

ERRATA

Agenda Item No. VIII.A

2022 Boat Inspection Fee Schedule and Proposed Watercraft Inspection



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STAFF REPORT

Date: December 15, 2021
To: TRPA Governing Board
From: TRPA Staff
Subject: Proposal for the 2022 Boat Inspection Fee Schedule and Proposed Watercraft Inspection Operations

Requested Action: Adoption of the attached Resolution (Attachment A) containing the 2022 Watercraft Inspection Fee Schedule.

Staff Recommendation: Staff recommends that the Governing Board adopt the proposed Resolution (Attachment A).

Required Motion: To approve the proposed 2022 Watercraft Inspection Fee schedule and proposed watercraft inspection operations, the Governing Board must make the following motion:

- I. A motion to adopt the proposed Resolution (Attachment A) approving the 2022 Watercraft Inspection Fee schedule and proposed watercraft inspection operations.

In order for the motion to pass, an affirmative vote of any 8 members of the Board is required.

Project Description/Background: In 2008, TRPA initiated the Aquatic Invasive Species (AIS) Watercraft Inspection Program (Program) to prevent the introduction and spread of aquatic invasive species (AIS) into the waters of the Lake Tahoe Region. The program serves as a national model and is a tremendous success with no new invasions detected since the program began.

TRPA Code allows for the collection of fees from the boating public as a long-term funding source for the Program which complements public funds. The TRPA Governing Board approved the current fee schedule in December 2020. The Program utilizes two different stickers to indicate that a boat has paid the appropriate fee for that season— one for boats that are exclusively used on Lake Tahoe (“Tahoe Only”) and one for boats launching on Lake Tahoe and in other bodies of water outside of the Region (“Tahoe In and Out”). The Program also allows for a Single Inspection Pass with a reduced rate that is valid for one inspection at the inspection station and seven consecutive days of seal inspections at launch ramps. In addition to the annual sticker fees, the Program charges for each decontamination performed. The decontamination fee can be avoided if boaters adhere to the “Clean, Drain and Dry” practice the Program promotes.

For the last few years, labor rates have risen creating increases in programmatic costs associated with performing inspections and decontaminations. Cost saving measures in 2021 are also being implemented, most notably by reducing the number of inspection stations from four to three. The Truckee Inspection Station was closed in 2021 and the program was able to meet demand due to the implementation of an

appointment system, which also maximized the effectiveness of staff by spreading the demand throughout the week and across the stations. In addition, the inspection fee surcharge associated with the appointment system generated approximately \$51,000.

The proposed fee schedule includes no adjustments to the cost of the inspections. The proposal includes increasing the fee for decontaminations to cover labor rates and program resources associated with performing decontaminations. There are three categories of decontaminations: simple, complex and attached mussel decontaminations. Simple decontaminations are those that include a single system that is not clean, drained and dry. Complex decontaminations are those that include multiple systems that are not clean, drained and dry.

The proposed increases include \$5 for simple decontaminations while creating additional categories of decontamination fees for vessels that contain ballast tanks. Ballast tanks that arrive drained would be charged an extra \$25. Ballast tanks that are not drained would be charged \$50.

Compared to other vessels, those with ballast tanks take the most time and resources to decontaminate. The program protocols mandate that each ballast tank be decontaminated with hot water because they do not fully drain. Ballasts that have been pumped out, but have residual water take much less time and resources than those that have not been pumped out, because the entire tanks need to be decontaminated as opposed to just the residual water. TRPA staff continues to work with the boat industry to address this design issue.

For on-site inspections and decontaminations especially for large transport boats, there exists a \$200 fee to mobilize staff and equipment. The proposal is to include a \$50 per hour per staff person charge to conduct those inspections and decontaminations.

The proposed fee schedule shown in *Exhibit 1* does not include the \$12 Shoreline Program fee approved by the Governing Board in October 2018. The shoreline fees do not cover costs of the AIS inspections, rather it contributes to, among other items, control activities of existing species in the lake that can be spread by boats to other areas of Lake Tahoe. The Shoreline fees will be collected at the time of sale of the AIS sticker.

Environmental Review: None necessary.

Regional Plan Compliance: The proposed action complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances, including all required findings in Chapter 6 of the TRPA Code of Ordinances.

Contact Information: For questions regarding this Agenda item, please contact Thomas Boos, at (775) 589-5240 or tboos@trpa.gov.

Attachments:

- A. Resolution
 - Exhibit 1 – Fee Schedule and Operational Plan

Attachment A

**TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2020 –**

**RESOLUTION AMENDING THE WATERCRAFT INSPECTION FEE
AMOUNT AND SCHEDULE, EFFECTIVE DECEMBER 2021 THROUGH DECEMBER 2022**

WHEREAS, the introduction of aquatic invasive species such as quagga and zebra mussels pose a threat to the integrity of the Lake Tahoe Region’s ecosystem, recreation, water purveyance systems and economy in general; and

WHEREAS, Subparagraph 63.4.2.E of the TRPA Code of Ordinances as amended April 2011 requires that an owner and/or operator of a Boat Ramp (excluding Marine Railway Systems) or other Boat Launch Facility shall close any ramp or facility if the provisions of Subparagraphs 63.4.2.(A)-(C) are not met in order to prevent the launching of motorized watercraft; and

WHEREAS, Subparagraph 63.4.2.A of the TRPA Code of Ordinances as amended April 2011 further requires that all motorized Watercraft shall be inspected by TRPA or its designee prior to launching into the waters of the Lake Tahoe Region to detect the presence, and prevent the introduction of, aquatic invasive species; and

WHEREAS, Subparagraph 63.4.2.B of the TRPA Code of Ordinances as amended April 2011 further requires that all Watercraft inspected pursuant to Subparagraph 63.4.2.A shall be subject to decontamination if determined necessary by the TRPA or its designee; and

WHEREAS, Subparagraph 63.4.2.D of the TRPA Code of Ordinances as amended April 2011 further states that Inspections and decontaminations performed pursuant to Section 63.4 are subject to a fee related to the costs of performing such services and other Watercraft inspection program costs; and

WHEREAS, Subparagraph 63.4.2.D of the TRPA Code of Ordinances as amended April 2011 further states that the TRPA Governing Board will review and approve the fee amount and schedule annually; and

WHEREAS, during the April 2011 Board meeting, the TRPA Governing Board adopted Resolution 2011-07 making watercraft subject to a fee for inspection, decontamination and other program costs; and

WHEREAS, the Watercraft Inspection plan for 2022 requires a combination of public and private funding currently estimated at \$2,000,000 to inspect and decontaminate motorized watercraft; and

WHEREAS, state funding from both California and Nevada has been secured to support aquatic invasive species inspections for 2022; and

WHEREAS, the Governing Board of the Tahoe Regional Planning Agency on September 24, 2008 directed

staff to bring to the Board for consideration an equitable fee schedule; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency that the amount and schedule of the aquatic invasive species inspection fee effective December 2021 through December 2022 be as shown in Exhibit 1; (Attached)

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this 15th day of December 2021, by the following vote:

Ayes:

Nays:

Absent:

Mark Bruce, Chair
Tahoe Regional Planning Agency
Governing Board

ATTACHMENT A, EXHIBIT 1

Staff Proposed Fees for 2022 Boating Season (effective January 2022 through December 2022) and Operational Plan

<u>2022 Sticker Fee Schedule</u>		
Tahoe Only Stickers	Current Fee	Proposed Fee
All Sealed Vessels	\$33.00	\$33.00
Tahoe In & Out Stickers	Current Fee	Proposed Fee
Personal Watercraft (PWC)	\$48.00	\$48.00
Vessels 0.1 ft. - 17.0 ft.	\$48.00	\$48.00
Vessels 17.1 ft. - and Greater	\$88.00	\$88.00
Single Inspection Passes	Current Fee	Proposed Fee
Personal Watercraft (PWC)	\$43.00	\$43.00
Vessels 0.1 ft. - 17.0 ft.	\$43.00	\$43.00
Vessels 17.1 ft. - and Greater	\$68.00	\$68.00
Decontamination Fees	Current Fee	Proposed Fee
Simple Decontamination (single system, jet ski)	\$20.00	\$25.00
Complex Decontamination (multiple systems)	\$50.00	\$50.00
Drained ballasts		\$25.00
Undrained ballasts		\$50.00
Simple decontamination and drained ballast		\$50.00
Complex decontamination and drained ballast		\$75.00
Simple decontamination and undrained ballast		\$75.00
Complex decontamination and undrained ballast		\$100.00
Attached mussels	\$250.00	\$250.00
<u>On-site Inspection/Decontamination</u>	<u>\$200.00 Mobilization Fee</u>	<u>\$200.00 Mobilization Fee + \$50.00/hour</u>
Projected Decontamination Revenue Increase		\$46,000