

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

North Tahoe Events Center/Zoom

August 23, 2023

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Gustafson called the meeting to order at 10:47 a.m.

Members present: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Ms. Hays, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settlemeyer, Ms. Williamson

II. PLEDGE OF ALLEGIANCE

Ms. Faustinos led the Pledge of Allegiance.

III. APPROVAL OF AGENDA

Ms. Gustafson deemed the agenda approved as posted.

IV. APPROVAL OF MINUTES

Ms. Aldean said she provided her edits to Ms. Ambler and moved approval of the June 28, 2023, and July 26, 2023, Governing Board Minutes as amended.

Motion carried.

V. TRPA CONSENT CALENDAR

1. Tahoe City Public Utility District and Tahoe Cross Country Ski Education Association, Recreation Cross Country Ski Lodge Modification, 3001 Polaris Road, Tahoe City, California, TRPA File Number ERSP2018-0878, Assessor's Parcel Numbers (APNs) 093-600-001, 093-160-036 & 093-160-064

Ms. Gustafson said this item was not heard by any committee. The Governing Board received two written public comments on this item.

Board Comments & Questions

Ms. Aldean said the suggestion that somehow using what was preserved from the Schilling home when it was deconstructed that somehow the proposed use contradicts the owners documented wishes.

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Ms. Gustafson said her understanding is not only did the owner of the Schilling Lodge pay for the deconstruction and storage, donated to the project being rebuilt with this purpose in mind. Also, the Schilling family has also been involved in the discussions and supportive of this project in preserving the Schilling Estate.

Ms. Aldean confirmed that it doesn't countermand any of their documented wishes.

Mr. Friedrich said he's spoken with many of the project organizers and proponents and learned in more detail what a community benefitting facility this will be in all the work they are doing to bring in environmental attributes such as solar and air sourcing ground source heat pumps and to provide a space for outdoor recreation and community building. This is something we should embrace heartedly and is in support of this.

Public Comments & Questions

Jim Robbins, Board President of Tahoe Cross County Ski Education Association thanked TRPA staff for the hard work they've put into helping them move this project forward. They are a community benefit organization and are helping to fulfill the role that Placer County, California Tahoe Conservancy, and TRPA wish for outdoor activities.

Motion:

Ms. Aldean made a motion to approve the Consent Calendar.

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

VI. PLANNING MATTERS

A. State Route 28 Corridor Plan Implementation: Chimney Beach Trailhead Parking Lot Improvements

Ms. Gustafson said the Governing Board received written public comments on this item.

Ms. Regan said the last several summers recreational patterns have been of great interest to the community. Roadside parking along the corridors of State Route 28 and 89 on the California side has garnered a lot of attention and there is a lot of work to be done to improve safety and the experience for the visitors and local residents. This is one of many projects within the entire State Route 28 corridor. There is an existing agreement and signatories to a Memorandum of Understanding that will be working for many years to come. In visiting with many members of our delegation for the Tahoe Summit, this came up as something that we've all collectively in the basin have been working on for decades. The first time in a long time, we are making some headway in addressing some of those challenges. It's a phased approach including many partners. The partnership work that's being done will further the goals of destination management and destination stewardship. When you think about holistically from a macro standpoint of what our economy in Tahoe has historically been driven by tourism. The transition from a gaming based economy 20 years ago into an outdoor recreation based economy. When people used to be drawn to Tahoe to come and go inside to recreate and now gaming is one amenity of many. But we didn't drastically enhance the infrastructure to accommodate that shift. They've been doing it by building more trails piece by piece through the Environmental Improvement Program and the great work of our partners. Now, we have a system and energy and

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momentum around funding to address those critical infrastructure needs to support that outdoor recreation boom in the last 20 years.

TRPA staff member Ms. Friedman provided the presentation.

Ms. Friedman said today we are joined by our partners and applicant from the Forest Service, Mr. Walker and Mr. Gabor. Mr. Hasty with the Tahoe Transportation District is another partner in the corridor who will provide some context at the end of her presentation.

The Chimney Beach Trailhead upgrade project proposes to expand the existing parking lot at the Chimney Beach Trailhead to provide replacement parking for parking that is currently occurring along the corridor. It will also provide trailhead facilities and extend the no parking zone.

The section of State Route 28 is in Nevada from Incline Village to Spooner Summit and crosses multiple jurisdictions including Washoe County, Douglas County, and a portion of Carson City. This corridor provides access to a lot of popular recreation sites including miles of popular shoreline of Lake Tahoe as well as the mountain side, backcountry, mountain biking, and hiking trails. The desire and demand to access these recreation facilities exceeds the facilities to support that, safe parking lots, trash, and signage does not meet the demand. This has been going on for many years and it results in parking along the shoulder of State Route 28. There are a lot of unintended consequences including safety of the public, scenic resource and erosion impacts. A lot of the shoulder parking is on steep slopes connected to Lake Tahoe. It kills a lot of the vegetation which further destabilizes the slope. It also creates a lot of user created volunteer trails and has trash and litter impacts as well. There are a lot of unintended consequences to people trying to access the recreation amenities along this corridor.

Realizing these issues, 13 partners came together in 2013 to look at this corridor and develop the first Corridor Management Plan within the Tahoe Basin, the State Route 28 National Scenic Byway Corridor Management Plan. This corridor management plan looked at the issues that were occurring along this corridor and collectively came up with five goals including protecting Lake Tahoe, improve public safety, promote economic vitality, enhance the visitor experience, and expand transportation choices. That corridor plan also recommended a suite of projects and actions that implementors and partners could take that would improve the corridor and achieve these five interrelated goals.

Building upon the Corridor Management Plan, the Forest Service developed the State Route 28 Shared Use Path Parking Safety and Environmental Improvement Project Environmental Assessment for the National Environmental Protection Act (NEPA) and an Initial Environmental Checklist for TRPA to analyze the impacts of projects that were recommended in that corridor management plan. The limits of that were from Sand Harbor to Spooner Summit and it analyzed impacts of providing replacement parking at parking lots that includes expanding parking at existing parking lots and creating one new parking lot at Spooner Summit. It analyzed continuing the Stateline to Stateline Shared Use Trail which would be constructed from Sand Harbor to Spooner Summit. Also, improving transit options along the corridor, vista points and then as part of the Spooner parking lot, providing a permanent Aquatic Invasive Species inspection station. That environmental assessment was finalized in 2019 and found that those projects would not have a significant effect on the environment.

Slide 4 shows the proposed action map from that environmental analysis and shows the limits of the proposed projects. The Chimney Beach parking lot is just south of Sand Harbor. There is an existing parking lot at Chimney Beach with 21 parking spaces and portable restrooms, which is not enough to

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meet the demand that area provides. The Chimney Beach parking lot provides access to a lot of popular beaches as well as trails connecting people to Marlette Lake. Part of the analysis done in the EA looked at the number of vehicles that are currently parked along the road shoulder. The Forest Service consulted with LSC to do surveys. They surveyed the roadway during average and peak times to see how many vehicles were parked along the roadway shoulder and broke it up into segments based on where there were existing parking lots, access points to recreation facilities along the corridor. This data is from 2016. The proposal for the Chimney Beach Trailhead is to reconfigure the parking lot to provide 109 new parking spaces for a total of 130 parking spaces at that parking lot.

The map shows 140 stalls and is what the EA analyzed. This is within the impacts that were analyzed in the EA. Expanding the Chimney Beach parking lot will also extend the no parking zone on State Route 28. The area that no parking will be extended includes Thunderbird Cove and Chimney Beach. As the corridor management plan is further built out there will be transit, the bike trail and other ways for people to access the corridor.

The project will be in two phases. Phase 1 includes reconfiguring the parking lot to build the 130 replacement parking spaces. It includes extending the no parking zone and includes amending the State Route 28 interlocal agreement. After the corridor management plan was finalized, the partners came together to sign an interlocal agreement. It is critical to the implementation of the corridor management plan. It identifies roles and responsibilities for all of the partners along the corridor in terms of implementation, operations and maintenance, enforcement of no parking, etc. It further aligned all of the partners and amending that is critical for success. It was written in a way to be amended as projects were designed and implemented, that agreement could be amended to respond to the implementation and operations and maintenance of those new projects.

Phase 2 of the Chimney Beach project will include all of the trailhead support facilities. This includes adequate restrooms and trash facilities, improved signage, bicycle racks, a transit pullout, a crossing at State Route 28 so people can get from this parking lot to the beach.

Phase 1 expansion of the parking lot and extending the no parking will occur in the Summer of 2023 and potentially the Summer of 2024. Phase 2 planning and design will occur over the Winter of 2023/24 and Phase 2 implementation will occur in the Summer of 2024.

Future projects that are going to be occurring along the corridor because in order to achieve all of the goals identified in the Corridor Management Plan that the projects agreed to, it's important to recognize these other projects. They include incorporating Intelligent Transportation Systems (ITS) to use technology to help meet our transportation needs such as changeable dynamic message signs or using cell phone apps to let people know that the Chimney Beach parking lot is full and parking is available at the Spooner Mobility Hub and take transit or a bike there, for example. It also includes parking management with the ability to have paid parking along the corridor. The Chimney Beach parking lot has power and infrastructure going in along State Route 28. These items can be incorporated into the parking lot when they are ready to be implemented. Future projects also include continuing that shared use trail from Sand Harbor to Spooner Summit, expanding the Secret Beach parking lot which is just south of the Chimney Beach parking lot. When that parking lot is built it will further expand the no parking zone because safer off highway parking will be provided. There is a new parking lot at Spooner Summit planned that will be the Spooner Mobility Hub that will include transit services and the permanent Aquatic Invasive Species inspection station.

(presentation continued)

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Mr. Hasty, Tahoe Transportation District said it's nice to finally see this happening. These things take a long time. His history with the corridor goes back at least 25 years when he was at TRPA to get to the same kind of agreement that they have in the corridor now. They couldn't achieve that; they had those kinds of problems back then. When it came into the TTD's role in 2009 and they started to address the feasibility of a Nevada Stateline to Stateline bike trail, they were tackling the State Route 28 corridor again. They took a different approach. Time was a little riper as well for the land management agencies because things had got a little messier. The uncontrolled access was a big driver here in terms of the interest of being able to get 13 different organizations to agree.

The interlocal agreement has been a very effective tool to date to keep us there at the table where they all agree on who is doing what. It's a classic Tahoe story of leveraging each other. That first three miles for example is where TTD is overseeing and managing the paid parking on that trailhead parking lot which sits on the Nevada Department of Transportation right-of-way where Washoe County has agreed to provide the long term maintenance and Nevada State Parks has agreed to provide the annual maintenance. They do paid parking and planned to along this corridor for two reasons: One is partially behavior change to not have everyone show up at the same time which they do through pricing. The other is to provide revenue for maintenance and offset a good portion of their operations and maintenance for the trail and parking because capitol dollars are easier to find than operating dollars. TTD will be designing the Secret Harbor next and then they're working together with a number of partners on the Spooner lot as well as pursuing dollars to get the trail connections happening as well as transit.

Presentation: <https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIA-Chimney-Beach-Parking-Lot-Improvements.pdf>

Board Comments & Questions

Mr. Aguilar said this corridor is very dangerous. There is going to be a child that is going to be run over. How do you increase the size of the lot even more?

Ms. Friedman says the solution is not increasing the size of the lot anymore, it's a balance between providing safe off highway parking lots and then providing other opportunities for access. Transit is a big piece of it. There is going to be a new parking lot at Spooner Summit which is going to have up to around 200 spaces and transit mobility hub. Then each parking lot as well as other places along the highway will have transit stops. Then there will also be the trail for those who would like to access recreation spots via other measures. The solution is multi-faceted in providing safe ways for people to access the corridor not just parking spots for the private automobile. Implementation of the whole Corridor Management Plan will provide all of those things.

Mr. Aguilar asked what the timing is for all of this.

Ms. Friedman said the Chimney Beach parking lot is going to be constructed this year and potentially a portion of next year. The Secret Harbor parking lot is in the planning process. They are actively working on the Spooner Summit parking lot and have an agreement with the Nevada Department of Transportation, and they have a team that will be under contract starting in approximately one week to work on design of that parking lot and implementation will follow.

Mr. Aguilar asked if that is three years, ten years.

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Ms. Friedman said for within the next ten years. For example, Spooner still needs some funding to be obtained.

Mr. Aguilar said we don't have ten years to sit quietly to wait for these projects to be completed. There are kids running across the road and if we don't find a solution immediately, there is going to be a tragedy there. Can this Board or this group create some urgency or make this a priority at even a higher level or if it's a conversation with the Nevada State Government. There has to be a better and quicker solution.

Ms. Friedman agreed and it's a big partnership so the support that we have from everyone will go a long way.

Mr. Gabor, Forest Service said to add to the conversation about more capacity at Chimney Beach, there is not sufficient space to build more parking at the Chimney Beach trailhead. During the NEPA and environmental analysis the consultant Wood Rodgers helped them look at the maximum space to fit in that location. They are maxed out and that is why it's 130 and not 140. They looked at Secret Harbor, he met with TRPA and TTD staff on site to look at another location. They are going to propose a change to the environmental document to do a different location at Secret Harbor because there is better space, safer, and more opportunity to increase some numbers in that location which would be more central to the corridor for people in that location. Regarding timing, they are moving fairly rapidly at Chimney Beach which is why they are here to get this in place immediately. Mr. Hasty is representing a group that is working hard on the Spooner project to push for 2024 for construction and are actively trying to get this Secret Harbor piece done. One of the components they will need help with is the bike path as well as getting their partners and stakeholders in alignment with all the components that are needed to make this entire project happen in terms of being able to move people around. The messaging, the reservation systems, etc. that might be coming forward in future years to address the safety out there.

Ms. Regan said this is an urgent situation and it's something that's continuing to build. The amount of funding that it will take to buildout this corridor is about \$70 million. They've not been in a position to execute more than little incremental solutions and now they are with the support they are getting from the Federal delegation, the state, the private sector, the Tahoe Fund, and other partners. They have convened task forces within staff to meet monthly. There are a lot of players involved and another piece of this is enforcement. Law enforcement and judicial system have been leery of enforcing parking restrictions when there were not other good options for people to park or get there in the first place. Building out these improvements for transportation, for parking off road options, the trail system will then now allow law enforcement and the judicial branch to go forward with those tickets. The \$300 for parking and even up to \$1,000 for parking over the fog line of the highway.

Mr. Settelmeyer said during a tour with the Tahoe Summit, interesting that a while back it was \$40 for a parking ticket and in San Francisco that's a day parking rate and went ahead and parked anyway. The California Highway Patrol relayed a story where they towed a vehicle out of the way and another person came and parked in the spot that was just vacated. Luckily, the fees are being increased to try and address this issue, but he shares Mr. Aguilar concern. Can there be a discussion with Caltrans and NDOT and other entities. Up at Emerald Bay when he's looking at a two foot pipe to convey water underneath the road and there's a six foot elevation change, why not increase that to make a walking trail, not only to convey more water during flood runoff but also provide an opportunity for people to use that to safely traverse the road underneath rather than an overpass. Understanding that will

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require more funds but doesn't see why we shouldn't continue to have those discussions to help with the safety concerns.

Ms. Laine said for a lot of us who have been in the basin for a long time, we get used to Tahoe time and the short construction seasons and seems like everything takes longer than it should but thank you to Mr. Aguilar for reminding us that we shouldn't be okay with accepting that when we can avoid it. She asked for more information on where it talks about infrastructure to support a future parking management system.

Ms. Friedman said that is underground utilities that are occurring along the corridor and making sure the site has power so there can be kiosks and meters for paid parking. The first project that was implemented along this corridor was the first three miles of trails from Incline Village to Sand Harbor and that included some parking lots by the Tunnel Creek Café and that has some paid parking there. They use dynamic parking management so someone would get differently depending on when they would go and has proved to be a successful project. It's providing infrastructure so that can come online when it's available for the rest of the corridor.

Ms. Aldean said in order to facilitate the change in behavior, would there be flexibility within the budget to allow for free parking the first season to get people accustomed to not parking along the roadway and using the parking facility. Then impose a fee the following season once they become accustomed to relocating their cars.

Mr. Hasty, TTD said they did that with the existing trailhead parking for the first three miles and was helpful. What will also help with this situation is part of the support infrastructure that's also been missing is essentially fiber optic and broadband because Wi-Fi is not a very robust system on the State Route 28 corridor, let alone other places in Tahoe. Part of what they've been doing is working with the Nevada office of Science Information and Technology and they have been successful with a winning bid to implement broadband which will help them to get to this app kind of application when people are at the beach and want to pay more to stay longer. It's also to inform folks when a parking lot is full. They expect to see that on the State Route 28 and the Highway 50 corridor within the next several years when NDOT does their overlay work.

Ms. Aldean said a lot of people who visit Lake Tahoe are from out of state and many will just ignore those parking tickets and doesn't believe that we have the resources to pursue them legally. In the agreement that's being developed, she assumes that one of the options by law enforcement might be booting. Towing is problematic because those cars are tightly fit into those spaces but booting would be an option to immobilize the vehicle. Is that being contemplated?

Ms. Friedman said booting hasn't specifically been discussed in any conversation she's had but that could be an option. The Nevada Highway Patrol and Washoe County are part of the corridor management team and are also signatories of that interlocal agreement and have agreed to enforcement along this corridor. Part of that was increasing the tickets along this corridor to \$300. Towing is difficult logistically but also from a resource issue as well. As they update this interlocal agreement the Nevada Highway Patrol will be at the table and will be recommitting to enforcing on these sections of roadway. They can discuss this as an option as well as other parking deterrents such as physical barriers, etc.

Ms. Aldean said the errata references Condition 8 was redundant and deleted. If you read Section 6, under the permit language, the one thing missing in paragraph 6 is any reference to identifying

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funding needs and resources. It's not completely redundant. Is that just implied as part of the operations and maintenance in the local agreement looking at funding sources and other potential resources.

Ms. Friedman said yes collectively looking for funding and working together to leverage all the funding to plan and implement these projects is part of the corridor management plan and can be part of that interlocal agreement.

Ms. Conrad-Saydah asked how many EV parking spots would be in that lot or entire corridor.

Mr. Gabor, Forest Service said they've had a lot of partners coming to them with requests to install EV charging stations and this would be ripe for that. They would need to do a new power drop and transformer. The number of spots is a good question. He thinks it would be up to the partner on how many they would be willing to put in because of the expense of putting them in. But once they do that they will be paid for that parking. The Forest Service wouldn't have a limitation on the number being put in but would be up to the partner installing that. It could be as much as 10 to 20 in the near term and then more in the long term.

Ms. Conrad-Saydah said during the engineering and tooling of the area that enough electricity is put in at the beginning to ensure that those spots can be provided in the long run. Potentially solar panels in the long run to provide some electricity for the needs there.

Mr. Rice said he comes from a law enforcement background and has witnessed some of the problems that have been discussed regarding people seeing their parking fine being part of their experience. If we are able to convince the courts to increase the fine to \$350 and if we can get the law enforcement personnel to write the citation. From experience, he knows how short the personnel are along those corridors of State Route 28 and Highway 50. He wonders where they are going to get the resources to do the enforcement.

Ms. Friedman said it goes back to that interlocal agreement and the corridor management plan and they committed in the past, there was a pilot project around Sand Harbor where there was increased signage, increasing that fine to \$300 and then a commitment from law enforcement to enforce and that proved to be successful. They'll continue to engage with those partners and rely on that partnership to enforce the no parking and implement some of the other measures that would deter parking as well.

Mr. Hasty, TTD said TTD and the Tahoe Fund has been supporting some evaluation of suggestions. They've been looking closely not only from the law enforcement side but the paid parking enforcement aspect. The TTD Board has asked staff to bring to them an update on what's going on with parking and enforcement and what options are. There may be some ways to help, that's not a full fledged officer but another way to be able to provide some other human resources to the issue. Those are the types of things that we'll be looking at in the future.

Ms. Hill agreed with Mr. Aguilar statements about how important it is that we move forward with these projects quickly. She's in full support and appreciates the work of the team. She's glad that Mr. Rice brought up enforcement and is something that TTD is looking at. Sadly, in this last budget cycle, they didn't receive the State of Nevada bonds for the connection to Spooner. All hands on deck to find out how we can fund all these projects. She's willing to be an ambassador for TRPA and TTD to see

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what we can do to move this forward. It takes a lot of money but it's people's lives and the deterioration of the lake with the vehicles parked on the roadway.

Ms. Gustafson said just a reminder that we are talking about a parking lot project, and we're getting into corridor management and is not agenzized specifically, but it is critical to this.

Ms. Diss asked if the crossing at the new parking lot will be in place at the same time as the new lot opens.

Ms. Friedman said yes, that's correct. That will most likely be implemented by the Nevada Department of Transportation and they may also be implementing the transit pullout section of it. But they do have a project coming through there where those items will be incorporated.

Mr. Friedrich echoed Ms. Conrad-Saydah's comments about preparing this site as much as possible for EV charging, solar canopy if there are solar attributes there. He agreed with Mr. Aguilar's urgency on the corridor management. The parking lot needs to alleviate that and be a replacement and not additive parking. We see the same problems at Emerald Bay and Zephyr Cove, people are ignoring no parking signs. They are not deterred by fines, they are not being towed, and not enough enforcement but understands they are having discussions there. Ms. Friedman mentioned physical barriers. Caltrans was quoted in the Tribune last week saying that they recommended boulders along Emerald Bay. Is there a reason why they can't go there right now knowing that enforcement is difficult and whether people are truly deterred by it. To get people off the road given that concern, is there a reason why we just can't go straight to physical barriers whether they be boulders or orange traffic barrels or another physical deterrent.

Ms. Friedman said there is no reason of why they could not do that straight away. TRPA would support the installation of some type of physical barrier. They would need to work with the partners along the corridor, specifically NDOT, to have a physical barrier that they would approve of and wouldn't create its own safety issues. That can be part of the conversation as they discuss extending the no parking zone along that corridor with the partners including NDOT and NHP.

Mr. Friedrich asked if those conversations had started with NDOT.

Mr. Gabor, Forest Service said they have put in barriers with partners on projects. In Round Hill they are working with Federal Highways on the project. The beam guard which is on the lake side of the highway was not required by Federal Highways. He requested that it be added to the project because they needed to physically block people from parking in that area. It's too inviting to pull over on to the shoulder to run down the hill to go into Round Hill. That beam guard was there not because of the slope, it was for preventing parking. An unintended consequence was the parking that occurred shortly thereafter this summer on the east side. Four different agencies came together rapidly to get no parking signs installed and Douglas County Sheriff and Nevada Highway Patrol to enforce that no parking. They should see that through Labor Day improving in what occurred there. On State Route 28, they've been working with for a few years with NDOT as their projects come in to be permitted for Forest Service because that highway is on Forest Service managed lands. They are working with them to make sure they are putting in soft barriers to try and discourage parking cars on the side, but some people still drive up onto the rocks and over the edge. They are trying to meet that need to discourage parking and making it not appear that they are putting barriers on the side of the road while still making it look like erosion control.

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Mr. Friedrich asked why there is a need to make it appear that they are not putting physical barriers. Wouldn't that be the thing they would want people to see so they don't park there.

Mr. Gabor, Forest Service said he was referring more to concrete barriers immediately to the highway.

Ms. Faustinos said we are encouraging people to reduce vehicle miles traveled and travel on shuttles. There are a lot of access programs being promoted right now where shuttle buses might be bringing groups of youths, a church group, or seniors for example, is there going to be parking spaces provided for shuttle buses?

Mr. Gabor, Forest Service said yes that is usually worked out in their partner agreement for the management of the sites. They'll be working with the partner for the management of the parking lot. Potentially it could be the Tahoe Transportation District and they can identify spots for multi-passenger vehicles. That is more of an operational sequence, but they will be allowing that.

Ms. Faustinos said she's concerned about how that would impact 130 parking spaces. Because if there is limited space, how is that issue going to be addressed.

Mr. Hasty, TTD said this particular lot could be a challenge. As they start to see more tour buses visit Tahoe, a tour bus full of people could be 16 cars. They are not set up for putting them anywhere. Charging infrastructure for buses in the future is where they get to as well. They are in this transition area. The other part is part of the plan but is also long term is capturing people from outside and being able to shuttle them in, so they don't they don't have to park including a shuttle bus. They've been looking at locations for things like that with access to this corridor. That kind of bus activity would have to be very limited to more of these types of van conversions where there's no more than eight passengers.

Ms. Faustinos said recognizing the turning radius and all of that is a concern too. That is a way to effectively address VMT reduction.

Mr. Aguilar asked for a brief overview of the funding for this project and has there been any discussion or thought of daily use fees for visitors to help fund some of these projects.

Mr. Gabor, Forest Service said the funding for this project was provided by the Southern Nevada Public Land Management Act (SNPLMA). They have a project that will pay for the parking, restrooms, signage, etc. at this site. As far as parking fees, whenever their partner comes online and they put in the ITS structure to manage that, typically they are seeing fees at Forest Service sites at the \$10 to \$12 range. Mr. Hasty mentioned the demand level pricing for the parking at the north end near Tunnel Creek Café.

Mr. Aguilar said he was referring more to a daily use fee for visitors coming into the area, like most of the National Parks.

Mr. Walker, Forest Service said that has been a topic of conversation amongst the partners in the Lake Tahoe Basin and is his understanding that right now that is not the approach that they are taking. What they are trying to take through Destination Management and travel management is to allow people access into the basin. While they look at fees for parking that will help pay for maintenance and construction of those facilities as well as possibly provide other funds for the use that comes from

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the people parking there once, they get to the lake such as the trails. As far as putting in a fee to come into the Tahoe Basin, that conversation is still ongoing.

Ms. Regan said this topic has been going on for years. The most recent conversation around a user/entrance fee has gone into the Transportation Action Plan process with the Bi-State Consultation around funding for our infrastructure investments. They are looking to raise additional monies with federal, state, local and private to make those investments. It has also touched new conversations around the corridor plans and looking at innovations around parking whether it be corridor pricing because 2.5 million vehicles go around the State Route 28 corridor and another 4 million vehicles go around the Emerald Bay corridor. They are putting in an application with Caltrans and the very large Metropolitan Planning Organization (MPO) in the state of California. That's an innovative grant looking at road user charge. It's an ongoing area and is a very polarizing issue and what we've heard from the majority of the Board members is that we want to keep working to solution without putting people in opposite camps but looking at it more holistically but realizing that it is an urgent situation.

Mr. Aguilar said as a Board member can he request this to be an agenda topic, what's his role or responsibility. We cannot depend on governments to fund us. As a board, we have to figure out solutions and what are the solutions that they can bring to the table directly without having to wait for third parties to figure out a solution for us. Again, looking at the situation along State Route 28, it's intense and we need to figure out strategic and innovative solutions to the challenge. If nobody is going to come up to the table to give us the funding, we as a Governing Board have to figure out how to come up with that solution on our own.

Ms. Gustafson suggested that the Governing Board do a workshop on the corridors and bring us up to speed regarding where they are at. There are many groups working on various components and bringing that together into this dialogue.

Mr. Aguilar said there is going to be a tragedy and science is not going to solve that.

Public Comments & Questions

Steve Teshara said he was on the Tahoe Transportation District Board when they evolved from the point of the original, let's try to work this out together to the implementation agreement, the interlocal agreement. There wouldn't be this project if there wasn't a corridor management plan. Corridor management plans particularly when you have this many different jurisdictions involved do require that kind of interlocal commitment. As opposed to sometimes people attempt to do this by a project charter. It's instructive for us today to understand that the reason this project is before you today, is because there is a corridor management plan and the foundation of that was an interlocal agreement and not a project charter. He supported this proposed project.

Gavin Feiger, League to Save Lake Tahoe appreciated the comments today. They are in favor of this project and supported the corridor plan when the environmental assessment was done in 2018/19. They did have some caveats such as enforcement. They are confident based on the success with Sand Harbor demonstration project and the quick action taken with the unintended consequences of the Round Hill parking that enforcement can happen. The interlocal agreement is definitely the place for that. He encouraged the Governing Board to check in and stay involved. Make sure all the things they've been discussing which echo the League's concerns are taken care of through that interlocal agreement. The solutions are enforcement and booting, a barnacle, etc. They could have a third party assist with that. There are many solutions. They've worked with NDOT in the past to help them with

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their water quality projects especially around Marlette Creek to add riprap and rock barriers which has helped but pushes the problem to other places in the corridor. Stay the course with the parking lot and make sure the enforcement happens. The state shot down the user fee. There have been some changes in California and doesn't know if Nevada has had a change of heart for user fees. That is probably the solution to fund projects like and to help achieve our vehicle miles traveled threshold which is coming due at the end of this year. They deal with the impacts; they have volunteers and staff who pick up tons of litter.

Nicole Rinke, California Attorney General's Office has clarifying questions from a staff level. One of the slides showed the timing of trash facilities in Phase 2. Has there been any consideration of that being included in Phase 1. It sounds like the enforcement topic is addressed in the interlocal agreement. Is there a place where members of the public and board can access that agreement. Would that be the place where some of the operational suggestions that were made today be addressed. Will there be a way for the Governing Board to hear about those topics in the future to make sure they are being addressed as the project moves forward. Lastly, the environmental review that was done for the project looks like TRPA did an Initial Environmental Checklist for the approval of the project, but she thinks that relied heavily on the State Route 28 corridor plan. Can there be some clarification about where the environmental review for this specific project lives? It may be in the corridor plan that's larger to navigate to find the specifics for this. There are impacts with additional parking to recreational use being increased and associated impacts potentially exist. We also heard from Board members about the potential increase in VMT. This is also adding development and land capability.

Board Comments & Questions

Ms. Friedman said the trash and other trailhead improvements are part of Phase 2 approval. The Forest Service was taking advantage of funding opportunities to get the design and start construction of the parking lot. Then this winter they'll be designing the placement for the other improvements and will be constructed in 2024 and will all be there when the parking lot is open to the public.

Mr. Gabor, Forest Service said the parking lot will not be opened without Phase 2 items being completed. It was the timing of when they had to get items under contract.

Ms. Friedman said the suite of actions were analyzed under the joint National Environmental Policy Act (NEPA) environmental assessment and TRPA's Initial Environmental Checklist. It was a joint document that analyzed all of the impacts including this parking lot because it is replacement parking there and with the enforcement component of it the analysis found that there would be no increase in capacity along the corridor and no VMT increase. It is increasing coverage in Land Capability 2. Per the Code of Ordinances and the Memorandum of Understanding with the Forest Service, the Forest Service will be implementing a restoration project at a 1.5:1 ratio. TRPA will be approving that project as part of this permit approval. She believes that they already have a project identified within the vicinity of the project area.

Mr. Marshall said in Attachment D there is a link on page 181 to the Environmental Assessment/Initial Environmental Checklist on the Lake Tahoe Basin Management Units website.

Ms. Friedman said the interlocal agreement is available to the public. If it's not online, it can be posted and is happy to share that with members of the public or Board members.

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Ms. Gustafson asked Mr. Hasty if that was available through the Tahoe Transportation District website.

Mr. Hasty, TTD said he would have to look. The interlocal agreement covers the existing operational components. As a result of this project, they'll be amending that to include this area as well and the Forest Service as a signatory.

Motions:

Ms. Laine made a motion to approve the required findings, including a finding of no significant effect, as shown in Attachment A.

Ayes: Ms. Aldean, Mr. Aguilar, 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.

Ms. Aldean made a motion to approve the proposed project subject to the conditions contained in the draft permit as shown in Attachment B including the Errata.

Ayes: Ms. Aldean, Mr. Aguilar, 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.

B. Update on the development of a Climate Resilience Dashboard for the Tahoe Region

TRPA staff Mr. Middlebrook provided the presentation.

Mr. Middlebrook said they last spoke with the Governing Board for input on this in October 2022.

We often think about climate change as something that's happening in the future. The climate impact is here today.

Today, they'll cover the dashboard project's overall purpose and goals. And the background of the project. Review best practices and the policy and guidelines that their consultant team has developed. The vision and draft metrics especially where they want the input from the Board today is on those draft metrics. They hired a consultant team led by ECONorthwest including Ms. Steckler and Ms. Cannon. They are also joined by Ms. Seville of Collective Strategies Consulting.

The mitigation equation of climate is where they have greenhouse gas reduction goals outlined in the Sustainability Plans which is to reach net zero by 2045 which aligns with both California and Nevada statewide greenhouse gas reduction goals. They met the interim target of 15 percent reduction in greenhouse gases by 2020 but will need more work to meet that 2045 target.

Resilience and adaption: Last year basin partners adopted the Tahoe Climate Resilience Action Strategy that outlines ten years of funding needs for projects to address things like wildfire, drought, and flooding. There are plans for mitigating and reducing greenhouse gas emissions but also adapting to climate change and making our communities more resilient.

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Overall, the Tahoe Climate Dashboard has a goal to create a new and improved dashboard for the region as part of the original 2014 Sustainability Action Plan they created and have on Lake Tahoe Info a Sustainability dashboard. Over time, the metrics have become irrelevant, or data has become hard to collect or metric reporting from various sources has changed. It was time to look at that to see how this dashboard can better monitor the work we are doing and use it as an engagement tool and build on the previous work to connect it to things like the Environmental Improvement Program project tracker thresholds and Transportation tracker. Then use it as a tool to meet with key stakeholders to discuss opportunities, challenges, and priorities for climate. This will be a great resource for all of the partners in the basin when they are working on grant applications for climate related projects.

This dashboard is about connecting all of existing TRPA initiatives. They are not looking to create something new with new metrics and monitoring. The climate dashboard connects with all the components of the Lake Tahoe Info platform. How do we take all of the work we are doing and connect it into a cohesive story around climate for the region.

They kicked off earlier this year with the consultant team who have done a lot of research on best practices, looking at the existing metrics across all of the programs, and working with stakeholders through a stakeholder workshop and many interviews on what people want to see and what's important to measure. They've engaged over 35 different partner agencies, organizations, business communities, and social services groups. We're here now with those draft metrics and want input from the Board before they finalize those metrics. Those will be finalized over the Fall and Winter and developing the technical side of the dashboard that will launch in the Spring of 2024.

The goals are to build the dashboard to bring more of a broad understanding to climate action in the region. They want to focus the metrics on region significance to make sure what they are tracking isn't specific to one neighborhood or one jurisdiction and is connected to our existing planning documents and guidelines including the Regional Plan and Regional Transportation Plan. Also, to increase awareness and preparation of climate change with the general public. It will include calls to action in ways folks in the community can get involved in becoming more climate resilient.

This is based on a lot of different plans. Often times, in best practices research, other climate dashboards were based on one plan, one organization, and one jurisdiction. The added benefit and possible challenge of the Tahoe Region is connecting across different jurisdictions and the many plans in the Tahoe Basin and building off of the work that they've done to date on climate.

(presentation continued)

Ms. Seville said their team reviewed best practices for developing indicators and metrics along with existing climate dashboards to identify some key dashboard design features that would be most relevant to this dashboard.

First, the dashboard should be organized around goals and linked to specific long term outcomes. This will enable TRPA to make direct connections between what they are measuring and the goals. This organization also helps you prioritize the metrics most relevant to the goals. Second, the dashboard should include indicators related to climate planning that can be measured and tracked using specific performance metrics. Ensuring indicators and metrics reflect local climate action goals and plans and consistent with what the Agency has already committed to report on. This is critical because they want to ensure that TRPA is able to help users understand what they are measuring, why, and reflects

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all those plans that Mr. Middlebrook mentioned. And, be able to evolve the dashboard as those plans and goals evolve.

The ten pillars that the Tahoe Central Sierra Initiative framework for resilience represent those desired outcomes of restoring landscape resilience. The dashboard metric list that they developed reflects this framework. Specifically, several of the natural systems metrics such as the measure of acres of high quality wet land and meadows and increases in forest health through protecting the tree species. These relate directly to these pillars and are one example of how they are trying to integrate all the right work that's already going on and help TRPA communicate that to all the different users and stakeholders. They also recommend setting clear expectations for users about how often the performance metrics are going to be updated and providing explanations that some metrics will be updated more frequently than others. This is not about being perfect but rather being transparent. They will be creating a monitoring plan with recommendations and guidance on how often to update the metrics based on the metric and the data available.

They are proposing organizing the dashboard to be focused on these long term goals and outcomes. It's about supporting resilient natural built and social systems and tracking local climate conditions. This is key because this is how TRPA is looking at their threshold standards. It provides some consistency and approach as well as a way for the dashboard users to understand the region's priorities. The difference between an indicator and a metric is that they have that high level goal, for example supporting resilient built systems. Think about an indicator as a trend that advances a long term outcome or goal. The performance metric is something that helps assess the direction of a trend in a given point in time. For example, if they have that long term goal of resilient built systems and supporting those as an example, a transportation related indicator might be to upgrade transportation systems to be more sustainable and reduce transportation related emissions. One of the metrics that would be used to help assess progress towards that indicator would be something like measuring and tracking the amount of transportation access in priority communities. How many folks in those communities are within one quarter of a mile within a transit stop. Those metrics can get granular and there will be a lot of metrics that inform those indicators that inform those goals. This is about making those clear connections and pathways between what you are measuring and how it helps you understand where you are in terms of your long term goals.

The supporting resilient built systems, the resilient social systems, and resilient natural systems, that organization is aligned with state of California's adaptation strategy and is also consistent with how Nevada is approaching climate action. This reorganization is very aligned with the existing dashboard, but it provides some more specificity and clarity around the region's goals and how they plan to measure progress towards them. They also recommended creating a separate section where users can dig into the data to understand climate changes, specifically local climate conditions and will provide valuable context for those regional climate goals.

(presentation continued)

Ms. Cannon will provide an overview of their design concepts for the dashboard. This will be a website that will be laid out in a way that will be easy to navigate, user friendly, and to provide varying levels of information from broad level big picture goals to more detail on how they are measuring those goals and why this work is important.

The dashboard will be organized by those four broad level categories that Ms. Seville described. Within each of those goals there will be indicators that relate to those goals. There will be more detail

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within those individual pages about the metrics, why these indicators and metrics are important for measuring the different indicators. There will be more information on what people can do and where they can learn more about these individual indicators and metrics.

Slides 14 and 15 show the conceptual design and how they are proposing to layout the dashboard. The indicator page will provide the most detail. Included in that will be more project level information and what these indicators are related to. For example, there is an indicator proposed to look at improving forest health and would be important to provide some examples through the Environmental Improvement Program projects.

Another part of the project has been to identify the metrics to include on the Tahoe Climate Resilience dashboard. A lot of the metrics that are on the Sustainability dashboard are fairly out of date and are something that needed to be looked at. They engaged stakeholders and did research to identify a list of metrics. They identified 50 metrics and want to narrow down that number to make it more manageable and help staff be able to update these metrics over time in a more feasible manner. There's a framework to evaluate these different metrics in a systematic way. It includes several different criteria to be able to evaluate the value add with these different metrics. They looked at the costs of the data associated with operationalizing different metrics, looked at the utility and informing decision making processes or investment decisions, the quality of the metric and data, staff effort that would be involved with updating the metrics. They anticipate that these will be updated over time. They also looked at how understandable the metric is and whether the data would be available at a regional scale. They looked at some other bonus considerations related to equity and code benefits. There are some draft results associated with this evaluation process but are also asking stakeholders and the Governing Board to provide information on what's important.

Some of the preliminary findings of identifying and evaluating these metrics. Slide 17 describes the first goal related to tracking the local climate conditions. This is a topic that is not currently on the Sustainability dashboard but it's important to understand the changes in the weather in the local communities.

Another area that they included was to promote resilient natural systems. Many of the metrics that are proposed for this particular goal area are based off of existing established metrics such as EIP metrics. There are a few updates that they are getting on the forest health metrics that they are aligning with another process where they are looking at some of the different forest health metrics and how they can better measure forest health and prevent wildfires.

There are some watershed metrics that they've included related to wetlands and meadows and stream environment zones. They are expecting there to be updates through a threshold update process that they'll be aligned with.

Another goal is related to promoting resilient built systems. There are several new metrics proposed for this, but a lot of these metrics are connected to the existing transportation metrics that are a part of the transportation tracker dashboard. The Transportation team is currently working on updates and those will be included. They proposed another metric related to zero emission transportation infrastructure related to tracking the coverage of electric vehicle chargers. There's also bicycle chargers that could be considered as a part of this. They looked at including a metric that looks at the vulnerability of different transportation facilities to identify where there are vulnerable transportation facilities that are in need of upgrades. They looked at various utility related metrics that were not included in the last board, one of which is looking at the energy mix showing the amount of renewable

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energy for the region. For these utility metrics they've been contacting Liberty Utilities and Nevada Energy to find out about data availability. These metrics are expected to be refined.

They also looked at ways to promote resilient social systems. There are some new metrics proposed related to equity. Stakeholders had concerns that there is not a lot of information about the community demographics and those who would be at greater risk with the impacts of climate change. Those who have more difficulties and challenges with evacuating if there was a wildfire or climate related impact. There was a need to have more tracking of different community sector metrics and other metrics associated with evacuation. There was a lot of feedback on promoting a resilient economy, in particular tourism. One of the areas they pointed out was the need for a commuting metric to understand how many people are working in the basin but commute to get here. Visitation was also brought up. There are a lot of people visiting the region and would be helpful to understand the trends associated with visitation.

These are preliminary findings on the draft metrics and are expecting to have a narrowed down list of metrics that will be refined. They are also refining the indicators to ensure that they make sense. The next phase is to add narrative for each of the indicators and work on a draft dashboard. The final dashboard will be completed around February or March 2024.

Presentation: <https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIB-Climate-Resilience-Dashboard-for-the-Tahoe-Region.pdf>

Mr. Middlebrook would like the Governing Board's input on how the goals and indicators are organized.

Board Comments & Questions

Ms. Faustinos appreciated seeing the social metrics.

Mr. Friedrich said this is a good initiative and a strong set of initial metrics. He sent Mr. Middlebrook over 25 ideas in which a lot of them are covered with some variations on a theme. In general, the 7-7-7 framework where local jurisdictions are accountable in a sense to provide our fair share of transit funding and is a good model for this. Some of metrics were indicated by jurisdiction. To the extent that they can do them all by jurisdiction, so we are all accountable to how we're doing on these metrics. In that frame, just making sure that as many metrics as possible, local jurisdictions have some autonomy or control over. For example, when we say renewable energy is share of total energy, we might add just a focus on a jurisdiction basis such as the number of electrifications, solar and battery storage, microgrid projects, or community resilience centers that are implemented by jurisdiction.

Whereas, you can have a percentage of renewable energy provided by the utility that doesn't necessarily provide local resilience the way a battery energy storage system would and is where a local jurisdiction has more control over. Similarly, for charging stations tracking the one to ones that are at public institutions like municipal buildings, parks, hospitals, etc. to show that community benefit. Housing would be helpful to break down by jurisdiction. There is affordable, achievable, and workforce but perhaps add as a percentage of total units created. On equity, a metric such as trailheads and beaches that are either in walking distance to low income for disadvantage communities or served by transit to show that some of our most valuable public spaces are accessible and we're taking steps to provide that access.

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Mr. Middlebrook said his initial review of Mr. Friedrich's list there is a lot of alignment with what they are proposing. The balance for the overall dashboard is that they want to tell that comprehensive climate story without having 150 metrics that they are responsible for tracking. Getting to that goal and indicator and avoiding a bunch of stuff they're doing but getting to where they are trying to go with it.

Ms. Conrad-Saydah said this work is process oriented, but the end result is that it's a helpful way for members of the public to understand where public investments and our work are going. All these indicators are great and helpful. She suggested dialing it up a level when they are thinking about how to distill all of these into a smaller number of metrics by thinking about resilience as how buffered we are to fiscal, economic, environmental stressors. Which of these metrics help us understand that buffering the best. Resilience is how we come out of those stressors. You can look back at the Caldor Fire and Covid and say how did those stressors impacted the community and how do we respond to them? What were the big things we were responding to? That might help distill the metrics down to what is an indicator of that community social health in the area.

Mr. Middlebrook said they are looking at roadway corridors and their resilience to landslides and wildfire and are getting to those connections.

Ms. Aldean referred to the Tahoe Climate Resiliency dashboard, the live, work, and play in Tahoe sounds more like a visitor bureau advertisement. We are not promoting that. Maybe living, working, and playing at Lake Tahoe and what the expectations are for residents and visitors in terms of reducing emissions for example. She suggested rewording that because it seems a little inconsistent with some of the other elements of the dashboard.

Mr. Hoenigman said we already have a dashboard online that shows how we are achieving a lot of our goals. How does that one relates to this new one? Are they going to look the same? Is one a subset of the other? Because too many would be confusing.

Mr. Middlebrook said the existing Sustainability dashboard that is on Lake Tahoe Info will be deleted once this project is complete. That dashboard has around 32 metrics that it tracks and there are a handful of those that we will continue tracking. There are some that are no longer relevant. For example, free school lunches used to be a great metric for measuring equity in the underserved communities but now everyone's getting free lunches at least on the California side. This will replace that existing dashboard but share some of those metrics so we're not just scrapping the whole thing. The name will change from Sustainability dashboard to Climate Resilience dashboard.

Ms. Laine said this is a good snapshot of what they are working on and supports this process. One number that seems to get lost is the Regional Housing Needs Allocation (RHNA) numbers. Those are issued by the state and wonder how they'll get to those numbers and never look at it again until a new set of RHNA numbers come out. Maybe these would have a place in the goals and keep them in front of everybody.

Mr. Middlebrook said one of the proposed metrics is the total number of affordable, moderate, and achievable housing that is available and directly relates to those RHNA numbers. Our RHNA numbers are a little bit different than statewide because we do have growth caps in place. The state does recognize our unique situation in Tahoe when setting our local RHNA numbers for the California side. That's a good point to bring those into the narrative around those dashboards is to make sure they are

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tracking that. There may be some of that tracking within other parts of Lake Tahoe Info as they are tracking allocations and how they are being used.

Public Comments & Questions

None.

C. Update to the 2018 Linking Tahoe: Active Transportation Plan

TRPA staff Mr. Murray provided the presentation.

Mr. Murray said today's presentation will provide an update to the ongoing planning process to the existing Active Transportation Plan. Active transportation is walking, biking, rolling which could include scooting, one wheel, and a host of other devices.

The last comprehensive update was in 2016 with robust public outreach detailed planning efforts and a lot of data analysis. The plan was technically amended in October 2018 meaning that a lighter touch of a plan update. Staff goes through and takes out projects that have been updated and then updates some of the maps and incorporates any new transportation elements that have come out since the last update. Currently, the staff is underway on another comprehensive update. As a part of that comprehensive update the Active Transportation Plan is preceding the Regional Transportation Plan update. The updates that are included in this will be folded into that upcoming Regional Transportation Plan update that's more comprehensive of all modes of transportation.

Keeping Tahoe Moving and the ATP vision: Keeping Tahoe Moving is a strategic initiative of TRPA. It's the transportation component and active transportation is a critical component of that. What they are looking to incorporate into both of these structures is new shared use paths, recommendations on sidewalks and onsite bicycle facilities. Connection to regional transit, recreation, and regional destinations. Part of the existing Active Transportation Plan are the recreational trails that exist. Last month, Ms. Smith got the Board's endorsement on the most recent Trails Strategy. They are separating the dirt trails more of a recreational component from the Active Transportation Plan and focusing solely on the transportation element of active transportation. As a component of that they want to focus on connecting folks via active transportation to those trailheads. That's the nexus between more of an active transportation and trail networks as a recreation component. A major component of the plan is the complete streets improvements. Complete streets are more than just the curb to curb repaving the roadway, it's looking at the street as more comprehensive update such as stormwater improvements, pedestrian facilities. When they go into dig, how can they improve the utility undergrounding and install infrastructure when the roadway is torn up for a repave project. As part of complete streets improvements is providing those alternative transportation options for residents and visitors. Through that they are seeking to alleviate traffic and reduce greenhouse gas emissions. The end result is to provide a world class transportation network for all of Tahoe.

Some examples of some projects that were identified in the existing Active Transportation Plan and how those fold into our Environmental Improvement Program at TRPA. There's the Lake Tahoe Boulevard Class 1 Bike Trail which is a shared use path. It incorporated pedestrian lighting, American Disabilities Act upgrades and was completed in 2023. The Sierra Boulevard Complete Streets project which was bicycle lanes and sidewalks and then the complete streets stormwater improvements. The Dollar Creek Shared Use Trail. All of these are just a snapshot of the projects that are identified in the existing Active Transportation Plan, and this is to highlight how those identified projects then get built

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in the real world. Another component of more than just identifying projects is identifying certain policies. The Active Transportation Plan has the ability to shape policies and goals as far as what types of projects they want to see built and also gets into details. For example, they've seen an increase in scooters and electric bicycles on the shared use paths. Going from used to be an eight foot standard to maybe a 10 or 12 foot width standard to accommodate more social cycling or faster moving devices like the E-bikes. More space for pedestrians and how to stripe them. These all have policy implications and then how projects can be implemented by our partners.

Currently, they are underway on the existing conditions and need analysis. They look at the existing conditions and then identify the needs from there. From that they go into network recommendations of where are the gaps in the network and how can they make it more comprehensive, more connected, and where the alignments are, and places people want to go. How are the projects rolled out for implementation. The project priority list and how those projects are identified and how they get built in the future. As part of the public outreach, they have a transportation safety survey that's currently active. Accessibility needs, bicycle levels of traffic stress analysis, pedestrian experience index, and electric bicycle policy recommendations are newer components of the plan. They support electric bicycles as a mode of transportation with Tahoe's topography and distance between destinations it's a way to get people out of their vehicles but are sensitive to the safety concerns that people have such as pedestrians and dog walkers. They want to make sure they are supporting alternative modes of transportation but in a manner that is safe and effective for all users of the trail network.

Slide 8 shows the bicycle levels of traffic stress and pedestrian environment index. This demonstrates how stressful is the roadway for a bicycle rider. It's generally quantified on a scale of 1-4 and has 4.5 to highlight some troublesome areas. This does both road segments and intersections.

By reducing the stress, the cyclists are experiencing, you gain more people who will choose to cycle as a mode of transportation. What this information also does for our regional partners is when applying for grant applications they have identified levels of stress and part of the plan update will identify counter measures on what you can do to reduce that stress.

Slide 10 shows the list of stakeholders engaged in this plan process. Last week they held their third Technical Advisory Committee meeting where they receive feedback on how this will work or what could work best for their respective jurisdiction.

The public outreach was kicked off in April with North and South Shore Earth Day celebrations. They've attended numerous Farmers Markets. They have maps where they ask people what they think of the Active Transportation network, and they are also soliciting their transportation survey at these outreach events. They've done outreach at the Family Resource Center as well as the Sierra Community House. This is targeted outreach as well as the TAMBA Mountain Bike festival, music on the beach, and the live at Lakeview. They had one of the best attended and highest registrants of bike months they've had to date. This includes things like bike kitchens put on by the Bike Coalition and TRPA where they help people do tune ups on bikes and get feedback on the maps. They have safe routes to school events to educate students on safe cycling.

The plan kicked off in January 2023 and is underway with all the planning processes identified in this presentation. After today, they will finalize the analysis and outreach over the Fall. They'll come back in January 2024 for public draft circulation and back in March 2024 for possible adoption from the Governing Board.

Board Comments & Questions

Mr. Hoenigman said one of the things that they are working on is changing development standards in the town centers and one of the aspects of that is to reduce parking requirements. That requires that there are better modes of active transportation. It also requires that it be year round. Typically, we've had problems with keeping the trails and sidewalks open in the winter. Are you looking into that and the funding methods to keep the trails open all season?

Mr. Murray said yes, they are looking at from a maintenance and operations perspective how to keep those trails open. They are even looking into what types of snow clearing devices that agencies use to clear a shared use trail or sidewalk. Also, potential ways for snow storage and move it in ways that keeps the network viable for that entire winter season. They are also looking at the potential funding sources to sustain that for the local agencies.

Ms. Aldean said she didn't see any running clubs on the list of stakeholders for the Technical Advisory Committee.

Mr. Murray said no particular reason. There are folks on that list they've engaged as a technical committee and others that they've engaged separately. He can try to identify some running organizations and reach out to them.

Ms. Aldean asked who is collecting data on user conflicts particularly on the East Shore Shared Use Pathway. She's heard that there are conflicts between pedestrians and bicyclists. She's had to pull out into traffic to avoid the more aggressive cyclists on State Route 28 that aren't using the shared use pathway. She would like to see the data on user conflicts.

Mr. Murray said through that Technical Advisory Committee he learned of those conflicts on the shared use trail and has been helpful. As a part of their planning process, they are looking to identify from a larger perspective with state agencies on how that data is collected and reported. A lot of the crash network data is reported on the roadway only. They've discussed how to get the data on a Class 1 trail versus a collision that happens on the highway.

Mr. Aguilar asked what they are doing from a safety perspective with E-bikes because they can travel at a different rate of speed and are heavier than most bikes.

Mr. Murray said the complexity of the different regulations between different jurisdictions. First is public education and understanding what classes of E-bikes are allowed on what trails or what areas of Tahoe. There are a lot of messaging campaigns going on right now. A shared use trail is generally a solid asphalt trail but has a stripe down the center that gives two way cyclists of where they are supposed to be. Or you can stripe a pedestrian zone. Providing more space would be one of the first steps and working with the agency partners and local bike shops. Some of these electric devices are borderline electric motor bikes. Understanding what a bike shop might be renting or selling might not be legal on Class 1 trails. There's some gray areas especially as new devices get invented and brought to market. For him, it's coordinating with those private sellers and letting them know what they are trying to put out for increasing safety. TAMBA has put out a one pager about where the different classes of E-bikes can go. Then it's an infrastructure standpoint and how do they design the facility to achieve safety rather than relying on things like enforcement. There are educational campaigns such as the signs on the trails, the Tahoe Fund with Take Care Tahoe.

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Mr. Aguilar asked if there are speed limitations on E-bikes on some of these trails.

Mr. Murray said for how they are classified with Class 1, 2, and 3 but there are speed limitations based on the class of E-bike and there are technical limitations on what is allowed on a Class 1 trail. Class 2 E-bikes limit is 20 miles per hour after that is Class 3 and then it goes over 20 miles per hour and then those are not allowed on the shared use trails. He's still learning about the different state requirements.

Mr. Aguilar said personal injury lawyers will set the standard with this if there is not going to be legal enforcement.

Mr. Murray said to complicate things, with our topography and you are going downhill you can easily go over 20 miles per hour. Designing the facilities is more so how he would try to achieve these things rather than a speed limit sign.

Mr. Aguilar said a speed limit sign would give someone a cause of action to hold someone accountable.

Ms. Conrad-Saydah asked if there is a way to show on the maps the topography or other street benefits that might make artery roads more attractive than the fast moving roads.

Mr. Murray said yes, he believes so. You have the main arterial and then an adjacent parallel side street that is what is considered a bicycle boulevard network. This is getting you off the higher stress facility and using the lower stress facility. As far as quantifying something like tree coverage he can look into the other data that TRPA and partners have to perhaps supplement the level of traffic stress analysis and see if tree coverage is something that potentially could be a part of the quantification analysis. Shading is great while you exercise but mitigating that against other complexities like sight line issues and trees can create other less desirable things for cyclists and pedestrians.

Ms. Conrad-Saydah said it doesn't have to be perfect but showing what might be a greener road versus another one that has more exposure. A sliding scale or something like that.

Mr. Friedrich said to avoid that high stress there were some good examples provided of those user conflicts. Another one on the South Shore down near Stateline, the shared use path where there is six feet of pavement, and every kind of user is on it and then you have 60 feet of highway next to it. Mr. Murray referred to one possible solution is looking at expanding shared use paths but that requires more coverage and is a long process. A shorter path would be destressing the road and have a road diet or wider lane and protective barriers. To the extent that these are issues throughout the basin often would be led by the local jurisdiction in coordination with Caltrans or NDOT for example. How do you see this plan working with those efforts, informing them, and partnering with them? What do you see as the role of TRPA and the Governing Board vis-a-vis some of these local efforts to look at either wider shared use paths or road stressing features with barriers and road diets, etc.

Mr. Murray said beyond the Class 1 path widening recommendations, Class 1 paths are a great use of a low stress facility but generally supposed to be implemented in locations where the roadway network doesn't already take you there. The more ideal way to move forward from an active transportation component is to destress the roadway by putting the safe low stress facility on the roadway network because when we are talking in terms of transportation, the roads go to places where people want to go to. It's already a turnkey network for you to utilize to get folks where they

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want to be. As far as the Active Transportation Plan being more than this document being curbs and bike lanes, it's also those policy recommendations. Those policy recommendations when you implement a project have you looked at the feasibility of a protected bike lane as opposed to an adjacent Class 1 shared use facility. That is awesome for the bike lane feature but is there an adjacent sidewalk that the pedestrians use because that is an amenity with the Class 1 trail. Framing these policies in a way that prioritizes what then feeds into the priority project list. Have you looked into the feasibility of adding low stress bicycle facilities on the existing roadway network through that they've identified a tiered priority project that do just that. Then those get rolled into the Regional Transportation Plan that then get the opportunities for funding whether it's through the regional grant program or as the partners apply for a state or federal grants. They can say that those were identified in TRPA's priority project list and it's a level of traffic stress 4 and it's being reduced to a level of traffic stress 2, etc.

Ms. Gustafson asked on the policy recommendations will they also be making recommendations on transit vehicles having bike racks and assisting those who live further up the hill who maybe can't afford an E-bike.

Mr. Murray said the connections for active transportation to transit and making it feasible for folks. It's one thing if you ride your bike to the bus stop and then the bus doesn't have the appropriate rack or facilities for you to get on the bus. That is something that they are looking into with this plan. Also, not only the charging stations for the electric bikes but perhaps E-bike or cargo bike rack design standards.

Public Comments & Questions

None.

Ms. Regan said to the question about TRPA's role intersect with local jurisdictions. Another example of that is the Environmental Improvement Program and the Transportation Action Plan. Our role is often to convene that partnership to go out and find those dollars. That's a leadership role this Board can play. Even going back to 20 years ago when we started with the Lake Lapper program where we raised money for our first environmental scholarship. The leadership to elevate issues around cycling and that spawned the beginning of bike month with the bike coalition and getting the community engaged. That rolled into the update of the Regional Plan to make Lake Tahoe more bikeable and walkable to support our mission in the Compact and policy directive to reduce dependency on private automobile. Just in her tenure we've gotten so much more sophisticated. To Mr. Aguilar's question about safety and E-bikes. Just how important this is in our community. One of her community talks centered a lot around trails. A woman who had been hit by an E-bike was at that meeting and was emotional to hear her story. These are emerging challenges that we are working through in real time. The Forest Service is working through a lot of these issues of better communication and management of identify where E-bikes can and can't be. Technology is changing all of the time and it's an emerging area and are focused on.

VII. REPORTS

A. Executive Director Status Report

1) Tahoe In Brief – Governing Board Monthly Report

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The report can be found on page 291. What's different in this month's report, we've taken our six initiatives down to the three strategic priorities that the Board adopted as part of the Work Plan and Budget last month.

For the October Governing Board meeting, they'll work on some additional strategic planning. The morning would be the regular business and the afternoon would be the strategic planning portion with a check in on the priorities, committee assignments, and how we can streamline committees. Hopefully by October we'll have the California Senate Rules Committee Appointee.

2) Recap of the 2023 Annual Lake Tahoe Summit

We've been doing the Summits since 1997 to celebrate the accomplishments that we've made. Please take a look at the EIP Accomplishments Report that TRPA produces in partnership with all the Environmental Improvement Program partners. We get focused on the problems that we need to solve but don't want to lose sight of what we have accomplished. Since the EIP was launched with President Clinton's first Presidential Summit, almost 200 miles of bike paths and pedestrian paths have been done since the EIP has begun. This period of July and August leading up to the Summit is incredibly demanding for team TRPA. One thing that they did different this year is that they combine some legislative outreach with key staffers. They do an online briefing in June or July as they prepare briefing materials for their members. This year, Chair Gustafson kicked us off at the Tahoe City Transit Center and Ms. Chevallier along with partners, and staff had upwards of 30 staff members from both states, and Federal members that went around the West Shore from Tahoe City to Emerald Bay and back. They highlighted forest health, wildfire risk, to the Meeks Bay Restoration, to Sustainable Recreation and Transportations and everything in between. Since the Summit, new member Congressman Kevin Kiley representing the California side of the lake has signed onto the Lake Tahoe Restoration Act as a co-sponsor following this participation in the Summit.

The Forest Service, TRPA, Director Settelmeyer, Nevada Department of Conservation and Natural Resources, Nevada Congressman Amodei along with other members, stakeholders, and local partners from both states in a briefing in the morning two days after the Summit with a key congressional staffer who staffs the House Appropriations Committee and works with the Chair from Idaho, Congressman Simpson and Courtney Stevens who provided a full briefing for her in the morning and then they went out to see this very famous tree that he's been talking about for ten years.

TRPA talks have been going well and have completed a total of four sessions. The themes are what we've been talking about and do mirror those strategic priorities; Housing and Community Revitalization, Transportation and Responsible Tourism and Recreation, and the EIP continued investment in climate resiliency and trails.

TRPA had three incredible interns this summer Darby Creegan, Miles Schulman, and Spencer Gabe. Mr. Cowen, Ms. Waldie, and Mr. Middlebrook all started in the intern program.

The day before the Summit, the Lake Tahoe Community College groundbreaking ceremony for the dorm project that the Board approved. Last week, the Clean up the Lake Environmental Dive Center opened in Incline Village.

After the Summit, Mr. Middlebrook, Government Affairs Manager took out representatives from the Nevada Division of Outdoor Recreation and the Legislative Counsel Bureau in Nevada on a boat tour and the Events Center. They were delighted to get a proclamation from Douglas County recognizing

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the beach cleanup. They are sharing the recognition with the Tahoe Blue Crew of the League to Save Lake Tahoe.

There are a few other key projects that have come up such as Homewood, the Event Center, Waldorf Astoria. Please contact her if you have questions regarding these projects.

Ms. Ortiz said TRPA sponsors an environmental scholarship every year for local high school students and is one of several ways they support those who are interested and understanding and connecting their livelihoods to the environment that supports us. Ms. Regan created the Lake Lapper Environmental Scholarship fund in 2004. It awards scholarships to Lake Tahoe seniors who are pursuing environmental careers. Since its inception, 29 students have been awarded a total of almost \$14,000. This year scholarships were based on academic and extra-curricular merit and the desire to pursue a career in the environmental field.

Evelynn Bennett from South Tahoe High School and Kai Davi from North Tahoe High School were this year's winners. Evelynn has volunteered with Lake Tahoe Wildlife Care since she was nine years old. She was an all star student and athlete and has carved out time to serve as a student advisory member for the Lake Tahoe Unified School District and assisted the local climate crew. Her ability to balance her job, athletics, and lots of volunteer activities. She's shown her capacity to excel while juggling multiple applications. She'll study Bioengineering with a minor in Bioinformatics at UCLA.

Kai Davi from North Tahoe High School is going to be studying Biology at UC Berkeley. He dedicated his intellectual pursuits with such passion and original research. His love for Mycology inspired the selection committee which was comprised of TRPA staff. He serves as a Biology tutor and a clean up the lake volunteer. He kept up a 3.9 unweighted GPA.

Funding for this scholarship comes from generous donations. If you would like to donate, please make your check out to TRPA with a memo for the Environmental Scholarship by the next September Governing Board meeting or mail it to TRPA to the attention of Victoria Ortiz or Marja Ambler.

B. General Counsel Status Report

No report.

VIII. GOVERNING BOARD MEMBER REPORTS

None.

IX. COMMITTEE REPORTS

A. Local Government & Housing Committee

No report.

B. Legal Committee

No report.

C. Operations & Governance Committee

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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.

X. PUBLIC INTEREST COMMENTS

None.

XI. ADJOURNMENT

Mr. Rice moved to adjourn.

Ms. Gustafson adjourned the meeting at 1:38 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.