the Tahoe Basin has a challenging geography and includes multiple counties and states, they do have a lot of resources and are able to pull a lot of resources from Reno, Carson City, Sacramento, etc. All these partners are experts and continuously training and practicing their skills including that coordination and communication. The Tahoe Basin critical incident and fire preparedness training exercise just occurred in Olympic Valley last week that involved Placer County Sheriff's, Cal Fire, Placer County Office of Emergency Services, the Town of Truckee Police and Fire, California Highway Patrol, Liberty Utilities, etc. They went through scenarios including three regarding wildfire. Next month, Incline Village is going to have an evacuation exercise for the Second Creek neighborhood and involves North Lake Tahoe Fire Protection District, and Washoe County Emergency Services. This will be a great opportunity for the public to participate in that exercise. Lastly, the South Shore Public Information Officers are setting up a joint incident command training and practice on how to communicate and get messaging out to the public during emergencies.

There's always lessons to be learned. After each fire in the basin, they've made improvements and grown as a partnership and individual agencies. For example, the Blue Ribbon Commission was established after the Angora Fire. They were able to produce the emergency California Nevada Tahoe Basin Fire Commission Report. That report outlined 90 plus recommendations across six categories including things like governance, community homeowner and fire prevention, fuels management, and fire suppression. Over 90 percent of those recommendations have been completed or on going. The Tahoe Living With Fire website, <https://www.tahoelivingwithfire.com> is a great place to get information on preparedness, fire districts links and websites, how to get ready for a wildfire, information on defensible space, and home hardening.

Chief Lindgren, Tahoe Douglas Fire Protection District said we have a good cooperative relationship. Lake Tahoe is complicated, two states, five counties, multiple jurisdictions but we all work together very well. The Tahoe Fire & Fuels Team is a great resource for that. The Caldor Fire was predominately on the California side, El Dorado of the Lake but it affected everybody around the lake. They're trying to get messaging on the same page, especially when it comes to evacuation. The authority of evacuations lies with the Sheriff's Departments. Each of those local county sheriffs have the individual authority to use whatever terminology they want and can cause problems in the public if you have multiple counties affected by one incident if the terminology is not the same. There's been a lot of work done trying to get that terminology the same.

There's also been a lot of work done to try and have reverse 911 systems and pre planning systems for evacuation on the same page. There's a new one called Perimeter Solutions that four of the five counties around the lake are going to use. It's a good program for evacuations. It's not an app rather a website that gets blasted through social media. A person can click on that link, and it will show someone where they are in proximity to the emergency and identifies areas that are being evacuated and what route to take. In the public's eye, everyone is concerned about evacuations, we need to be concerned about wildfire and evacuations in the basin because there are only a few ways in and out. But everybody seems to want a simple solution with a pre plan if there's a fire, everyone goes this route, for example. All emergencies are fluid, and you can't have that one route already predesignated because you might not be able to go that way. During the Caldor Fire, you couldn't go State Route 89, 88, Highway 50 south towards Sacramento, about the only way to go was Highway 50 eastbound. They have to be able to adjust to those types of things on the fly and that is where communication comes into play. They learned a lot of lessons during the Caldor Fire. Some people would say it was a very successful evacuation of over 20,000 people in less than five hours. Actually, not a very successful one because it gridlocked the system on Highway 50, it happened to not be very well communicated with the cooperating agencies in Nevada and the surrounding counties. Even though they were having meetings twice per day, everyday at the incident command post with all of the players, it happened independently and that caused a lot of confusion. There were a lot of lessons learned that brought all of these counties and everyone together to plan better. That's how Perimeter Solutions came about. No one wants to burn up during an evacuation like the Paradise Fire. That's a possibility in the Tahoe Basin in certain areas. They want to concentrate on doing some fuels reduction along the evacuation corridors. That is a number one priority for the Tahoe Fire & Fuels Team with the fuel break program that they are working on. They have to be able to get people out safely and they have to have a coordinated effort, but they are limited on which ways they can get people out.

Deputy Almos, Office of Emergency Services for El Dorado County said he's been here 22 years and has been through every major fire here. He was on the Angora Fire as a first responder. Since 2007, the fire fighters, Cal Fire, the Forest Service has created incident tactics under the incident command system and has worked well. Dynamic is the key word in these events, when they occur, sometimes they happen very rapidly. They can be chaotic in the beginning and then as they grow, they come together and battle that incident. Unfortunately, the stars aligned for what happened in the Paradise Fire. There are a lot of places around the basin that are on their radar all of the time such as the West Shore which is very vulnerable. Getting people out to the south or north depending on the time of year is challenging.

They have a lot of pre plans within the County. They meet regularly with not just the Lake Tahoe Basin Chiefs, but they also represent the west slope where they meet with all the Chiefs including a representative from the basin chiefs is a part of that. They discuss pre planning and how they are going to respond. On the western slope they go to fires almost every single day. The Office of Emergency Services is a little unique within El Dorado County. They have someone on seven days per week between five of them. Sometimes it's showing up and everything is under control but the other day they had one in the south county area where they had to evacuate a couple of streets. They do that a lot. When you talk about a large evacuation like the Caldor Fire that typically falls under that incident management approach and not just done in a bubble. There were about four days of pre planning for the Caldor Fire but unfortunately in those circumstances it got triggered very quickly based on the characteristics of that fire. They saw gridlock but you see that in just about every major event throughout the United States with hurricanes, etc. Under his guard for the past 22 years, they've never lost a soul and want to keep doing that. It is important that we continue with what we

are doing.

Chief Lindgren, Tahoe Douglas Fire Protection District said he doesn't want to make it sound like they are all patting each other on the back. They have a long way to go to protect the Tahoe Basin and our citizens with fuels reduction and evacuation planning. They've learned lessons and done a lot of prework and have good relationships, but they have to stay after it and keep it at the top of the list year round. We got lucky during the Caldor Fire, we got a break in the weather, aggressive fire fighting that took place to stop it, and they got a break in the topography of where that fire was at. It all aligned and stopped at the right time but if it hadn't, it could have been a lot worse. They need to take those lessons and learn from them. The need to keep the communication going, keep planning and step up our fuel's reduction and programs in the wildland urban interface and surrounding the WUI. A lot of those acres that Dr. McIntyre spoke about are great and they're talking about different private and state lands throughout the basin. The majority of the land in the basin is in the National Forest and they have not done a lot of work on the National Forest. They have to stay after that where the neighborhoods come up to the National Forest. When they talk about the Tahoe Fire & Fuels Plan for fuel breaks, they need to get in some fuel breaks that connect the dots around the basin. There need to be continuous fuel breaks. Once they get approval from the Forest Service are doing the fuels reduction along the evacuation corridors. The second priority is the protection of the infrastructure around repeater sites and radio and cell phone sites. They've done some work around those sites but need to improve it. The third is fuel breaks around all the communities that are on that Forest Service land to protect the communities from untreated forest. Lastly, are some strategic locations of fuel breaks to get ahead of large fires like the Caldor Fire.

Presentation: <https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIIA-Forest-Health-Program-and-Emergency-Response-Coordination.pdf>

Board Comments & Questions

Ms. Conrad-Saydah thanked the presenters for their candor and the work that remains and how hard it is to coordinate across five counties and organizations and bringing together these multiple sources of funding. Over the past month or two, she's seen prescribed burns by the Forest Service Lake Tahoe Basin Management Unit. There's so much land under the Forest Service and is a drop in the bucket to some level but have seen them active.

Chief Lindgren, Tahoe Douglas Fire Protection District said that was a coordinated effort through the Tahoe Fire & Fuels Team.

Ms. Conrad-Saydah said we hear it so often from public comments that the Forest Service is doing nothing that she wanted to reflect that there is coordinated action is happening. Once they get the work done for evacuation corridors and fuel breaks around infrastructure, how do they prioritize the next level of treatment that needs to be done? She understands that will take a long time but if there's enough funding for concurrent action, how are they working to identify those next priority areas?

Chief Lindgren, Tahoe Douglas Fire Protection District said that's a good question because of the fact that it's multi-faceted in multiple jurisdictions, everybody has their own priorities within those jurisdictions and their own limitations on what they can or can't do. The priority is actually doing the fuels reduction first but then they have to have a plan to maintain it. You have to come back and do it again. There is a lot of area in the Tahoe Basin that was treated in 2008/09 and now you can't even tell

it was treated. One of the keys to maintaining it is once they get the initial work done, they have to have a plan that every second or third year that they are coming back and redoing it. Broadcast burning for instance, they have too much fuel in the Tahoe Basin. Their fuel loading is too dense. Meaning if they were to try and do that broadcast burning, it would generate too much energy and kill a lot of the drought stricken timber that is still drought stricken because it wasn't able to absorb all the moisture needed out of one winter. That fuel has to be reduced first by hand thinning, pile burning, mechanized equipment for hauling it out and then you go back, and broadcast burn low intensity. What's been nice this year is that there's a bigger window of opportunity. Typically, there's a small window to get those burns done. Where you can get it to burn and then have it burn before it gets to the critical time where it will scathe. This year they've had a bigger window and seen more burning done in June and July when they have not seen that for years. Studying those priorities of the area based on the threats is what they are trying to do and also trying to pick some low hanging fruit because sometimes the NEPA and CEQA processes bog things down.

Ms. Conrad-Saydah said it seems like they've taken advantage of some of the California laws where CEQA can be bypassed in the high priority areas. What's their relationship with the Forest Service Ecologist and some of those who are identifying those high priority areas and updating those maps overtime, are they regularly engaged with their groups as well.

Dr. McIntyre said the wildlife biologists are not but they through the representatives that they have from the Forest Service. Vic Lyon and Brian Garrett both are members of the Tahoe Fire & Fuels Team.

Ms. Conrad-Saydah agreed that we see these fire return intervals that are significantly greater and appropriating budgets there's the idea that you treat it once and you are done. The more that we can have this messaging around what an annual budget looks like for management and maintenance the more they will be able to advocate for that. Is that every 7 to 15 years in wildland areas and 2 to 3 years in WUI areas?

Chief Lindgren, Tahoe Douglas Fire Protection District said that's a good point but is a hard one to make because the weather, the fuels, the topography all changes when you can do those things.

Ms. Conrad-Saydah said the challenge is when it comes to budget appropriations no one wants to hear those nuances and don't want the uncertainty. The more we even have a ballpark number with a range on it can be helpful.

Chief Lindgren, Tahoe Douglas Fire Protection District said a point to be made is with the funding that comes in for this, everybody wants to know how much did you get done. It shouldn't be about the quantity but rather the quality of the work in the right locations. When he was with Cal Fire, they and the Governor's office set quotas of how much they had to get done and they were told to get as many acres done as possible. When he was with the Amador/El Dorado unit of Cal Fire, they would go down as on the west slope of El Dorado County, Sacramento County, and San Jaquin County and burn off a couple of thousand acres in an afternoon of cattle land because they could get that acreage quickly. It was beneficial in getting some of the noxious weeds, vernal poles with endangered ferry shrimp. The ranchers loved it because they got better feed for the cows but is it truly fuels reduction or a fuel break in the WUI. The same unit, specifically in El Dorado County they were focused fuels reduction around Jenkinson Lake and Sly Park Lake in the Pollock Pines area took a long time to get done, it took 3.5 months to get 17 acres done but that was critical fuels reduction that made a massive difference during the Caldor Fire.

Ms. Gustafson said she thinks that is going to change because they've done an extensive shaded fuel break from Colfax to Auburn and the North Fork which was led by Cal Fire effort.

Ms. Diss said we get a lot of public comment about the roles and responsibilities of this. She would like to hear more about the interaction between the Tahoe Fire & Fuels Team, the MAC and the planning processes. What they often hear is that every single project that comes to us there is a big concern from the public that we are increasing difficulty in evacuations. But we don't always get to hear from the first responders to tell us whether that is true. Is approving a new hotel or new multi-family dwelling contributing to problems with evacuation. The role of the Regional Plan and how these groups interact and provide feedback to the extent necessary when they area plan amendments, etc.

Ms. Regan said after the Blue Ribbon Fire Commission, even preceding that they were actively engaged in creating a ten year fuels strategy and was the first big chunk of work of the Tahoe Fire & Fuels Team and the fire agency service professionals in the basin. With TRPA, the Lahontan Water Board and all the agencies together. That was groundbreaking and was building on the work of community wildfire protection plans, looking at high hazard zones around the basin and focusing the limited dollars at first into those high priority areas. TRPA secured the very first dollars from the Bureau of Reclamation to get those community wildfire protection plans going then to help the Tahoe Fire & Fuels Team. Then after the Angora Fire it changed everything and got that partnership to see the urgency of coordinating the land use and all the other elements. Although, the Forest Service is not here today, they've coordinated with them on this presentation and \$170 million in Federal funding has supported those 70,000 plus acres of treatments since the Angora Fire. Of the 10,000 acres that burned in the basin, roughly one third of those had been treated. We got lucky but were also more prepared in the west when that fire burned into the basin.

Ms. Gustafson said it would be helpful to understand state responsibility areas and national because on the chart there's been a lot of talk about local fire service but there's everybody's emblems. There are roles for state responsibility areas as well as the local.

Assistant Chief Bob Counts, Nevada-Yuba-Placer Unit, Cal Fire said there are three different areas of local responsibility area (LRA) which is typically city centers and around city limits. State responsibility area (SRA) and then there's the federal responsibility area (FRA). Those three factors come into play and in the basin there's a large amount of federal responsibility area and a smaller amount of local responsibility area, and then the state responsibility area. All three are protected and members of the Tahoe Fire & Fuels Team where a lot of these ideas originate from, and we all collaborate with them.

Chief Lindgren, Tahoe Douglas Fire Protection District said it does change from California to Nevada on those things that Chief Count talked about The LRA, FRA, and the SRA are California terms. On the Nevada side it boils down to jurisdiction. There's not a lot of that same kind of thing in Nevada. The Lake Tahoe Basin Management Unit of the Forest Service, who has a big chunk of that land, have to adjust the different rules when they cross the state borders because they are different but do work together very well.

Dr. McIntyre said in terms of the Tahoe Fire & Fuels Team projects and what comes through them are primarily focused on forest health and treatments. Those projects in terms of TRPA planning and permitting, either can go through a Memorandum of Understanding (MOU) and if they don't have an MOU with one of the partners, they have a separate path that they go through in terms of submitting a plan and review. Even if they have an MOU those plans still sometimes have to go through the TRPA Forester for review and other appropriate TRPA staff for approval. When they talk about the forest

health piece and the Tahoe Fire & Fuels Team that is how the planning works at the TRPA level. Development projects don't come through the Tahoe Fire & Fuels Team. A brand new hotel would not go through the Tahoe Fire & Fuels Team. It goes to TRPA, and they'll be tapped as subject matter experts. She would review the forest health component and Ms. Glickert might be asked to review the transportation piece. It's also at the local level in terms of local jurisdiction permitting, Fire Marshall's see projects see projects before they go forward.

Mr. Marshall said fundamentally there's questions within our initial environmental checklist that triggers looking at evacuation and the impact of any programmatic or individual project on those set of plans. You have to disclose whether or not there will be a substantial adverse impact to any of the evacuation planning. Most recently they did that on a programmatic basis 2020 Regional Transportation Plan. There was an initial environmental checklist and an initial study under CEQA that was done and can provide you with an explanation of how any adverse impacts to evacuation planning were examined. It was treated specifically in that expanded environmental checklist. Each project that the Board sees has an initial environmental checklist or an environmental analysis associated with it that also looks at whether or not that individual project has an impact. On the California side that's done under both CEQA and TRPA Article VII and on the Nevada side it would under just TRPA. However, local jurisdictions are also looking at that impact and in consultation with their local sheriffs and fire as to whether or not there could be any potential impacts associated with any development project that might be considered by this Board.

Mr. Hester said from a recent project on the North Shore that both the Sheriff and Fire District showed up to provide comments. Also, as part of the building code there is a fire code and when the local jurisdictions look at the specific buildings. We are not subdividing any new land and spreading out into any new areas but what they are trying to do in the longer term is to look at intelligent transportation systems. That's coming up a lot in the Destination Stewardship because if you are looking for parking lots, that same system, if you had one system where you could find a parking lot during a peak, that same system can be used to tell people where the should or shouldn't go during an evacuation.

Ms. Diss said she wanted that information to be on the recorded because the Board has a lot of awareness about all of this happening before it comes to us, but the public doesn't necessarily always know all of that information and there's a real fear there. To the extent to what you all have described does not look at or assess this sort of idea of the cumulative impacts is what we hear from the public. She would be better equipped to answer those questions from the public if they had a "yes" we are looking at the cumulative impacts. One county's Fire Marshall saying this meets that county's standards does not necessarily answer the question of whether it's creating a cumulative problem for a basin that has seven exits.

Ms. Gustafson said they talked a lot about contraflow and highway capacity yesterday at their Board of Supervisors meeting.

Sergeant Conners, Placer County Sheriff's Emergency Management said this is a new position for Placer County. The County adopted a new model when it comes to emergency management with a county representative, a fire representative, and a law enforcement representative full time in the OES. Yesterday he did a presentation to the Placer County Board of Supervisors and talked a lot about evacuations and preparedness. State Route 267 is over 50 feet from one side of the asphalt to the other. When you look at the contraflow of turning a two lane road into a four lane one way road it helps with the overall direction of traffic.

It's also having a consistent message for notifications. They are starting with a media campaign trying to get people up to speed and prepared and understanding how you'll get those notifications if you are in Placer County. They just had their first media post from a victim of the Mosquito Fire talking about being ready and putting that ownership on the homeowners to understand their area and knowing how to get out along with the temporary refuge areas. They are also working on their pre incident maps to identify those infrastructures and if they have mutual aid coming in. The maps will identify all of this for people to know how to proceed with their planning.

Ms. Aldean said it's unfortunate more people who have concerns about evacuation are not in the audience today and hopefully they are online and listening in. Educating the residents is one thing and educating visitors is different. Visitors may be coming up for the day or staying in a local hotel. Mr. Hester alluded to a parking app for emergency alerts. Is that in its infancy or is it something that can be used to contact people within a certain geographical area through this system?

Mr. Hester said last week, the Forest Service and TRPA staff met with the Central Federal Lands people and talked about developing such an app and they said to apply for a grant. He spoke with TRPA's Research & Analysis staff who do the boating app, and they could do one that shows where you are, but the trick is getting real time information from each parking lot. You could find them all but wouldn't know how full they are. That's something that they could work on. It's also part of this intelligent transportation system concept in the Regional Transportation Update. It's coming, it's not there yet.

Ms. Aldean said her concern is that if a family is on the beach and there's a situation a few miles away and all of the sudden they get an emergency alert system. How do we advise people proactively that there is a risk of fire when you come to mountainous areas like Lake Tahoe. We have narrow roads even if we use them as one way streets to evacuate people. An ideal situation there'd be something like the emergency alert system. She's not as concerned about people being able to find a parking space but more concerned about advising them of a serious threat to human health.

Mr. Hester said it's the same infrastructure. It would probably be multiple tiers, something like the signs on the freeway warning drivers of a situation. It would be that when you are outside of the basin and when you get into the basin it would probably be on your cell phone. You can do geofencing to apply to a certain area.

Greg Almos said in El Dorado County they use a platform called Rave it's offered by the California Office of Emergency Services to them. Placer County uses a platform called Everbridge. All of these platforms are designed where a visitor can register for the time that they are in the basin. They would get a subscribed message. In addition, if an event requires the notification of mass amounts of people, they can do an all hands where it goes over a cell phone to every provider out there. They don't do that in El Dorado County very frequently because of the five counties and two states. If Tahoe Douglas decides that they want to announce that it goes off Cave Rock and will hit every person on the western shore and does create confusion. They have experienced that in Washoe County. They had a fire in Washoe Valley and did the same process and it ended up going off some towers and people in El Dorado County were getting a message that there was a fire and they needed to evacuate. The other option is through Rave where you can subscribe to the app. If you are visiting, you could subscribe to the app, and it would tell them whether there's a fire in El Dorado or Placer County. He's participated with Lake Valley Fire with trying to message the visiting industry to have this messaging system within the homes. They're advocating that if someone goes into a home within El Dorado County there's information for example about registering with El Dorado County Emergency Alert

System or Placer County. They have QR codes that someone can do. If there is a movement on your part here to have an independent notification system under parking for example, that you work with your local law enforcement so that's done partnership. They do not want independent messaging out there. Any disaster notification system should fall under the law enforcement role or the incident management system. Social media kills them during incidents. They have a full time Public Information Officer to monitor what is being put out on social media.

Ms. Aldean said it's a shame it's not possible to override any of these conflicting messages. Hopefully, we'll come up with a solution that meets everyone's needs.

Sergeant Conners, Placer County Sheriff's Emergency Management said during the Board of Supervisors presentation yesterday he had graphic showing the Tahoe Basin and the counties involved around the basin. He's trying to contact all the different entities around the basin to create a graphic map that could be posted at a bus stop or anywhere with a QR code that would show someone where they are at in the basin and direct you to where to sign up for that notification. Once you've registered through Placer Alert if you are within the boundaries of the zone that's created for the evacuation order or warning you'll get the notification. You won't get all notifications, only the ones within the boundaries of that zone that's created.

Deputy Almos, Office of Emergency Services for El Dorado County said they are also trying to make the vacation rental industry the ambassadors of their home and make them a part of the neighborhood. If it's a second home, they would still register that home to themselves so they will get that alert notification and they can notify their own guests.

Ms. Gustafson and requiring land lines in short term rentals.

Mr. Hoenigman said TRPA is an odd entity composed of multiple counties, two states, and the Federal Government in a basin where most of our land is managed by the Forest Service. Is there anything we can help with?

Chief Lindgren, Tahoe Douglas Fire Protection District said being a part of the Tahoe Fire & Fuels Team and all the efforts they are doing together is making that work. Evacuations are not the jurisdiction of TRPA but here we are having a discussion about evacuation, it shows that you are stakeholders. We're heading in the right direction already and we have a good working group. If we have an issue within a specific state or county, we go to each other and communicate. The cooperation over the past ten years with the Angora Fire changed that but that spurred the Blue Ribbon Commission in the right direction and where we are at today is a good group of people that communicate.

Ms. Hill said she's excited that Washoe County is doing an emergency evacuation test in Incline Village on Wednesday, August 16. It's also a preparedness fair where community members can come out to the Rec Center from 9:00 am to 12:00 pm and learn how to be prepared. Ms. Hill said that there's only one HOA that is registered with Firewise USA. There's a lot of opportunity to push that message to ensure that neighborhoods also take some of this accountability and educate their community members.

Mr. Friedrich said thinking about the Paradise Fire where people are stuck and the fire is raging around them and they can't get out. He'd imagine there's a concern about the coincidence of high visitation days and road congestion scenarios whether it's driven by development projects or day visitors and say red flag or high fire risk days. Is that monitored or is there any kind of analysis on what level of potential road congestion exists that coincides with very extreme high fire risk days?

Deputy Almos, Office of Emergency Services for El Dorado County said he's in the basin Thursday through Sunday which are generally the highest visitation days. Most every day he's contacting his partners with Cal Fire and the locals, especially if it's going to be a red flag day. The local fire departments publicize that by email.

Chief Lindgren, Tahoe Douglas Fire Protection District said regarding the road construction projects, they do not coordinate those on red flag days and probably should look at that. It's going to boil down to costing that project money, but it could be a significant impact on their evacuation if they aren't planning ahead with that.

Ms. Gustafson said in the end, isn't law enforcement able to shut down the project?

Deputy Almos, Office of Emergency Services for El Dorado County said it's very difficult to shut down a state highway. During the Caldor Fire, Cal Trans was a part of the incident management team the entire process. They are not going to shut it down because they think there might be a fire. They'll collaborate and communicate with them and keep a watchful eye on it.

Chief Lindgren, Tahoe Douglas Fire Protection District said on a daily basis they coordinate pretty well with the construction projects because they are running emergencies every day with small emergencies. Each of those construction sites that do the metering of the traffic pay attention to the emergency vehicles coming through there. On a larger scale it could be something else to coordinate a little better.

Assistant Chief Bob Counts, Nevada-Yuba-Placer Unit, Cal Fire said they talk about unified command where the Sheriff's office has the jurisdictional authority for evacuation. They make coordinated and informed decisions. There's also coordination between the California Highway Patrol and the Nevada Highway Patrol for traffic control points where they might set up contraflow in certain areas. And they do have the authority to shut down those highway projects if necessary.

Mr. Friedrich said if we had an idea for example, this many cars could be safely evacuated even with contraflow and on peak visitation days, we're exceeding it by 20 percent. Is there any thought to management responses or preventive education? We send messages out not to visit during winter emergencies or Covid emergencies, should we be messaging to carpool or reduce the glut of cars coming into the basin during high fire risk days? The public is often asking if we are doing a cumulative impact analysis to see how various developments all lead up to increasing risks on peak traffic congestion times and understanding how that relates also to the capacity for evacuations. Maybe that's a harder nut to crack than what we do about letting people know that they are going to contribute to a risky fire situation. It's a red flag day and we're 20 percent over the number of cars that can safely get out even with all lanes going out. Is there any thought to messaging or management strategies to prevent that risk as opposed to messaging people what to do once the fire happens?

Ms. Regan said Mr. Hoenigman asked a good question of what we can do to help as a Compact agency. The makeup of the Governing Board is very well situated to add value. Well before the mandatory evacuation for the Caldor Fire they were in touch through the members of this Board. Director Settelmeyer's predecessor, Brad Crowell, through Governor's office and as a result construction on State Route 28 did shut down. It was through the communication with that unified command and the incident team through the Tahoe Fire & Fuels Team and the public information

teams. We have a valued added role and all of you would be essential in some of those examples and have been in the past. That is a big theme in the Destination Stewardship Plan in bringing the visitor's authorities together with local government officials, plus the nonprofits, representatives of the community, TRPA helped convene that group. As we've heard, we have a lot of entities and mixed messages that can cost people their lives. Communication was a huge discussion in the Blue Ribbon Committee. They've made a lot of progress since then with those notification systems but need to be careful about those messages and making sure that we communicate clearly and succinctly and in coordination with those that are in charge. They are working on that through Destination Stewardship, Take Care. In addition to discussing red flag days and how to best message that with the public information team.

Ms. Gustafson said in particular if you could address phasing. Yesterday, they talked a lot about what are the odds that you'd ever evacuate the entire basin at one time. The Mosquito Fire and others did phased evacuations, they phased the priorities and the zones, and how to get people out.

Deputy Almos, Office of Emergency Services for El Dorado County said it's a two part answer. Are they always worried about that, yes. The City of South Lake Tahoe was concerned that they were sending a message that the Lake Tahoe Basin was closed due to the impacts of the winter storms. This is a ski industry, and it thrives on snow. The balance has to be met on what is the right message. Educating people to be prepared, understanding the diversity that Lake Tahoe presents itself in the winter or summer. Restricting the amount of cars that would need to be his Sheriff speaking on that. He's lived here for a long time and hears that we need to put a park entrance at Echo Summit. This is everybody's land. Stewardship is the key word to finding that balance on how we provide the recreation, the skiing industry, hunting, etc. All of these factors that come into play with these lands that everybody owns comes together. As an emergency agency, he feels that they are prepared if we have to evacuate the entire basin.

Sergeant Conners, Placer County Sheriff's Emergency Management said when it comes to a systematic evacuation, trying to do everyone at once will create that congestion and is where the traffic control points come into play. Working on the unified command with the fire partners knowing and understanding the fire behavior is going to dictate what areas are going to be an evacuation order and which ones should be going into a warning to pre plan for the future of maybe pushing into another order on a zone. Doing it systematically and working with the unified command to keep that communication going helps with the fact that they're not just doing a mass exodus all at one time.

Mr. Rice said when the Caldor Fire happened, he was receiving calls because people had left the hill to rent larger vehicles to evacuate their home and then they couldn't get back. That was a big concern because the rest of the family was still up here on the hill and they're off the hill with this large vehicle that they can't get back up the hill in.

Sergeant Conners, Placer County Sheriff's Emergency Management said during the Mosquito Fire people were evacuated immediately because it had a run and people went to work and then couldn't get back. Again, that's the messaging through the unified command. Because they had kids that were left home, and parents were not able to get back. Having communication with the unified command they could go get the kids or do an escort. As soon as you send the order and you leave and can't come back, that's what they all work together on with all the partners to try and solve the situations. Life saving medications that were left behind because they weren't prepared or because they couldn't get back in. Livestock is another item they deal with. That's part of the education too is when you go under the evacuation warning, if you do have a lot of livestock or animals, transportation assistance

needs, or the elderly, evacuation warning time is probably the time to leave and not wait for an order.

Mr. Rice said one of the situations in Douglas County which has been resolved was that the Nevada Department of Transportation was talking about reducing the lanes in certain parts of Highway 50. In the event of an evacuation instead of having four lanes there would only be two. He asked Chief Lindgren how the program was coming along in trying to get the helicopter.

Chief Lindgren, Tahoe Douglas Fire Protection District said this is a cooperative effort with 21 different partner agencies in and around the Lake Tahoe Basin that have come together and are trying to stand up a dedicated fire rescue helicopter for the Tahoe Basin. This would also serve other areas as needed. It's a big project trying to raise money and get grants. The 21 agencies consist of one law enforcement and 20 fire agencies working on this. It would be something that would aggressively help keep fires small. The Tamarack was a fire that they could have kept small for 14 days before it exploded. We need those types of resources that we don't have in the Tahoe Basin or surrounding areas. They come from a long way away. More agencies are coming to the table and will probably end up being a Joint Powers Agreement (JPA) that brings all those agencies together.

Ms. Gustafson said Placer County has prepositioned one with Cal Fire one at that Town of Truckee Airport.

Public Comments & Questions

Steve Dolan, Incline Village resident said this issue of peak impact days when travel is here, and cumulative analysis based on all of the different proposed developments is a very important question. Regardless of whether it's a red flag day that's the perfect storm that could happen. He's in agreement with the native American burns, ladder fuel, and venting the forest is a great plan. There is a unique education area for you that will help reinforce your proposals and actions. It's up at Third Creek about $\frac{3}{4}$ of a mile south, southwest of the old Incline Lake. There was an avalanche there pre contact, pre clearcut, there are some trees that are 600 years old and it shows the same trees that seeded that were knocked down during the time of the Donner Party, and giant storms. This avalanche shows the footprint of the ancient trees. The forest before contact. You can look at that and find the size of these trees, the space between them, and they are all pointing the same direction because of the avalanche and haven't decayed because of air and elevation. You could use Google Earth to reinforce your spacing with regards to forest venting.

Nick Exline on behalf of the Sierra Sunset residents said there's been some changes to the ingress and egress for Round Hill Pines. Unfortunately, things that result in negative consequences, in particular for the abutting neighbors at Sierra Sunset. They've gone through the environmental review and documents pertaining to Round Hill Pines. It was lacking discussion regarding trips, transit, and safety which has put the community at Sierra Sunset in a tough place. They would like to work with TRPA staff and other agencies to see how we can address the environmental concerns created through the overuse and the excessive parking within the right-of-way. The safety issues that are caused by parking within the right-of-way with people running back and forth across the road and the challenges with the residents of Sierra Sunset to exit their properties in a safe manner. They would like to see how to utilize things that TRPA is already working on in terms of transit and other methods that start to address the concerns.

Julie Chaiken, Sierra Sunset resident said there are hundreds of cars parking on the highway. There's a safety concern when you have people running across the highway. This is a new problem since they moved the driveway and with unintended consequences the situation is now worse than ever. It's

only a matter of time before someone gets hit and that there's more damage done to the lake. She would hope you consider looking at the parking app reservation system that's being implemented elsewhere in the basin and not allowing people to park on the highway stirring up dust and causing danger to those crossing the highway. In addition, by the end of the day on the water at Round Hill Pines there's a scum of sunblock by the end of the day on the water. She would like to know how that can be addressed.

Ann Nichols, North Tahoe Preservation Alliance said regarding Ms. Regan's comments about the Governing Board being a big help in the last fire. Most of the Governing Board doesn't live here and doesn't make us feel any safer. As far as the Tahoe Stewardship helping with this, it's a bunch of tourism agencies getting together to fill up the shoulder seasons. These kind of comments don't help with the community's angst. For the Governing Board to say well, that these people are so concerned, they are concerned, and it's a bit patronizing to say gee, I wish they were here to listen. You keep approving projects and you won't deal with capacity and cumulative impacts. What's missing here is critical thinking. It's a lot of back slapping, except for a couple of you who really think about it.

Beth Davidson, Incline Village resident said the condominium development where she lives is unlikely to be able to get fire insurance this coming season. She thanked everyone for the superb presentation by fire and law enforcement. Glad to hear that you are planning to quality clearing along the evacuation routes. The idea of maps will be very helpful. She hopes TRPA at whatever level necessary will be looking at the people who are here and the insurance considerations that already exist because perhaps the insurance industry has information that will feed into the data that you are collecting. Redfin had an article about the wildfire prone counties in the United States. That should be helpful to people buying property. There was an article in the Financial Times about fire throughout the world and how it is impacting decision making.

Doug Flaherty, Incline Village resident and former Fire Battalion Chief in Southern California (Santa Ana Canyon). Today, he'll also be making comments at the end of the meeting about the need for a roadway by roadway fire evacuation capacity evaluation. For now, thank you to Mr. Friedrich and we're privileged Chief Lindgren as part of the Tahoe Basin Fire Chiefs. He seems to be a proponent of aggressive and undeniable initial attack. You're talking about evacuation issues that are going to be set in place as to whether or not they fail or are successful within the first 60 to 90 minutes of a fire. Slope and wind fires can shoot burning branches one to three miles ahead of the fire causing multiple fires. He applauded the law enforcement and fire departments for all of their efforts and will do whatever they can humanly do to provide safety to us during an evacuation. However, a fast moving fire and the messaging that is adopted by the public, some of that will take place on an app that you send out. However, social media will drive the public perception. Social Media and an overcapacity Tahoe Basin during a wildfire such as Paradise moved seven miles in the first 90 minutes from the source to Paradise. Social Media will dictate actions that will cause panic and chaos. You need to consider why TRPA is so reluctant to provide a roadway by roadway fire evacuation capacity evaluation. You are doing everything to prevent that. He hopes the Board will provide leadership and start to protect lives. Once you do that, the game will be up on approving increased height, density, and coverage over capacity. He's pleading to the Board members on who is going to step up and protect the public. If we continue to allow this overcapacity it is negligent.

B. Annual Work Plan

Ms. Regan said the work plan is where the work comes together. We're building on from a lot of leadership at the Board level and past leaders of the Agency. Two key messages are that we have

an incredible staff and the goal is to retain that staff. We have no opening right now other than some new positions. That takes a lot of hard work in the challenging times that we operate under with staffing shortages across the nation. The other key message is that we are getting stuff done. This plan is aggressive and want to make some bold changes. It may not be quick enough for some, we have a very big regional constituency and want to bring the community along with some of these changes and all this will take time. We have given ourselves a recipe for success in delivering and not taking on more than we can deliver. In terms of staff retention, none of what we do as an agency is possible without the hard work of the team and we cannot achieve the goals of the Compact nor our mission without our staff.

It's interesting how the Compact sets us up to be that regional convenor as the interstate compact. We are responsible for legislative intent of the Compact which is probably one of the most visionary conservation pieces of legislation in the history of the United States. It puts us squarely in the accountability seat to achieve and maintain our threshold standards to execute on a Regional Plan, but we cannot do that alone. We have to rely on our partners and the Compact is clear in many sections about the collaborative nature of the watershed and the shared governance model. She's been talking to the community about all manner of things of the future of Tahoe. She's constantly getting questions, especially from newer members of the community that are confused about who to call for particular items. It's not a black and white answer and the Compact recognizes that in the shared framework of two state, nearly 80 percent of the land managed by the US Forest Service, about ten Federal agencies that work in Tahoe, six local jurisdictions, the private sector, the Washoe Tribe, the science community, the nonprofit partners, etc. We work in this partnership model but also makes us rely on our partners to deliver on the Regional Plan and to achieve and maintain our thresholds. That comes with a lot of core day to day activity.

As discussed in the April Retreat and then again in May, the achieving and maintaining thresholds are in the center of the wheel. That is our core function, the Compact directs us to set the standards and to have a Regional Plan to achieve and maintain those. We do that in a way around the wheel looking at preparing that plan, implementing that plan through Permitting and Compliance. We are not just a regulatory agency. We have a broad authority that gives us land use authority across watershed, the authority to implement but we go beyond that in projects and programs. We now have this almost 30 year partnership around the Environmental Improvement Program which is the capital investment strategy to achieve the Regional Plan.

Water Quality & BMPs: The lake is our touchstone. At the end of the day, it's about Lake Tahoe. There are ten threshold categories from air quality, scenic resources, recreation, soils and vegetation. It rolls around to the touchstone to what people care about. It's keeping Tahoe blue, making sure that those who come after us look out at the splendor of the lake that they see the same incredible specter that we did. Water quality is job one. They've approached that through Best Management Practices. We have an incredible team that works with our local jurisdiction partners. We have the Total Maximum Daily Load adopted by the US EPA in two states more than a decade ago. Because Tahoe developed as just a seasonal community of a lot of cabins, we didn't have stormwater infrastructure, we don't have stormwater utility functions with our local governments. We've gotten ahead of that with doing parcel by parcel BMPs but know that the solutions have to be bigger.

They've been recognizing that with the Regional Plan and certain policies that are directed at that. We also know that science is evolving on water quality. She went to the UC Davis State of the Lake Report at Granlibakken last week. UC Davis has also been doing the Secchi readings on the lake for more than 50 years. The lake is changing, and we know this. In 2022, we had some of the best clarity that we've

had since the 1980s. That can be largely driven by ecology and the food web. There's differences of opinion and scientists are still working on that. We do know that with climate change and some of the stresses we're seeing across the board, the water quality challenges are not getting any easier. Fortunately, we have this incredible program to go back on and staff have been working tirelessly to make this more a part of our daily ethos and how we do things at Lake Tahoe. When you hear about the complete communities concept, we're getting Best Management Practices but we're just taking it to the next level.

Transportation: There are some basic fundamentals that we have to fulfill under the Compact. Reducing dependency on the private automobile. It's been a challenge for this community. Traffic has always been a part of the resort town that we are and has always suffered from being a small rural community of less than 60,000 people that swells with visitation. Managing that in the face of not a lot of funding in the scheme of big transportation destinations is a challenge. We are fortunate to get designated as a so called large metropolitan planning organization after we got the first MPO. The interesting thing about the Compact is that it does give us an authority and jurisdiction to connect land use and transportation. That's different in most MPO's, most just do transportation planning but they don't manage development and connect those permitting authorities together.

Permitting and Compliance: This is the largest department at TRPA. These folks approve more than 1,000 permits per year and doing that in a way that enforces our Regional Plan, maintains the thresholds and makes sure that the development that does come online which have all been analyzed. What you see at the Board level and what is going on at the staff level in terms of our permitting or our local jurisdiction partners have all been contemplated in the existing Regional Plan of 2012. Those development caps are set and are what we are executing on. We can talk about whether those are the right sets of numbers today, ten years later but our team is going off of the rules that we have today. Some of them need to be updated and we'll talk about that.

Real estate values have grown in Lake Tahoe in recent years. Tahoe has never been inexpensive, but we went to bed Tahoe before Covid and woke up as Aspen after Covid with the increases in home costs and rental. Right now, we are almost at the \$30 billion assessed valuation of assessed parcel data in the basin. That's just assessed values not market values. A third of that is in El Dorado County and the City of South Lake Tahoe because there are more parcels, and a lot of the newer development are in the in the southern end of the lake and larger homes are expensive and is part of what we are trying to look at. The team is working hard to honor the public service request that we get to serve the community well. One of the new positions being added is for the front desk to have a very robust customer service program. Our rules are complicated, and our goal is to have folks come to us to work through the process, not necessarily have to hire a consultant who do a good job, but we can do that for no charge.

Science and Monitoring: We talked about the microplastics study that got worldwide attention. Thirty eight different lakes around the world were sampled with a snapshot survey. It was one day of three samples on Lake Tahoe. That is why more research needs to be done. It's there and it's consistent with other research that they've seen that microplastics are on the beach and water. They are in everything we do in our modern day society but there is a lot more work to do. The Science Council is standing up this working group on microplastics. There's been a lot of comments from the community on thresholds. We are more than 60 percent in attainment of the standards that we have and some of which have not been able to measure but those that we do, the majority of the standards we have the data and at 60 percent attainment. In 2023, we'll be doing an update of that threshold evaluation and then in 2024 it will come back to the Board. Staff are also busy doing hundreds of samples of stream

zone areas. Looking at Aquatic Invasive Species, even doing long term data collection on bike and pedestrian activity on trails. This is part of the work that we do on a day-to-day basis.

Then we boil all that up into three categories. At the retreat in April, the Board discussed the six initiatives, and we ended up into three main categories. The fourth was the thresholds and update of our standards which we have an ongoing process. It was decided that it should be embedded in everything that we do. Tahoe Living Initiative; Keeping Tahoe Moving; Restoration and Resilience is the Environmental Improvement Program and the things that we're doing in the broader partnership around restoration and planning for more extreme weather events in the future. There were a lot of great ideas at the retreat. Staff went back and looked at all of them and tried to draw a clear line in the work plan. Those ideas are folded into these categories and for those that aren't they are still on the table, and we have finite resources for anything that we do differently, folding out of this conversation we have to move resources somewhere else.

On page 85 is more detail on these three initiatives and three strategic priorities. The Regional Plan Implementation Committee is one of the most familiar with the Tahoe Living Working Group, but they've tried to vet those discussions at the full Board. We know that we are living in an affordability crisis in the Tahoe Basin. We're looking at modernizing our land use practices and making some serious reforms and looking in the mirror at what have the consequences been to limiting growth and development in the way that we have to drive prices up. What can we do to release friction to get more affordable units on the ground. Not just in Tahoe but in resorts across the west, the prices have been driven high and largely tending to be this high upper end single-family home. We want to see more multi-family and smaller homes. We have a plan to deliver complete communities. We've been working on the complete streets for a long time where you don't just build a road for a car, you build it for a sidewalk, pedestrian, or a Class 1 trail for a bike. You put in lighting and landscaping to make it a more complete experience. We want to do the same thing with our communities on the land use side and look at things like stormwater infrastructure, more walkability, mixed-use commercial on the ground floor, and parking management.

All of this fits in the framework of the Tahoe Living Working Group. A lot of conversations she's been having are around some of the Development Rights Working Group Initiative. About two years after that initiative, we went into Covid and nothing was happening. We're coming out of the pandemic and some of the policies that we initiated are just starting to come out the other side. Yesterday in the news there was something called the long and variable lag of Milton Freedman's economics of the writings of the 1960s. The idea is that you could put a policy in at a scale of the United States economy on one day and it might take six months, one to three years for it to work its way through impacts. She believes that is something happening today with the policies of the Regional Plan and the Development Rights Working Group that we are now starting to see on the ground examples of some of those and maybe we need to refine that and is reflected in the Tahoe Living Initiative.

Keeping Tahoe Moving: This is the transportation and the sustainable recreation initiative strategic priority area. She thanked the commenters from the last item that mentioned the Round Hill Pines Resort. We need to work with our partners on that. We're not there yet in terms of the solution around Highway 50 on the South Shore, nor are we there on the State Route corridor as well. That will take a lot of initiative of funding and investment. We have unprecedented opportunities from the Federal Government and states to invest in transportation solutions. Destination Stewardship is working hard, and a lot of work is underway in this initiative with the intelligent transportation systems. Staff was also brainstorming after that last discussion about incorporating some of the ideas that we just had in the last hearing into our work plan for this priority and the Environmental

Improvement Program. One item in the work plan is the update of the Regional Transportation Plan kicking off next year and will come back for action in late 2024 or early 2025. That reflects our new VMT and transportation and sustainable communities threshold standard to reduce vehicle miles traveled by just under seven percent by 2045.

Restoration and Resilience: This encompasses all of the Environmental Improvement Program and the team that works with the community with our 80 plus partners that are doing the projects. We are almost at 800 projects. At the first Summit of 1997, we had a binder of 900 projects and now to say we are almost at 800 projects. The goal at that point was \$900 million and we are almost at \$3 billion invested from federal, state, local, and private sectors. At that Summit, Jim Baetge, TRPA's Executive Director in the 1990s stood up at that Summit and heralded this as the new strategy for the restoration of the basin and for achieving our thresholds. What we found in the 1990s is that regulation alone was not getting the job done. So much of the land use developed before we had a Regional Plan and before we had these conservation standards that we couldn't expect in our lifetimes to achieve some of these thresholds. The EIP was born and are proud of those accomplishments with a lot more work to do and we have a great partnership to do that. This work plan is getting us down the path of taking our heavy regulatory approach from the 1980s and 1990s then add in the restoration EIP to 2000s to present and marrying them up. There'll be some reference in the work plan to link the EIP more with development projects. Very routine projects to bigger projects such as getting more microtransit from the Event Center for example.

Slide 12: Organizational Chart. There are about ten promotions in the Agency, and they've been solidifying a lot of these positions. We're elevating the role of science was important to her coming into this position. Mr. Segan is working to make sure that we are accounting for the latest available science in the work that we are doing to bring policies to you for recommendation. In the next presentation on the budget, we are looking at 74 permanent positions and two of them are part-time, plus the seasonal boat crew, and three interns. We are looking for a new Front Desk Public Service Specialist to make sure that we are open to the public five days per week. We've only been open four days per week in front and in this budget, we'll be open five days per week. The trend of online permitting will continue. We are adding a staff attorney and have two planners to assist with the housing work. One may be an AmeriCorps position that's funded differently. This reflects the vision forward that the Executive Team and Operations Managers Group have for pulling this together. We're trying to envision things differently to do it in a more efficient way but recognizing that we short positions. Before the recession, TRPA was at about 100 employees and has been gaining ground on that ever since. This budget isn't getting us all the way to where we need to fill some critical staff needs but it's moving us in the right direction to get us to our mission and to make sure that the staff don't get burned out.

Looking forward, this is our opportunity to advance our mission, budgets reflect priorities, budgets reflect the will of the policy makers. This also keeps us firmly in the partnership model of epic collaboration. The budget has substantially increased revenues in this budget and is fully to implement the EIP through our partnership.

Presentation: <https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIIB-Annual-Work-Plan.pdf>

Board Comments & Questions

Ms. Aldean referred to page 95, Strategic Priority Description of Tahoe Living. Under the timeframe

and action table there is a reference to the current efforts underway to increase density, height, and coverage to facilitate the development of deed restricted housing. Even though it is not mentioned, she's assuming that part of the mission is going to be to look at creative ways of encouraging the private sector, especially the large private sector developments to incorporate employee housing onsite. She appreciated that Palisades has acquired a couple of buildings in Kings Beach for employee housing but that still requires those employees to travel from Kings Beach to Palisades. Is that going to be an integral part of this for example, if a major employer comes in for a permit, that would be the opportunity to talk about the importance of large employers providing onsite housing.

Ms. Regan said a couple of the big projects that are in the pipeline with the Waldorf Astoria will have onsite employee housing. She met with the new ownership group of Cal Neva, and they are planning for employee housing onsite. It has to be a strategy going forward.

Mr. Hester said it's in the Tahoe Living Working Group. We just piloted inclusionary in Incline and that's the model we are going to develop and bring back to you.

Ms. Aldean said she wanted to ensure that it is part of the program going forward. It's an opportunity to address the workforce housing needs onsite. That's far better than having those units scattered throughout the basin and not in close proximity to where they are needed.

Ms. Gustafson agreed and said the local jurisdictions are doing that work moving forward. It's how we make up for past developments and those people were housed in a variety of locations for that particular ski area.

Mr. Hester said what they're looking at bringing to the Regional Plan Implementation Committee in September is the code amendments you mentioned. Part of that will be what is the need jurisdiction by jurisdiction. They are looking at different ways to measure that. One is the regional need is 5,000 which is ten percent. There are the Regional Housing Needs Allocation (RHNA) numbers from the California jurisdictions, there's the Mountain Housing Council and the Tahoe Prosperity Center numbers. Those code amendments are a baseline for what the market will deliver in terms of achievable. This would be what the jurisdictions could get with the default set of code amendments. They could propose an option to get the same amount a different way. For inclusionary, they've heard loud and clear from Placer County and the City of South Lake Tahoe, we've got programs can we substitute ours if they are working for what you come up with.

Ms. Aldean referred to page 109, under Preserving Existing Housing, Outputs: Through a third-party contractor, process compliance forms for all five operational deed-restricted "achievable" units. Five is rather a small subset. What does "operational deed-restricted achievable units" mean? Then it goes on to say "audit 10 percent of deed-restricted affordable/moderate/achievable units for compliance with existing deed-restrictions. How did they come up with that objective?"

Ms. Fink said in 2018, we established our official compliance program for deed restricted units moving forward. Any deed restricted unit that was permitted after 2018, received a deed restriction that specifically said that they would need to fill out a compliance form. Only five units have actually been constructed and has someone living there that need to meet that program. They've permitted a lot more and more are under construction such as Sugar Pine Village, but people are not living in them. Those were the five that they specifically requested to fill in the compliance form online. Next year, they expect that there will be more. The other element to the compliance program that they added when staff came to the Board in April 2023 to update the language for the achievable definition was,

they also specified that they could audit any of the other deed restricted units. If they audit them then they need to send in documentation such as a tax return, pay stubs that verifying that they are in compliance.

Ms. Aldean said under Expected Outcomes, it states 100 percent compliance for deed-restrictions issued after 2018 based on the ten percent audit?

Ms. Fink said based on what they say in the compliance form. We will audit the entirety of our deed restricted units, which is about 250, including those five new ones. They may or may not be the ones that they asked. This year, they focused their audit on the Incline Village units because they heard some concerns about it.

Ms. Aldean asked if it were correct that it would be 100 percent compliance of that ten percent that are audited.

Ms. Fink said no. Of those five units that are new that have to turn in the compliance forms, we expect that 100 percent of them will be in compliance based on the self-certification on the form. Then they need to audit the entirety of the other units and based on the fact that particularly those units in Incline Village they anticipate at this time, about 85 percent of the audited ones would potentially be in compliance and will follow up with them on a case-by-case basis to bring those not in compliance into compliance.

Mr. Hester said there are about 250. Five of them are the new type, 245 are the old.

Ms. Aldean referred to the Compliance Program on page 115 where it states Compliance quickly and effectively resolve and abate any problems associated with code violations. There doesn't seem to be a reference to any effort to acknowledge receipt of a complaint within a certain length of time, such as 48 hours for example. On the following page it talks about reviewing applications, all general emails responded to within two working days, all general phone calls responded to within two working days. She assumes the same thing applies that when you get a complaint, the objective would be to hold ourselves to the same standard and acknowledge receipt of that complaint.

Mr. Hester said yes, that's correct.

Ms. Aldean referred to page 126, Lead Community Engagement, Expected Outcome it states that TRPA is recognized as a community leader that is engaged, gives back, and fosters environmental stewards. She suggested adding the "TRPA is recognized as a national and regional community leader." The work that we do has greater implications than just the local community.

Ms. Aldean said under Finance and Administration one of our objectives is to advocate for fiscal accountability. That is an important aspect of what our Finance Department does.

Mr. Friedrich referred to the Tahoe Living section. Noting Ms. Regan's comment about before Covid we were Lake Tahoe and after Covid we were Aspen, this does suggest some need to revise the way of doing things in response to the affordability crisis. On page 94, Equity and Climate Assessment that covers a number of key items that could be considered in the tradeoff category of are we using our development rights for "luxury" development on limited development sites? Are we using it for affordable and achievable housing? This talks about the limited pool of development rights, is that aligning with regional workforce housing goals and mitigation requirements? This section also talks about looking at the growth management system conversion and transfer of development, and

mitigation fees.

To him, these are all critical now in response to the crisis of waking up to Aspen issues. These get to the heart of as we're thinking about being more expansive in our allowances for affordable housing density, height, and coverage and associated, presumably some more impacts for coverage, traffic, etc. and to maintain the focus on protecting the lake. There needs to be some tradeoffs and to him that would be in this section looking at those tradeoffs to say how are we prioritizing the development we need and want and disincentivize the kind of development that we don't necessarily need for workforce housing. Are there actions that we can take in the shorter term? Some of these were in the longer term such as scaling development rights to include equity and climate update of TRPA programs, permitting and mitigation fees to include equity and climate update of TRPA programs, etc. that probably square with the phase three of the Tahoe Living and Working Group. In response to this crisis are there some things that we can front load to move faster to address this crisis such as some version of a basin wide inclusionary housing ordinance? That's what he would want to see evaluated.

Requiring tourist accommodation units for vacation rentals. They've talked at various points about looking at our fee structure. RUU's, it doesn't matter the square footage if it's an accessory dwelling unit or a monster home. He believes it's the same air quality and water mitigation fees or development fees. In the climate code workshop, they talked about an energy fee for very large homes. Things that incentivize very low fees and cutting the green tape for family size housing. If you are going to build a huge home that's market driven and doesn't need a workforce need. Or eventually looking at our we are carving out a larger amount of our development rights for affordable and achievable housing. He tends to agree with Mr. Hoenigman stating that all future development should be those if we're talking about meeting needs. Are there some number of those type of items that we could front load for more immediate action? The climate and equity assessment was a three year study, some of these could be done faster, inclusionary housing, changing the fee structure, looking at the TAU for vacation rentals, some of those kinds of things that don't require an environmental impact statement in his view.

Ms. Regan said the Regional Plan Implementation Committee is bullish on these progressive policies. What they've tried to layout is this three year plan which was funded through the state of California through the housing and community development. Thank you to Ms. Conrad-Saydah, Mr. Hoenigman, and others who supported us in Sacramento to get the \$2.5 million that it will take to do that work. These aren't easy lifts, and we are going to need to work with the communities to bring folks along. There may be different strategies that we can use to get to the overall end goal. Overall, it will be up to the Board if we want to move things around in the timeline of the Tahoe Living Working Group.

Mr. Hester said we're probably toward the end of the year and the beginning of 2024 to finish up the code amendments that we have now which will give us in a sense one form of requirement for all the local governments. He wouldn't call it inclusionary but it's use of this code or come up with some code like it that will get this amount of achievable. Not everything in phase three is going to take three years. There may be a 3a and 3b. They could look at some of those things that don't require an environmental analysis or that there might be agreement on. Giving all the unused development rights to affordable housing doesn't have total agreement with the Board. Some of those things may take longer to work out.

Ms. Gustafson said some may also require additional study.

Mr. Hester said correct.

Ms. Gustafson said we all need to be briefed on what everyone is doing before we jump in thinking that we need a regional fix.

Mr. Hester said some of the climate smart codes are being worked on now and will be coming to the Board this fall.

Ms. Faustinos agreed with Mr. Friedrich and it's critical that we try to move those issues up as quickly as possible. We've had to take some actions based on prior approvals but need to address these issues more comprehensively.

Mr. Hester referred to page 110, Regional Plan administrative & Code maintenance, Output is where the climate code is mentioned. It also mentions mixed-use and process improvements. The Regional Plan Implementation Committee will hear the process improvements in August.

Mr. Friedrich said one upshot on that back and forth, there are some items like inclusionary housing that we need to look at how that fits with what jurisdictions are already doing and how it would work basin wide and think there are some items that we could take faster action on like fees. Can we scale fees based on the size of the unit for example.

Mr. Hester said the concept is easy to say but actually coming up with numbers will take some time.

Mr. Friedrich said that wouldn't have any environmental study in his view. Send a price signal that says we are encouraging community supporting workforce housing and discourage the market based mega luxury developments.

Mr. Hester said then it would be turning those into a code with numbers.

Ms. Gustafson said the approach from her history with the Agency prior to joining the Board is looking at carrots more than sticks because then you avoid litigation. If you start trying to set fees as disincentives versus discounting fees to incentivize. Some of the concepts that are being thrown out could end up in property right disputes and taking away development rights. We've seen those efforts; we need to make sure that we think of that as a Board and how to incentivize and encourage. She appreciates what we're trying to do. How do we incentivize and buy out housing and unlock the current housing are some of the programs they are working on in the North Shore.

Mr. Friedrich said for example, the City of South Lake Tahoe is looking at inclusionary housing ordinances that would be scaled such that the impact fees are very low for under 2,000 square feet for example and ramp up from there. The monster house on Johnson Boulevard would pay more for taking up that square footage and having those impacts. Same with building permit fees, they would be on a scale where you are incentivizing those who are building smaller family supporting homes and if you are going to build something that's not that, you are paying more for that privilege. He would look at it as both.

Ms. Gustafson said we're going to have to prove that those impacts are greater for some of those larger houses. There are people who can afford to live in a much bigger house but may not have any more people or impacts on the environment.

Mr. Hester said this dialogue illustrates the point that this is going to take time to get consensus.

Ms. Gustafson agreed that the staff is not going to easily be able to resolve all of these issues quickly because they do have profound impacts on people's private property rights as well as our public discourse.

Mr. Friedrich said it would be good to bring some of these things as soon as we can. There may not necessarily be consensus upfront but that's the point of a board to have these discussions.

Ms. Conrad-Saydah suggested a brainstorming session to think about some of these fees and in light of inflation. We're trying to raise employee salaries and there is an inflationary cost of just doing business. We should have this pricing discussion across a variety of topics. Maybe everyone could send their thoughts in ahead of time and do a visioning strategy versus a reduction strategy.

Ms. Gustafson asked if there is a place for the Advisory Planning Commission planning professionals to weigh in. Where the Board may give them direction to come back with recommendations or working groups to bring back recommendations.

Mr. Hester said the Tahoe Living Working Group has four Governing Board members on it and is chaired by the Advisory Planning Commission Chair. It's where most of the work starts. Last July, we had a workshop with the Board that led to this set of amendments that they are looking at right now.

Ms. Regan said staff will do as much as they can as fast as they can. Some of these will take some time but we'll speed it up where possible.

Ms. Aldean said maybe there should be a system where you can only import coverage if you are developing affordable or achievable housing. A lot of these mega mansions are being built with increased coverage that is purchased. It will have an adverse impact on the sale of those commodities.

Mr. Friedrich liked that idea. One could imagine the commodity conversion. You would only allow conversion of commercial floor area and tourist accommodation units if it's being converted to an affordable, achievable, or moderate housing and not for a luxury development. It would take more time to analyze than whether we are putting higher fees on different size houses. The report states that there are limited development rights and sites and limited commodities. There are different ways to control how those are used. You can buy them on the open market but if you limit how those can be converted then that focuses the scarce development rights, land, and coverage for the purposes that we need. There is a lot more need than we have current residential allocations and the more we can do to carve out and make it a benefit, the better.

Mr. Friedrich said regarding Keep Tahoe Moving, along the same lines, are there things that we can bring back sooner. One if the situation near Round Hill Pines and Zephyr Cove that we've heard comments about. We certainly see the same around Emerald Bay. Could we bring something back to prohibit parking in those areas around the lake? That would be an example of more of an immediate Destination Stewardship transportation management action that would be important. Most of our development projects that we contemplate have a traffic analysis and a mitigation requirement and we base approvals on those anticipated mitigation measures. What are the plans to enforce those mitigation measures? For example, the Event Center was approved with a requirement to have 15

minute headways for fixed transit or on demand transit. What are the plans for enforcing those mitigation measures that are used to approve projects?

Ms. Regan said we all agree there is a lot of work to do regarding parking on the roadways. It is not sustainable. On page 97, Keeping Tahoe Moving, bullet points for Destination Stewardship and Corridor Plans are where those live in addition to the Transportation Action Plan that we're trying to fund through the 7-7-7 funding strategy where each sector contributes more. We're looking hard at the Destination Stewardship at the big land managers like the Forest Service. They've agreed to co-chair the new stewardship council that will flow out of the Destination Stewardship Plan and look at reservation systems. Working with local law enforcement and judges in terms of what ticket fines are for illegal parking. It's a complicated issue and we need to do better on shuttles. They're working with partners in those two areas. Regarding the mitigation on the Events Center in particular, the microtransit Lake Link launched a year before the center that's not even open yet. There's a stakeholder group that meets to make sure that when that center is open the mitigation measures will be implemented. That service has been successful, and we need more vehicles. The City of South Lake Tahoe is looking to get involved and El Dorado County and maybe expanding that all the way to the Y. Now, it's from the Lake Tahoe Community College to Stateline.

Mr. Marshall said regarding the Events Center, the mitigation obligation is linked to when they open so, there is no active mitigation requirement for 15 minute headways on the fixed route to Round Hill and back. They'll be looking at that project when the obligation is required to be met that they are implementing those transit programs.

Mr. Friedrich asked if that mitigation measure for 15 minute headway was a requirement before the Event Center opened. It was a condition of opening. As an example, it seems important if we are approving projects based on those kinds of conditions that we have a way to follow through on them to make sure that they happen and determine what resources are needed. Do we need to increase Lake Link funding from ticket fees or whatever to fulfill those measures. Presumably, that traffic impact was judged to be zero or less than significant based on that condition among others. It's important that we enforce or fulfill those mitigations for that and other projects through funding.

Ms. Gustafson asked if Mr. Friedrich wants enforcement of the conditions as part of the work plan.

Mr. Friedrich said monitoring and consequences and maybe it relates to the budget discussion or future budgets. Do we need more staff for those purposes? Anytime we are evaluating a project on its traffic impacts we need to take a critical eye towards our ability to have those measures enforced.

Ms. Faustinos said this is the best strategic plan yet and puts the issues squarely in front of us in a very compelling way so that we understand what the priorities are and the expected outcomes. How we engage with the Tribal partners has always been an important issue for her. It doesn't show up in the work plan in any significant way. One of the long term objectives that we should be thinking about is how we make sure tribal interests not only participate in committees at the local level, but also have a seat at our table. Being a Board member is critically important to making sure we are addressing tribal issues in an affective and equitable manner. The whole issue of co-led management and land back is something that we've ever touched on and would like to get a better understanding about our role may or may not be. How are tribal interests engaged in all of our initiatives.

Ms. Regan said the Washoe engagement shows up in a couple of ways. First, the Washoe Tribe has a seat on the Advisory Planning Commission. The Tahoe Interagency Executive Steering Committee on

page 120 is where most of the Tribe's engagement flows through the EIP because they also have a seat on the TIE committee. In recent years, staff have been much more actively engaged with the Tribe and under the leadership of Chair Smokey they are much more engaged than they have been. We are doing it in a number of ways. Ms. Laine brought the Chair to a field tour that we had a couple of weeks ago with our California delegation from the Legislature. They are actively engaging them on the Meeks Bay restoration project and the Destination Stewardship project. We also have a land acknowledgement and a new conference room that we are dedicating to the Tribe. We will make that more explicit because it didn't really pop out in the work plan. Staff member Ms. Ortiz is TRPA's liaison with the Tribe.

Ms. Chevallier said they are working with the Tribe quite a bit through the Environmental Improvement Program. One of the ways is getting those capacity building grants to the Tribe. They would like to get more involved in co-management of some of the historical land including cultural burning, tending gardens, and are engaging with the Fish & Wildlife Service on the reintroduction of the Lahontan Cutthroat Trout. The Bi-Partisan Infrastructure law has given them some funding as well. A lot of it is building the capacity to engage.

Ms. Faustinos said funding is cyclical and right now we have an administration at the Federal level that is funding these kinds of activities. But for the long haul, organizations like ours which have a permanent responsibility and statute need to engrain these issues into the baseline way that we do our work and not rely on funding to sustain this kind of work. How do we change our practices so that we are actually providing the capacity not only for tribal participation but community members that aren't going to have the ability to participate actively in these things because they have two jobs. There's been a lot of work done on this issue and we need to continue to focus more attention on figuring that out.

Ms. Faustinos said in the EIP one of the important things for us to acknowledge is that large landscape issues are important for resource protection and watershed improvement. But she also thinks about those local parks that need to be within walking distance of communities in particular the town centers. She understands that is not our role but want to be sure that we elevate those issues that there's a recognition that access to recreation and open space is critical at every level. Encouraging that as part of the work plan would be desirable. Also, given all the work that we've put on the transportation department, it only looks like a couple of staff members supporting it.

Ms. Regan said the Transportation Improvement Team of Mr. Haven and Ms. Weber is now under the EIP and is a new shift. Mr. Haven is the Metropolitan Planning Organization Director because there is so much emphasis on funding for transportation the programming of the Federal Transportation Improvement Program which is a \$100 million program of work. Mr. Haven and Ms. Weber does that under the team of EIP. Under the Regional Planning Department are ten members of that team and is where the MPO planning function is combined more with the Long Range Planners. Still there are only a handful on that team as well and the amount of requirements that we have as an MPO are substantial. Ms. Glickert and her team are working on active transportation and commute Tahoe, and some of the traditional MPO functions are under the Regional Planning Department reporting to Mr. Hester.

Ms. Gustafson mentioned some of the other efforts such as the parking studies that are being done by the Tahoe Fund with 38 partners. She suggested an organizational chart explaining all the advisory groups and the collaboration that's happening would help the Board members. We are not doing this work alone. Others such as the local jurisdictions, states, nonprofits, etc. are helping and then the

culmination may come for recommendations for policies from us. Where do we stop informing that there is an effort on phase two of that parking management study, but it includes both states, and local law enforcement. There's a lot of effort on these things that isn't necessarily being driven by just TRPA but are involved in those efforts. It's important to know those as we look at all these issues in the basin. That is something to consider putting in the work plan on how much we rely on our partners and advisory committees.

Mr. Hester said he and Ms. Chevallier are working on that for the next retreat because staff wants the Board to look at their committee structure as well.

Public Comments & Questions

Alan Miller said he had his hand raised for an earlier item but wasn't acknowledged which followed after he had been acknowledged. All he said was I don't intend to speak during this item then I could no longer speak when I changed my mind. This is just a check in. Thank you to the Board for the annual work plan. He intends to speak during the public comment period at the end of the meeting.

Gavin Feiger, League to Save Lake Tahoe thanked everyone for their work on this, the work plan does show the breadth and depth of issues being worked on. Their role in the basin as a partner and collaborator, they keep pushing on what they see as the most pressing issues. The Compact directs TRPA to develop, achieve, and maintain the thresholds. A lot of those thresholds are achieving, maintaining, and updating thresholds are folded into the work plan but there are three that the League thinks need focus this year. First is Forest Health. The threshold update initiative started in 2017 and not that many thresholds have been updated yet. They realize that they are partially responsible with the long and ongoing vehicle miles traveled threshold update. They have some staff time dedicated to supporting the work on Forest Health. Stormwater and BMPs, they believe that this is going to happen around the Tahoe Living Group and especially coverage they are going to have to figure out how to treat stormwater if there's any consideration of increasing coverage allowances in and out of town centers. The last one is the VMT Threshold. In Spring 2021, the VMT Threshold was approved. They supported it because the 2020 Regional Transportation Plan had to be approved too. There were two pieces that still had to be done. One was a project impact assessment tool and it's still not done. It's starting to cause problems as projects come in and look at whether they screen, what the impact is, how much they pay, and how much they have to mitigate. It's a core piece of the VMT Threshold that's not done. Now we are starting to update the Regional Transportation Plan again. The transportation staff are fantastic and have so many projects they are working on, but we need to take care of this unfinished business before taking on new challenges.

Steve Dolan, Incline Village said in the presentation there were comments about tradeoffs. We can't have any tradeoffs when it comes to preserving Lake Tahoe. In his handout, Mr. Green's article that involves Thoreau in philosophy is relevant and representative of our community. There's a balance that needs to be made but cannot ignore our heritage in regard to Tribe and lake clarity and quality. Part of the edict for the group is that you try and enhance public enjoyment of the lake, but the Native Americans say if the land suffers, the people suffer. Take care of the land first. That's what brought us here and is going to keep us coming back. Too many people are not. Our trust is in you and funding and results are part of the requirements to earn that trust. The Tahoe Daily Tribune July 14th published this article. They are pretty good at focusing on the feeling of the community when they put their articles out.

Staff Response:

Ms. Regan said the VMT implementation is still in the work program, and they'll be bringing that back to the Regional Plan Implementation Committee this Fall. They've been doing a lot of work with stakeholders. They didn't get a lot into the transportation funding 7-7-7 that's linked to the VMT. There is a lot of thresholds work underway. By the end of the year, they plan to bring back some updates in the area of Aquatic Invasive Species and stream environment zones. Forest Health is still being looked at and the stormwater, BMPs and coverage is included in the Tahoe Living Working Group work.

Motion:

Ms. Williamson made a motion to approve the Annual Work Plan.

Ayes: Ms. Aldean, Ms. Bowman, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Motion carried.

C. Fiscal Year 2023/2024 Annual Operating Budget

Ms. Regan thanked all the members of the Board who have supported our work. To have Nevada be at the one third share of our general appropriations fund and two thirds California. We had a great show of support from our Nevada delegation in the Legislature. The same in California, the new grant funding and to be whole in times of budget crisis in California, thank you to the California delegation as well. There's been a lot of federal money coming into the basin and is a real testament to our ability to move those dollars into areas of critical need.

Mr. Keillor said the Budget funds the work plan strategic priorities: Tahoe Living, Keeping Tahoe Moving, and Restoration and Resilience.

The Budget is net zero, it's balanced except for two areas. One is a small deficit in the Shoreline fund and will be paid for out of prior fees that have been accumulated in a small reserve. The other is about three years ago we refinanced the long term debt that we used to acquire the building. We set aside \$500,000 to do long term maintenance and upgrades on the building. We still have about \$250,000 of that left. There are four new positions and possibly three if we do the AmeriCorps volunteer for the HIT grant. That would take us to either 73 or 74 permanent staff.

There's \$27.2 million in revenues and \$27.5 million in expenses. We are up \$5 million from FY 2023, and the Agency's revenues have tripled over the past ten years. The negatives on slide 3 are the Shoreline and spending down the balance of the bond money gives the impression of a negative, but that is all money in the bank. The Planning Fund does not cover all its costs, but the shortfall is really admin and overhead costs we allocate to the fund. That reflects the support from Legal, Executive, Finance, Building, IT, Human Resources etc. We are talking about fixing that in the long term but that would require almost a 50 percent increase in planning fees to zero that out and are not proposing that at this point. On AIS under special funds, most of that is paid for by grants. AIS includes \$750,000 in state funding that is earmarked for that. \$5,944,000 in Grants and almost \$1 million in fees." The grant funds are for both prevention and treatment.

Grants are now 52 percent of the revenue and are up from 46 percent last year. Nevada because of the success in the budget, we are up to two thirds, one third ratio for the first time in about 12 years. When you add in additional monies that they gave us for staff salary increases and for our scanning project, we're ahead of two thirds, one third ratio. There's one open item on the state funding is we are going to be asking California in Fall if they will kick in some money for those staff salaries as well. On slide 4, the "other" category is the local government contributions and outside rent for the tenants in the building. What's not on these numbers is we did get \$330,000 from Nevada for the Tahoe Transportation District. The auditors have indicated that we may need to show that as a revenue expense for us.

Slide 5 shows the comparison for two years. The general fund is up \$1.2 million and is mostly the Nevada contribution. Our outside rents are a little bit larger and interest rates are up so we're getting more interest. Planning fund is showing an increase. Every two years we do a pier lottery. The annual fee for a buoy or pier goes into the Shoreline fund and that fund pretty much pays for the administration of that program. The online permitting system, the enforcement side of the Shoreline program and we do a lot of outreach mostly in the area of motorized and non-motorized conflicts. When you apply for a new pier or buoy is a planning action so there is shoreline activity in both funds.

The AIS funds are down about \$500,000 because last year the Tahoe Keys Demonstration Project put a major effort on herbicides and as part of that was a substantial monitoring program with a series of total of three contracts for \$1.4 million. There will not be any herbicide testing this year or next. If you take that out, we are actually up a little bit in AIS. In the past our EIP grants have been nit picky things here and there and because of the Lake Tahoe Restoration Act money, we have a couple of large grants that came through LTRA in the areas of forest fuels and area wide watershed restoration. That's what is driving the EIP numbers so high.

The Transportation line combines both transportation and formally Long Range now Regional Planning. This is Ms. Fink's REAP grants for housing and items like that. In that EIP money a lot of that will be passed down to other entities, it's not so much driving TRPA expenses.

Slide 6 shows the grant awards rather reflecting the actual amount of effort we are putting into the current fiscal year. Over the past 12 months, we've brought in over \$18 million in new grant funding for various projects. It's primarily dominated by the LTRA monies, REAP money, and some money in the infrastructure bill for Fish & Wildlife Service. A lot of this money will be passed on to the partner entities.

Slide 7: Traditionally we've kind of 50/50 split between contracts and labor but because of all this extra funding that we are bringing in and parsing out to partner entities we are now up to about 62 percent contracts and the balance in compensation.

Slide 8: Year to Year Comparisons: The general fund increase is mostly head count related, new positions, plus the salary increases. Also, in the planning and permitting side the increases in special funds are primarily contracted out, except for the added headcount in the Housing area.

Slide 9 shows the dominance of the contracting effort that with the AIS Program and EIP. The AIS is the biggest contracting area, the largest part of that is the contracts with the Tahoe Resource Conservation District. These contracts are both the prevention side with the inspection and decontamination station and also play a major role in the treatment side as well. We are looking at

changing that relationship this year to be less of a contractual relationship and more of a partnership. There are other contracts under AIS such as the ultraviolet light that continues to have a lot of work on that.

Research & Analysis is \$1.3 million for the ongoing monitoring in the basin. The balance of the money is also for various process improvements. It's to keep the LT Info platform, the GIS work, and Accela permitting software.

Transportation is the Overall Work Program, and the Regional Planning is the REAP grants.

Slide 10 is labor. The chart on the left is the headcount chart by department and on the right is how we pay for that. The Permitting and Compliance and the General Fund together are just under 80 percent of our total compensation costs. EI, 7 percent is the grant funded portion of the EI Department and in total is about 14 percent of our expenditures on the labor side.

Staff is requesting approval on the following:

- Approval for the overall expenditures of the agency.
- Approval for the grant agreements incorporated in the budget.
- Approval of the contract expenditures included in this budget.
- Approval for the staffing levels identified in this budget.
- Approval for an average 5% salary merit review for staff.
- Approval of an inflation increase (budgeted at 3.5%) to current planning fees (subject to final review by the Operations and Governance Committee in October).
- Authorize staff to make technical corrections to the final budget.

Presentation: <https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIIC-Fiscal-Year-20232024-Budget.pdf>

Board Comments & Questions

Ms. Conrad-Saydah said we were looking for that 3.5 percent increase for permitting but it's been mentioned before that there is not enough even with that increase to cover the actual costs. Is there an escalation plan to get to a point where we can break even? Given what inflation is, 3.5 percent seems like a drop in the bucket and is there a way to propose a higher increase?

Mr. Keillor said we could, our Rules of Procedures state that we use the Western States CPI Index for the annual inflation adjustment. We can adjust the rates at any time. Mr. Stockham, Stockham Consulting has been looking at this as part of the permitting improvement processes and will have a few changes but before we make a full leap to increasing planning fees it's probably a good idea to finish the process improvement work that he is doing. They are also starting a process that will be about two or three years of doing some operations and research to have a better concept on how much time is spent on different types of permits. Mr. Stockham has noted that some of the fees are not correlated to the amount of labor effort required on some of the permits.

Ms. Conrad-Saydah said the work is being performed in direct response to a request from the public and that we are compensating the public sector for the work that we are doing on behalf of a private request is important. We need to be mindful about the way we are spending public sector dollars. She's glad they are truing up the accounting and making sure that we know better what the actual

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costs but suggested a slightly higher increase that might move us closer a little faster to what the actual expenses are.

Mr. Keillor said one of the reasons for the gap is that after the recession we held off on raising fees for many years.

Ms. Aldean said she recalls that the original proposal was to increase the amount related to inflation to 6.4 percent and we backed off to 3.5 percent. Was it strictly in connection with the fact that we haven't finalized our process changes?

Mr. Keillor said the original 6.4 percent was because when we started the budget process that's what the inflation number was, but it's come down quite a bit in the past few months. The Western States Index is at 3.5 percent.

Ms. Aldean asked what the Western States Index includes in their evaluation.

Mr. Keillor said it's the general CPI that includes all of the western states.

Ms. Aldean said sometimes they exclude certain costs. Is it costs based?

Mr. Keillor said yes, its costs based but there are other CPIs that are more consumer or capital goods oriented, this is the general CPI.

Ms. Gustafson said that's what is shown as our procedure, but we could adjust rates and fees if we've fallen behind beyond that.

Mr. Keillor said we can change fees at your discretion as long as we follow the Rules of Procedure.

Ms. Aldean said it's a delicate balance between discouraging people from making applications based on the fees and wanting them to make the applications so we can collect those fees to compensate for the work we do. She agreed that we need to have a robust cost recovery plan. The Operations and Governance Committee heard a similar presentation this morning and recommended unanimously to adopt this 2024 Budget.

Public Comments & Questions

None.

Motion:

Mr. Settlemeyer made a motion to approve the Fiscal Year 2023/2024 Annual Operating Budget.

Ayes: Ms. Aldean, Ms. Bowman, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settlemeyer, Ms. Williamson

Motion carried.

D. Transportation Equity Study Proposed Policies Endorsement

TRPA staff Ms. Smith provided the presentation.

Ms. Smith said today's presentation will include a set of policies that were developed through the Transportation Equity Study for the past 1.5 years. Staff is requesting the Governing Board endorsement for the set of policies which will later be formally adopted into the next update of the Regional Transportation Plan.

TRPA kicked off the Transportation Equity Study following a recommendation from the 2020 Regional Transportation Plan Environmental Justice Assessment. This is the first focused effort on transportation equity for the Lake Tahoe Region. While this effort was born from the RTP, development of this study and the set of policies was critical for our region to both identify transportation barriers and burdens and to remain competitive for transportation infrastructure funding. They are seeing that more and more funding opportunities at the federal and state levels are increasingly tied to equity and communities must demonstrate how their transportation investments will benefit disadvantaged communities. For example, the Justice 40 Initiative requires that regions prove that 40 percent of their funding will go to supporting disadvantaged communities, but the Federal Government doesn't provide a very clear definition for what that means.

Through this study, we were able to clearly define who our transportation disadvantages communities are and set policies to ensure that we can equitably distribute transportation investments.

This project and development of the policies kicked off with the adoption of the Regional Transportation Plan in April of 2021. About a year later they contracted with project consultants DKS Associates in February 2022. They spent most of the next year conducting public outreach and had the policy workshop with the Board in February. At that workshop they brought forward a set of policy ideas that were generated through analysis and public outreach. The Board vetted those policy ideas in February and staff have since been working to develop them into the policies presented today. With an endorsement staff will incorporate these policies into the Regional Transportation Plan Update which will be ongoing in 2024 and into 2025.

This project included extensive public outreach and stakeholder engagement. They spent nearly one year meeting with community members and representatives of the most transportation disadvantaged communities. This level of community engagement was necessary for this project to see them through policy development and to the final set of policies that we have today.

While they were meeting with the community they were also conducting an equity analysis to determine focus areas within the Tahoe Basin for transportation access. They wanted to better understand where the priority communities, seniors, people with disabilities, zero car households, youth, people of color, and low income households, were facing the greatest challenges accessing essential services such as grocery stores, health care, and public recreation sites. By examining the relationship between population density of these priority communities and distance to certain locations, they were able to identify certain hot spots. One example is looking at the distribution of zero car households and the distance from grocery stores. Through a spatial analysis they can put those two variables together to see which neighborhoods have a higher density of zero car households and are further from grocery stores. Then they can focus on certain transportation improvements such as expanding transit access or building sidewalks within these areas. This method

of analysis is a starting place and do plan to expand upon this in the next RTP. For this study, these analyses helped the community engagement on certain hot spots and provided data based evidence to support what they were hearing from the community about access issues.

In developing the list of policies, they used a mix of qualitative data, what they heard from the community in quantitative data and what they learned through that spatial analysis to inform these new policies. The 38 new policies are organized into six categories.

Engagement Policies: There are nine proposed engagement policies aimed at improving TRPA's outreach tactics and ensuring that marginalized communities have a voice in transportation decision making. The first one is to improve the communication channels with underserved communities by focusing on place-based engagement. It could mean that TRPA conducts more boots on the ground outreach at Farmers Markets or community centers rather than relying solely on passive engagement through online surveys. The second one is to review our contracting processes to identify barriers that might be onerous for smaller consulting firms or disadvantaged business enterprises from working with TRPA.

Year-Round Access Policies: These policies are aimed at addressing critical transportation access issues and ensuring that our most transportation disadvantaged populations have access to services and access to the decision makers. The first policy speaks to snow removal. This is an issue that they heard a lot about through the public outreach efforts. Where they can through the Regional Transportation Plan, permitting, and project funding they want to help local jurisdictions prioritize sidewalk clearing, snow removal, and installation of transit shelters within community priority zones. The second policy is to support opportunities for appointed officials associated with TRPA such as the Governing Board to connect more with community members within the basin. The local community was excited about this as a possibility of being able to elevate their voices to decision makers.

Infrastructure Policies: This includes 11 new policies aimed at improving the way that we prioritize infrastructure investments by considering equity in every stage of project prioritization and selection. The first policy is to ensure that proposed transportation projects are beneficial to disadvantaged communities and speaks to the Justice 40 Initiative in identifying beneficial projects and ensuring that funds are distributed to the disadvantaged communities. They could do this by incorporating equity into our project evaluation processes. The next two policies are more specific in setting goals to expand electric vehicle charging infrastructure around the basin, specifically targeting installation within community priority zones.

Service Policies: There are seven new policies in this section and are primarily focused on improving transit services and working to ensure that our priority communities have sufficient access to transit. The first policy is to ensure that transportation services and programs are affordable. On average, Tahoe residents spend about 28 percent of their income on transportation and that's even higher for low income residents. To implement this policy, they could establish transportation affordability targets and implement services and programs that can help meet those targets. The second policy is to support opportunities for crisis training for bus drivers.

Environment Policies: There are three new policies aimed at addressing environmental preservation and considering the climate resiliency needs of our priority communities. The first policy is to expand the educational programs to encourage alternate modes of travel. They could do this by continuing to promote programs like Tahoe Bike month or working with transit operators to provide travel training for seniors and people with disabilities to be able to use paratransit services. The second policy is to provide an opportunity for local jurisdictions and transportation agencies to begin

coordinated discussions around evacuation planning. They heard a lot from the community and Board during the workshop about concerns surrounding evacuation. While determining what TRPA's role might be in evacuation planning, this policy speaks to their commitment to being part of that conversation.

Technology Policies: There are four new policies that aim to advance the intelligent transportation systems infrastructure within the basin while ensuring that our priority communities still have access to and benefit from smart services and systems. The first policy is to continue to deploy ITS solutions around the basin to improve public information. A future action could be also to explore more bilingual messaging and information sharing. The next policy is to coordinate with Caltrans and NDOT through a Memorandum of Understanding to install transit signal priority to help transit to become a more competitive option for those who depend on it.

This was a preview of a portion of the 38 new policies included in the report and with endorsement they will be included in the Regional Transportation Plan. Some of the policies could replace some of the existing policies and some could be additional but there are still opportunities to adjust some of these policies when they go through the RTP update.

Presentation: <https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIID-Transportation-Equity-Study-Proposed-Policies-Endorsement.pdf>

Board Comments & Questions

Ms. Laine said under Year-Round Access Policies, Policy A-1 states that community priority zones have adequate or comparable snow removal and other services to ensure year-round access. There are all different groups that manage during the winter and it's not TRPA. What is TRPA's role in ensuring that it's getting done.

Ms. Smith said there are opportunities to explore different options to support the local jurisdictions. One is that operations and maintenance is a major project list category in the Regional Transportation Plan. If they can identify opportunities to increase the amount of operations and maintenance funding that local jurisdictions receive is one way that they can help support. That's probably the most significant way. Also, in working with the local jurisdictions when they are permitting these projects ensuring that there is a maintenance plan for snow removal.

Ms. Laine said one of the problems that we're having on the South Shore is the County or City for example, are clearing the bike paths and then Caltrans especially on Highway 50 leading from Meyers into the Y has no where to store the snow except on the sides of the road. Then they are repopulating the sidewalks and bike paths with snow that they've just cleared. Funding is a big issue especially when there's a lot of snow. That's great if TRPA is also going to provide that level of support.

Ms. Smith said we had a historic winter that elevated this an issue and there are a lot more conversations needed. Acknowledging that this is a big equity issue within the community and to continue to be part of those conversations and supporting local jurisdictions wherever possible.

Ms. Regan said tomorrow there's a meeting with the Caltrans regional representatives in Tahoe that will include some of the local jurisdiction staff and the California Tahoe Conservancy. Thanks to Secretary Crowfoot's leadership has invited the Secretary of CALSTA to Lake Tahoe in October. It's a

good example of where our Board can keep that elevated at the highest levels for those kinds of needs.

Ms. Aldean referred to Engagement Policy, E-3. This may have just been an oversight but shouldn't some of these advisory bodies, committees, and commission's include voices of communities of color, Tribal communities, include seniors as well as people with disabilities. Under Service Policies there is a distinction between seniors and people with disabilities. She suggested adding "seniors" after Tribal communities. Under the Equity Index Scorecard under Environmental Impacts, projects and programs that reduce quantities of air pollutants reduction, 40 level of physical activity. What does that mean?

Ms. Flint, DKS said that is a typo. It should be "for the level of physical activity." You don't want to have an increase in pollution in areas where people are going to be walking, biking, or doing physical activity.

Ms. Aldean referred to the Technology Policies, T-2, cloud-based Transit Signal Priority, giving priority to transit buses, would that be in lieu of transit lanes because in some locations they don't have the width to accommodate a third lane.

Ms. Smith said she believes that would be in lieu of transit lanes. She's not sure if they have bus only lanes planned anywhere in the basin aside from State Route 267 and 89. TSP is a priority along Highway 50. Caltrans and NDOT are actively working on these projects and doesn't know their implementation time.

Ms. Aldean asked how does that work, does a transit bus move into safe lane?

Ms. Smith said there is a sensor on the bus that communicates with the signal and as the bus is approaching, the signal will turn green quicker than it typically would.

Ms. Aldean said it would be like an emergency vehicle being able to manipulate the signal to allow them to pass through.

Ms. Conrad-Saydah said the verbs are a lot like "ensure" and "explore" in other cases. When dealing with resorts and the third party entities that are a part of the massive draw for tourism in the winter, it was words like "explore." She's interested in being more strident with the resort operators and having TRPA engage more directly with them. Palisades has announced parking reservations, and, in that announcement, they said and we're looking at ways to have shuttles available when parking reservations aren't there. The resorts need to beholden much more to finding those alternatives and work proactively to get them in place before they make announcements like that. She encouraged TRPA to set an example for what we want the desired future conditions to look like of winter travel and accessing the resorts. She loves where it states "ensure" in some places but with specifically a lot of these private sector entities we need to push them a little bit harder.

Ms. Faustinos said one comment has to do with access. The recommendations are great but what she is concerned about is an employee population that might not have a formal employer. How can we develop incentive programs that are not necessarily business or resort industry based. Has there been any thought on how to address that issue?

Ms. Smith said TRPA is actively building our Commute Tahoe program and until now focused

primarily on working with larger employers and encouraging them to provide incentives for their employees. There's more work to be done and will be looking at updating our employer based trip reduction ordinance within the next year or so. That is something she doesn't know that they've looked at before but maybe something they can look at when they update that ordinance.

Ms. Faustinos said it would be the same for small businesses. In terms of the Engagement Policies, she wants to understand these five focal areas that were identified, makes sense the way that they were analyzed and determined. She does have a concern about the significant population of low income employees in the basin come from outside of the basin. How was the input from that group captured?

Ms. Smith asked if she was referring to the community priority zones.

Ms. Faustinos said yes. She understands how they got to that but in the engagement process in terms of getting input from external users, how did we get input from people living outside of the basin but work in the basin that are low income or people of color that would be impacted by a lot of these issues.

Ms. Smith said they focused a lot of the outreach within the community priority zones within the neighborhoods but exclusively conduct outreach within our community priority zones. They worked a lot with the Washoe Tribe, the majority of them work outside of the basin. They had a lot of pop up booths to do surveys such as Farmers Markets. They went to neighborhoods and large employment centers surveying community members. The surveys were available in English and Spanish. They also utilized data from our most recent onboard surveys with TTD and TART buses. Those surveys captured a lot of those voices, specifically commuters who rely on public transportation to access work in the basin.

Ms. Flint, DKS Associates said they spoke with a number of the larger employers in the basin because there are a substantial number of folks coming from over the hill in California and Nevada. They talked with union representatives that had a lot housekeeping, food and beverage, local hospitals, and the Chamber of Commerce. They tried to capture as many as possible and were able to access some of the data from the Destination Stewardship effort because there were a lot of people coming from the valley that were in travel tourism positions. They can't represent that they were able to get to everyone but did get to a substantial number of the population that would be affected by these types of commute patterns.

Ms. Faustinos said the worry is getting to the folks that never make it into the basin and how to capture those opinions.

Ms. Hill said this is information that a lot of her constituents are asking for as part of transportation strategies. In reviewing the equity analysis that was put together, is there a more granular detailed survey result that can be sent to the Board. With density and distance and what our focus areas are and doesn't see Incline Village being a part of that. Although, you can see some of the "red" spots as part of that equity analysis.

Ms. Smith said they will be putting a lot more of that information into the final report. They have the policies ready to go but they are still working on the report and includes adding a lot of that information and some of the analysis done. They looked at different variables and the example that she showed was just one of the relationships between two variables looked at and they have many

maps. They are hoping to have the final report in addition to the policies within the next month or so.

Ms. Faustinos asked what follow-up is with the community. Gathering all of this information is one thing then having some recommendation policies. Is there a plan for communicating this back to the participants in this survey?

Ms. Smith said they've been in contact with many of the stakeholders that they engaged with throughout this process. They are aware of this report and staff will be communicating the Board's decision today. They will work closely with Ms. Fink on the HIT grant and will be putting out a Request for Proposal soon to conduct a comprehensive community engagement plan and many of the policies that are developed as part of this study will be incorporated into that plan. They will also update their Public Participation Plan in advance of the Regional Transportation Plan and will be more opportunities for us to engage with these communities but do not plan on stopping their continued engagement with this community.

Mr. Friedrich echoed comments by Ms. Faustinos about thinking of equitable access for folks without cars outside of the basin. There's been discussions in the past about Governor's don't like the idea of basin entry fees because of the equity issue. These are people who have cars and spend a lot of money on gas and theoretically you could fund access to people who could never visit the basin because they have no car in the first place. That would be an interesting element to add. Regarding Infrastructure Policy, I-1.1, Ensure all proposed transportation projects, programs, and policies meet the transportation needs and minimize negative impacts for all communities, particularly disadvantaged communities, and people with special needs. Might that mean that if the Governing Board were to evaluate a proposed road bypass or other transportation infrastructure project that this policy would be used to evaluate the impacts on a disadvantaged community if that were the case for that project in a way that it is not being looked at now?

Ms. Smith said once we adopt this policy into the Regional Transportation Plan that could be one application. They're also looking at ways that they can incorporate equity into the project evaluation processes. She doesn't know if they've nailed down specifically what metrics that relate to equity that they would use to evaluate. There's room for more conversation on this.

Ms. Gustafson said in the community priority zones, Placer County is looking at housing in some other areas that currently aren't being reflected there and obviously will want to reach out to those individuals in the future if they are successful in getting achievable and affordable in some other areas that aren't currently shown on the map. As they're developing new housing projects, those zones may expand.

Public Comments & Questions

Alan Miller, South Lake Tahoe resident has a friend who rides a bus on the South Shore. He's told Mr. Miller that it is very inconsistent service. There are long lag times between stops and it's unreliable. We have this sports complex coming online and this service has to be improved.

Motion:

Mr. Friedrich made a motion to endorse the proposed transportation equity policies included within Attachment A for inclusion in the Regional Transportation Plan update.

Ayes: Ms. Aldean, Ms. Bowman, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Absent: Mr. Hoenigman

Motion carried.

E. Tahoe Regional Trails Strategy Update

TRPA staff Ms. Smith provided the presentation.

Ms. Smith said this is an informational presentation for the Trails Strategy that was recently completed for the dirt trails in the Tahoe Basin. This is the first ever trails strategy for the basin. The Trails Strategy was a recommendation that came out of the Sustainable Recreation Working Group before they became the Destination Stewardship Council. Dirt trails are also included in the Regional Plan as a solution for more walkable, bikeable communities but there hasn't really been a coordinated effort to create a long term vision for dirt trails the way that there has been for paved trails and transit. About 90 percent of the land in the basin is publicly owned by multiple land managers and other agencies working on trails often focus their work in silos. All of these agencies and land managers have cited the need for a shared long term vision. Trail funders have also voiced the need for a shared vision to better support regionally beneficial projects. TRPA agreed to act as a convener to facilitate the planning process for the first ever Tahoe Trails Strategy.

The process was started a little over two years ago by forming a steering committee. TRPA's involvement in this process was to bring regional partners together. The steering committee was ultimately comprised of a mix of land managers, funders, trail stewardship organizations, and Achieve Tahoe which is a disability advocacy group, and the Washoe Tribe. In addition to the core planning group, they also conducted extensive community engagement with various trail user groups such as equestrian, off highway vehicles, homeowners, and residents in areas where trails are adjacent to homes.

The specific contents of the strategy include a 15-year vision for a regional trail network for Tahoe. A list of new trail projects, conceptual trails, trailhead improvements, maintenance projects, and trails to be decommissioned. The strategy also includes a map to inventory of the existing trail and trail network which was a massive undertaking because there was no mapped inventory before. Digitizing over 500 miles of trails was no easy feat. The strategy also includes funding strategies and a list of possible funding sources to pursue for trail projects in the basin, signage, and way finding recommendations.

The goal of the strategy was to better understand what each land manager's priorities were and as a group to help screen and prioritize trail projects based on regional benefit. This trails strategy does not include any environmental documentation. It's a precursor to that, it's mainly just a vision document. All of the individual trail projects that are included in this strategy will go through some sort of environmental review or have already gone through that review and there is an additional public process associated with each of those environmental reviews.

As part of the multi-year process working on this trails strategy they went to stakeholders and the public to help determine what should be included in the strategy and to identify where there are opportunities for improvement within the trail network. They heard from the community about the

barriers they face accessing trails and about which trailheads they most frequently access. They learned a lot of other interesting facts from the community about their needs and wants. They did a public survey and received almost 1,000 responses. That survey was available in English and Spanish, they did pop up booths at Farmers Markets and into neighborhoods, and popular recreation sites and trailheads distributing the survey. They also presented to the local high school to gather information from students about trail recreation. All this information helped inform the goals of the strategy.

In order to determine which projects would be more regionally significant and should be prioritized in the strategy, the steering committee came up with five goal areas for projects that were informed by and vetted with public input.

Environmental Sustainability: Projects should be sustainable and culturally respectful. Projects that could be accessed without a car (via transit or paved path connection) and did not cross sensitive wildlife habitat scored higher. Projects that could be accessed by transit or paved path connections and did not cross sensitive wildlife habitat scored higher in this category.

Connected: Create a seamless, connected, and navigable trail system. Projects that would create connections to the existing dirt trail and paved path network scored higher.

Equitable: Improve trail options and accessibility for all, especially for people with disabilities, underserved communities, and tribal members. Projects that would provide multi-use access, were located near a Community Priority Zone, and would be constructed to allow people with physical disabilities scored higher.

Enjoyable: Create a positive experience for Tahoe's diverse set of trail users. Projects that would provide scenic vistas, lead to points of interest, or provide a unique experience scored higher.

Feasibility: Ensure the long term feasibility of the trail system through ongoing coordination of priorities, resources, and funding. Projects that would be constructed by one land manager, had broad public support, and did not have conflicts with private property owners scored higher.

The project screening process included first understanding everyone's priorities over the next 15 years. They spent a lot of time mapping out all of the potential projects. The projects that community members proposed and screened each of the proposed trail projects against the goals. They started with about 80 possible projects and narrowed it down to about 30 using this screening process. Based on the screening process over the next 15 years, partners are expected to implement approximately 53 new miles of trail connections, reroute 4 miles of existing trails to more sustainable alignments, formalize 7 miles of social trails, improve trailhead amenities at 26 locations, and 6 new trailheads.

There are a lot of projects that are included in the trail strategy and will highlight just a few of them. The first project is the Emerald Bay to Meeks single track trail. This trail will be a new single track connecting Emerald Bay to Meeks Bay providing an alternate route for trail users outside of Desolation Wilderness. This trail will utilize some existing trails and roadbeds in the area and will become a cornerstone section of the Lake Trail which would enable a bikeable single track route around Lake Tahoe. This project is expected to be constructed within the next 5 to 15 years by the Lake Tahoe Basin Management Unit and the Tahoe Area Mountain Biking Association.

Maintenance of existing trails and identifying funding for maintenance projects is a major goal of the

trails strategy and all the partners agreed on. One of the more significant maintenance projects that is upcoming is maintenance of the Flume Trail. That maintenance project will be to help stabilize the slope and repair landslides. That work will be done by Nevada State Parks.

High Meadow Trailhead experiences high use in both summer and winter. Parking at the existing trailhead is an issue, especially in the winter for the neighborhood. The neighborhood and the Forest Service are supportive of an expanding trailhead access by building a small parking lot up the Forest Service access road. Through outreach and partner conversations, they've also learned that there is interest in developing a public private partnership with a local organization to maintain the trailhead and plow it in the winter.

There are 33 proposed trail projects and 32 proposed trailhead projects. The strategy includes information on each of those projects with a description, the project proponent, the land manager, the anticipated costs, and the volunteer hours needed to construct the projects.

Projects are organized into two phases, projects that would expect to be constructed within the next 5 years and projects in the next 5-15 years. Projects in the zero to 5 year phase will be added to the Environmental Improvement Program Project List. Also, included in the EIP Tracker and available to the public. By including these projects in the EIP, it will open up opportunities for regional partners to lobby for additional funding for recreational trails. And as part of the process a new EIP Working Group focused on trails will convene and update the priority list annually. The project list in this document is meant to be a living list and this trails strategy is a report out on what this coalition has been working on over the past two years. Ms. Friedman, TRPA will be co-leading this working group with the Forest Service.

In addition to the specific projects that are included in the strategy and based on the public feedback that we received throughout this process. The steering committee also developed a set of general recommendations that could be implemented with the strategy.

The first one is to maintain what is already built. Trail maintenance of the existing trail system is a big priority for all the land managers and stewardship organizations. Another recommendation is to communicate more often with trail websites like All Trails and Trail Forks which are platforms where a lot of the members of the public receive information about trail recreation. Another key goal of the strategy is to improve trail options and accessibility for all, especially for people with disabilities. There are recommendations about including accessibility upgrades in new trail design and construction projects and recommending that at least the first mile of trail should be fully accessible to further expand trail offerings for people with disabilities. As part of the inventory, they also were able to identify physical barriers that exist at some trailheads that can often be overlooked. These might be boulders or gates that might prevent someone in a wheelchair from accessing the trail. The planning process identified where these barriers exist and includes recommendations to remove them at specific trailheads.

In locations with high visitation or at new trailheads they should be considering reservation and paid parking options. That would also be paired with transit access. These are efforts that can be explored in the Regional Transportation Plan. Another recommendation is to provide priority access to trails for indigenous people and could potentially be accomplished through a parking pass or Tribal identification. Another is to provide safe crossings at trailheads that are adjacent to major highways. These are also options that can be explored in the RTP and Active Transportation Plan Updates and working with Caltrans and NDOT. Another is to improve way finding and signage for trailheads and

especially for trailheads that are accessible through neighborhoods to ensure that people can find them and not disturb neighbors. Finally, they included recommendations for future iterations of this strategy to look closer at winter recreation access at trailheads and look at decommissioning unsafe or unsustainable user trails.

Presentation: <https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIID-Tahoe-Regional-Trails-Strategy.pdf>

Board Comments & Questions

Ms. Aldean asked if there is a user conflict how would a person submit a complaint.

Ms. Smith said she believes that they would need to contact the land manager.

Ms. Aldean asked if it were correct that TRPA is not coordinating the receipt and distribution of those comments.

Ms. Regan said in practice if the Forest Service is the largest land manager would address those kinds of issues. Sometimes law enforcement gets called too.

Ms. Aldean asked at the very least could TRPA in connection with our trail strategy, post numbers and contact information and note who has primary jurisdiction so a person doesn't have to look far to find a resource that they can use.

Ms. Regan said yes.

Ms. Gustafson said it could be part of the information at the trailhead.

Mr. Friedrich said you mentioned transit options to trailheads or paid parking. Can you provide an example of how that would be implemented or any thought to a pilot project? If there were to be paid parking at a trailhead and connect with some kind of transit option what would be the steps to make this happen and what's our role vis-a-vis the steering committee members.

Ms. Smith said a lot of that work is being worked out through the Destination Stewardship Council. When they started working on these trails strategy, they talked about what it is and what it isn't so they can make recommendations through these other venues like the Destination Stewardship Council or the Regional Transportation Plan Update.

Ms. Regan said they also look at this through the corridor plans through the Regional Transportation Plan, now adopting the corridor plans as amendments. For example, the East Shore Trail, Sand Harbor to Incline is looking at that right now as a pilot. Working with the Tahoe Transportation District and the Nevada Department of Transportation and all the implementors involved.

Ms. Laine said you listed the High Meadows Trail as having some parking opportunities. Is there any discussion as to when that might occur?

Ms. Smith said she can check and get back to her.

Ms. Laine said she and Mr. Hester attended a meeting Fallen Leaf folks recently and they were talking

about an app people are using when they hike. The app is becoming problematic because it traces a person's excursion, and a lot of these people are forming their own trails and then it's creating a trail. Are they aware of that or have any thoughts on how that might affect what they are trying to do here?

Mr. Hester said it was Trail Forks.

Ms. Smith said that came up in this process that the steering committee, land managers, the trail stewardship organizations are all concerned about. One of the things that they did early on was creating that GIS inventory of the trail system. She believes that they will be able to work directly with those app providers and upload their official route system to their app.

Ms. Conrad-Saydah asked if there are any private sector funds that are like "Adopt a Trail" funds to help manage and maintain the funds.

Ms. Smith said yes, the Tahoe Fund recently established their Tahoe Trails endowment and is primarily to support maintenance of trails.

Ms. Gustafson said she believes we all understand why we need to disperse and make accessible public lands for public recreation in the basin. But the impacts to communities come in the form of three issues. You've dealt with one in trying to look at the trailheads for parking. Trash is huge and we have some public agencies that aren't as well funded for trash pick up as local agencies are. Placer County has been trying to work on that issue. Five Lake just outside the basin has no restrooms, not a very good trailhead and gets tremendous use. She would encourage us to work with our larger basin wide partners to find those ways. People need to have adequate services, so they are not an impact to the environment and also to the neighborhood. We need to adopt a strategy or whatever it is that is going to help us mitigate those concerns.

Ms. Smith said one of the things that they did as part of strategy was inventory all the existing amenities at all the trailheads within the basin. They even counted the number of trash cans at the trailheads and which trailheads people are accessing most often.

Ms. Regan said this is groundbreaking but it's just the beginning. To be able to now inventory 570 miles of existing trails that were not mapped or coordinated among all the land management agencies. We need to take care of what we have, we are not looking to add a lot in this space. The volunteers that worked on this with our team were amazing. Ms. Smith and Ms. Bettinger had the opportunity to present this at the Nevada Division of Outdoor Recreation meeting. This will dovetail into the Destination Stewardship program.

Public Comments & Questions

Ms. Gustafson said the Board received a written public comment on this item.

Ms. Regan said Mr. Grubb was here but had to leave.

VIII. REPORTS

A. Executive Director Status Report

GOVERNING BOARD

July 26, 2023

1) Tahoe In Brief – Governing Board Monthly Report

Ms. Regan said everyone should have received an invitation to the Lake Tahoe Summit. Please let Ms. Ambler know if you'd like to attend.

Our team is also leading a tour on the West Shore and North Shore with our partners through the Tahoe Interagency Executive Steering Committee partnership the day before for Congressional staff.

On Tuesday, the Lake Tahoe Community College is having their groundbreaking ceremony for the student housing project. Governor Newsom has been invited to attend.

At the Douglas County Board of Commissioners meeting last week, NDOT was in attendance and let everyone know that they are putting lane configuration changes on Highway 50 on hold. They will not be doing the pilot program and will go back to the drawing board and community to look at other solutions to improve safety.

On August 17th, Ms. Regan will have her 5th community conversation in Incline Village at the UNR Tahoe Campus in the Science Center.

Ms. Aldean presented TRPA staff member Steve Biddle with a cutting board that reads "Biddle's Biddle's." This is in recognition of all the wonderful meals he provides for the Board.

B. General Counsel Status Report

Mr. Marshall said Reziapkin enforcement case for an illegal mooring for commercial boat rental purposes. We had a judgment entered in our favor in the amount of \$75,000 civil penalty and an injunction to stop him from future illegal activity.

IX. GOVERNING BOARD MEMBER REPORTS

No reports.

X. COMMITTEE REPORTS

A. Local Government & Housing Committee

No report.

B. Legal Committee

No report.

C. Operations & Governance Committee

No report.

D. Environmental Improvement, Transportation, & Public Outreach Committee

No report.

E. Forest Health and Wildfire Committee

No report.

F. Regional Plan Implementation Committee

No report.

XI. PUBLIC INTEREST COMMENTS

Ms. Gustafson said they've received a number of public comment letters and take those into account as we're moving forward with staff.

Alan Miller, South Lake Tahoe resident and Professional Engineer thanked those members of the public listening today. He's optimistic, the Board has his comments online. My litigation Miller v. TRPA. He's an activist against both the wireless on slot and microplastics both of which TRPA has allowed with no planning whatsoever in the public sphere. Now that microplastics are an identified scientific concern for Lake Tahoe, only he has publicly identified structures in the Shorezone. Most obvious as sources primarily associated with recreational boating. When a water supply for millions are at stake all reasonably controllable sources must be controlled. That includes these ridiculous fake pine macro towers with their industrial scale uncontrolled plastic trash and microplastics in the tens of tons annually. All reasonably controllable sources must be controlled under prohibitions long established from water quality standards you shall not cause violation of. Fortunately, a partial solution to source control exists in exchanging toxic forever plastic and microplastics in the Shorezone for natural wood, metal, and set concrete or stone. TRPA must comply with the Compact by preparing environmental impact statements for both any new authorization of plastic structures in the Shorezone and for the decades long unfettered role out of the wireless on slot inclusion with the telecoms. To those concerned with fire safety and control he'd say more more more land lines would be much safer in a fire or other emergency. Including a macro tower collapse or fire as he's long testified to this criminal institution. There are safer alternatives. Hardened wireless facilities against emergencies and more connected land lines. That's why he'll continue his refrain to roll back the rollout of this wireless on slot and no more monopines. He's grateful to the public for their support in the face of criminal obstacles including putting this public interest comment item only at the end of the meeting. In closing, a letter written to Dianne Feinstein that he never sent.

Ronda Tycer, 32 year Incline Village resident said the proposed amendments to increase density, height, and coverage of town center buildings and to allow accessory dwelling units must be conditional upon the safety of our community. You are well aware of the efforts being made by Washoe County and our fire district to prepare Incline Village for a wildfire emergency. She's concerned that all of the ongoing preparations for dealing with fire will not save us when disaster hits. She says this after listening to the video "Lessons Learned" made by Butte County Emergency personnel after the Camp Fire in Paradise. Incline is nothing like Paradise but that's not the point. The point is that Butte County Emergency personnel believed they had done all they could to prepare for a wildfire, but 1,900 structures burned and 85 people died. After a fire in 2008, the Butte Emergency personnel redid their evacuation plan. They said they thought they had fixed the flaws. They were confident they had a robust plan. They put the information out to the public "We were one of the best prepared counties. We did drills, tabletop exercises, we communicated with our residents about where to go and what's your zone for evacuation purposes. We pushed code red, all those best laid

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plans. Nothing compared what actually happened.” We can’t prevent forest fires in the Tahoe Basin and in spite of defensible space and hardening our structures and practicing emergency drills, this won’t be enough. Incline residents can’t be prepared enough. Our only chance to lessen the likelihood of disaster is smart land planning. We rely on TRPA and Washoe County for that. Increasing the density of people and residences in Incline increases the likelihood of catastrophe. We don’t need to increase the number or density of residents in Incline Village to solve their affordable housing crisis. We can rebuild, redevelop, and redesign housing for our employees without endangering them and the rest of the residents. But we cannot prevent acts of god. We are doing our best to prevent short, sided decisions that tempt fate. Thank you, TRPA, for putting our safety first.

XII. ADJOURNMENT

Ms. Laine moved to adjourn.

Ms. Gustafson adjourned the meeting at 4:41 p.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording of the above-mentioned meeting may find it at <https://www.trpa.gov/meeting-materials/>. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.