

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

Via GoToWebinar

June 23, 2021

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Bruce called the meeting to order at 10:45 a.m.

Members present: Ms. Aldean, Mr. Beyer, Mr. Bruce, Mrs. Cegavske, Mr. Friedrich, Ms. Gustafson, Mr. Hicks, Ms. Hill, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Williamson, Mr. Yeates

Members absent: Ms. Faustinos

II. PLEDGE OF ALLEGIANCE

Ms. Hangeland led the pledge.

III. APPROVAL OF AGENDA

Mr. Bruce deemed the agenda approved as posted.

IV. APPROVAL OF MINUTES

Ms. Aldean said she provided minor clerical edits and moved approval of the May 26, 2021 minutes as amended.

Motion carried.

V. TRPA CONSENT CALENDAR

1. May Financials
2. Fiscal Year 2021/2022 Annual Budget
3. Release of El Dorado County Mitigation Funds Air Quality Mitigation Funds (\$50,000) for the El Dorado County Woodstove Replacement Incentive Program
4. APC Membership reappointment for the Douglas County Lay Member, Garth Alling
5. Update to the Mobility Mitigation Fee including amendments to the TRPA Rules of Procedure Section 10.8.5.A for initial update to the fee amount

Ms. Aldean said the Operations and Governance Committee recommended items one, two, and three. Mr. Keillor told the committee that the May financials ended with a substantial fund balance. Some of the highlights of the Fiscal Year 2021/2022 Annual Budget is that California did not implement its previously proposed \$250, 000 funding cut. The \$500,000 for building improvements associated with last year's fiscal year bond refinancing is being spent in this upcoming fiscal year hence the \$500,000 (using air quotes) budget deficit.

GOVERNING BOARD

June 23, 2021

Mr. Yeates said this morning the Regional Plan Implementation Committee reviewed item number five which is the revision from the former air quality mitigation fee to the new mobility mitigation fee. This converted the air quality mitigation fee that was based on trips to the new mobility mitigation fee that is now based on vehicle miles traveled. In April, the committee unanimously recommend board approval of this minor change. There was discussion that in the future they'll look at doing other things consistent with what was approved regarding vehicle miles traveled reduction program in the threshold.

Board Comments & Questions

None.

Public Comments & Questions

None.

Mr. Lawrence moved approval of the consent calendar.

Ayes: Ms. Aldean, Mr. Beyer, Mr. Bruce, Mrs. Cegavske, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Williamson, Mr. Yeates

Absent: Ms. Faustinos

Motion carried.

VI. PLANNING MATTERS

A. Briefing on Resort Triangle Transportation Plan

TRPA staff Ms. Glickert introduced Ms. Holloway, Placer County who provided the presentation.

Ms. Glickert said corridor planning is the bridge between the Regional Transportation Plans goals and policies, the implementation, and the long term operation of multi benefit projects. It's also the regions approach to comprehensively addressing its largest challenges. The corridor planning framework was developed to increase collaboration and accelerate transportation improvements that often cross jurisdictional boundaries. The Tahoe region is divided into six corridors based on a unique transportation, recreation, and quality life needs of each.

Today, Ms. Holloway, Senior Civil Engineer with Placer County Public Works will provide a briefing on the recently adopted Resort Triangle Transportation Plan which is the corridor plan for the State Route 28 and 89 area on the north and west shore of Tahoe. It also includes the Truckee partners which is the tip of the triangle. Truckee is the Amtrack connection and served by Tahoe Truckee Area Regional Transportation (TART) transit. Corridor planning allows TRPA to leverage its transportation and land use polices to create synergies and maximize the cost efficiencies and benefits of projects. The approach to each corridor is adaptive to recognize and respond to localized needs but planning always includes active transportation, sustainable recreation, and some even have housing considerations as well as development within and near town and regional centers. Staff participated from the onset on several committees and technical working groups to ensure consistency with the Regional Transportation Plan. The RTP includes a project spotlight within the planning context chapter and also highlights the Resort Triangle transportation plan. This Resort Triangle Plan incorporates RTP strategies that were

GOVERNING BOARD

June 23, 2021

recently approved by the board. Placer County is leading the charge applying these strategies to their area. It is the action plan that implements the RTP.

Ms. Holloway said the Placer County Board of Supervisors considered and approved this plan for eastern Placer County in and outside of the Tahoe Basin in October 2020. The Resort Triangle Plan was developed to extend that transportation focus. The Resort Triangle is the area between North Lake, the Interstate 80 corridor, and the Town of Truckee.

This effort emerged out of the adoption of the TART's system plan back in 2016 as well as the Placer County Tahoe Basin Area Plan. It's intended to provide a refined focus on the transportation initiatives that were seeded with TRPA's Regional Transportation Plan. Two efforts that preceded this Resort Triangle Plan was the board's adoption of the North Lake Tahoe Transportation Demand Management Strategies which came in the wake of their area plan adoption. Also, it was the states requirements for vehicle miles traveled as their California Environmental Quality Act metric under Senate Bill 743. The plan was made possible through a Caltrans sustainable planning grant.

The programs in the plan strive to lessen the travel via the personal vehicle. They want to improve the transportation experience for the residents and visitors while minimizing the environmental effects.

This plan was developed in concert with the Regional Transportation Plan and is aligned with the goals of that plan. It's intended to bring more detail in moving those high level program ideas and initiatives into implementation. The plan also bridges a divide in Placer County between two regional planning agencies; one in the Basin with TRPA's jurisdiction and outside of the Basin with the Sacramento Area Council of Governments as the metropolitan planning organization and regional planning agency for the portions that are immediately outside of the Basin.

There are four focus areas of the plan: Adaptive Corridor Management; Parking Management; Transportation Demand Management; and Vehicle Miles Traveled.

Adaptive Corridor Management is intended for the long distance trips and the entry points into the Placer County portion of the Tahoe Basin which are predominately on the state highways in the Resort Triangle. The key emphasis of adaptive corridor management is promotion of transit usage.

Parking Management provides a better system in which to manage the attractiveness of vehicle usage.

Transportation Demand Management (TDM) strategies focuses on the travel choices and alternatives, specifically transit shuttles and a focus on reducing the overall vehicle trips that are made.

Vehicle Miles Traveled is a focus of the region and the programs in the Resort Triangle Transportation Plan implements those needed steps for VMT reduction.

During the development of the plan they organized two stakeholder groups; one focused on the technical recommendations and the other was a community focused group that helped inform the plan and seed the plan in the community. The outreach also included a broader conversation and virtual community outreach workshop held online that reached out to hundreds of community members and stakeholders to inform the plan.

GOVERNING BOARD

June 23, 2021

Adaptive Corridor Management was how did they better manage and utilize the current infrastructure during peak periods of travel demand. There were four alternatives considered: Bus on shoulder initiatives which has been a focus of discussion of the Bi-State group. Different options were studied and vetted and what rose to the top was reversible bus only center lane on State Route 89 and 267. Development of this bus only reversible lane was done in close consultation with Caltrans and the California Highway Patrol who had a lot of operational and safety concerns.

The vision for the bus only lane is broken down into near and long term. Phase 1 looks to upgrade signals along State Route 89 and 267 with transit signal priorities. They'll also look at opportunities to provide additional lanes outside of the general purpose lane or a redefinition of a general purpose lane to provide transit queue jump lanes. That is a lane that a bus could get a jump on the regular vehicle queue. Phase 2 expands from that intersection work in building the bus only lane in between the intersections on the segments. Phase 3 would have a climbing lane over Brockway Summit.

The bus only lane had a positive response from both the virtual workshop and the technical stakeholders that they engaged.

Parking management element focuses on the town centers in Tahoe City and Kings Beach as well as some summer and winter recreational areas. They are recommending implementing paid parking in the town centers with some of public lots as well as street parking. In conversations with the community, the ability to adapt any kind of parking management program that Placer implements for the public onto private lots is a voluntary application by an owner or an applicant is something that Placer is open to. The paid parking system better manages the stay of that vehicle in the town centers and acts as a nudge to decrease vehicle usage overall. It also has the potential to generate revenue to be used with their alternative mode strategies and mobilities that are transit shuttles, construction of sidewalks, bikes, trails, and bike paths.

Their recommendation also includes the residential parking management program to be coupled with paid parking. They recognize that any paid parking system that is developed in those town centers is going to have a dramatic and spill over affect into the neighboring residential areas in those town centers. It's critical to think about those two efforts together. This effort on parking management was generated through a conversation with the business communities initially. Working closely with the downtown associations of Tahoe City and Kings Beach they've developed those recommendations and received support from them.

(Slide 12) The area in blue are the areas being recommended for a paid parking strategy. Tahoe City is on the left and Kings Beach is on the right. The green area is the neighboring residential and would focus efforts on a permit or residential parking program as part of phase 1. On the left, the orange in Tahoe City is the 64-acre and will be recommended for a paid parking strategy for that over flow lot. On the right, the orange is the Kings Beach State Recreation Area and is a good example of paid parking model that already exists.

With the recreational component of parking management they focused on the high frequency beach attractions. They have a recommendation for paid parking strategies at these locations. Many of these locations are already feeling the "heat" of summer attractions. They took a survey when they developed the plan of all the beach attraction areas throughout the Basin and found that beaches in Placer County are some of the only beaches where it is still free to park and there is no paid parking strategy.

GOVERNING BOARD

June 23, 2021

The plan includes some initial recommendations on a micro transit or shuttle program. Again, building off the recommendations from the Regional Plan they started to put some detail in how they might implement that in Placer County. Placer is committed to providing a pilot of this service this summer that starts on June 24th through Labor Day. Information can be found at www.tahoetrucketransit.com/summer21. They've branded this TART Connect because although it's a great alternative to get downtown or the beach once someone is in the region but the real bang for the buck is that the service provides a much needed first mile/last mile to get from someone's house to the regional TART system bus stop. They hear this over and over for reasons why people don't use the bus system.

They polled the community to see where there was higher demand and there was wild interest in all areas of Placer County when this question was asked. The decision for the pilot was to make that connection for the town centers, first mile/last mile opportunities to provide an alternative mode to the personal vehicle.

The plan acknowledges the need for additional awareness and promotion of overall trip reduction programs and opportunities for those who live and work within the region. Both Placer County and TRPA have current ordinances or codes related to that work travel. Therefore, they've decided to team up to roll out the commute Tahoe program and some potential amendments to both TRPA ordinances and the Placer County trip reduction ordinance. They want to ensure that it's still relevant and build connection and partnerships with the businesses that would be asked to implement it. The north and south shore Transit Management Associations (TMA) are also a part of that roll out of Commute Tahoe and the overall discussion, leveraging them to get out to the businesses and work through those contacts to help define the right mix of transportation strategies.

They polled those who live and work within the region and found great support and usage of alternative transportation. "Build it and they will come" exists here in Tahoe. They want to ensure that incentives and opportunities are provided for people that live and work within the community can better access those amenities.

The work in the Resort Triangle Transportation Plan fits into the Regional Transportation Plan with three buckets of Visit Tahoe, Discover Tahoe, and Everyday Tahoe. The Resort Triangle Plan is moving them forward towards implementation of the Regional Plan.

The efforts of the Governing Board in adopting the regional and project level vehicle miles traveled standards in April with implementation of Senate Bill 743 under the California Environmental Quality Act law last year, project development in the Tahoe Basin portion of eastern Placer as well as El Dorado, and the City of South Lake Tahoe was suddenly subject to this overlapping environmental review standard, one under TRPA's Code of Ordinances and one under Placer County California Environmental Quality Act requirements.

Placer has teamed up with TRPA over the past 1.5 years and looked to minimize the need for two different studies, metrics, and potentially two different conclusions under VMT. The Placer County Board of Supervisors adopted the East Placer VMT framework under the California Environmental Quality Act review at their board meeting yesterday. Their next steps include a focus on VMT mitigation and implementation through public and private partnerships. Placer is currently updating their transportation fee program which has been predominately focused on vehicle capacity needs. This update will incorporate funding for all modes of travel focusing heavily on transit. There are also exploring the possibility of a VMT mitigation bank or program.

GOVERNING BOARD

June 23, 2021

They're working with Ms. Sloan and other TRPA staff to coordinate the transportation fee mobility mitigation fee and others within the region for project development.

Transportation funding for eastern Placer is very complicated and a combination of both state, federal, local, and private sources. The takeaway is the amount and the number of funding sources that play into the larger implementation of transportation in the region and second, focusing in on the yellow and red portions (slide 21). The developments in the yellow are paying their fair share towards VMT mitigation. The other is to highlight the need to leverage alternative transportation funding through both public and private sources that are noted in red.

Presentation can be found at:

[Agenda Item No. VI.A Resort Triangle Transportation Plan](#)

Board Comments & Questions

Ms. Gustafson said Ms. Holloway has done an outstanding job coordinating with Placer staff and stakeholders. The Placer County Board of Supervisors approved the VMT strategies yesterday. Placer is varying a bit from TRPA in that their trips have to account for longer distances than TRPA does. Some of the challenges that they face as public officials in implementing sections of this especially as it relates to parking is higher adequate enforcement staff. The community is ready for some paid parking and residential parking permits but they need to be staffed up and ready to go because wherever they push them out of, they will find another spots. That is one of the more challenging public policy side issues.

The projects will be challenging and they'll need to raise funds. There's hope that they'll find regional revenue and can continue these pilot programs on an ongoing basis for micro mass transit and expand. They currently have zones but are getting request on how to get between zones and want to go to direct from Tahoe City to Kings Beach without having to change vehicles and that cannot be accommodated for this summer. Working on that mitigation bank, transportation takes regional solutions and when they try to implement the mitigation fees project by project, it's going to be challenging and time intensive for the project proponents. Whereas a regional solution if they are able to implement that and bank opportunities the county can guarantee that funding moving forward and be more comprehensive in their approach.

Ms. Aldean said great presentation and compliments to Placer County for moving forward with these initiatives. In the presentation it looked like there was a raised median to the right of the reversible bus lane. How can it be reversible if there's a raised median or is there a point of entry such as a carpool lane?

Ms. Holloway, Placer County said the example shown was more of an urbanized setting in Sacramento. The raised median would also be a challenge for Caltrans with snow plowing. There's more conversation and detail that needs to be done on how they implement that. The county will work closely with Caltrans.

Ms. Aldean asked what the breakdown was for the paid parking survey. Are the opponents mostly business owners who are concerned about discouraging patronage.

Ms. Holloway, Placer County said she will follow up with Ms. Aldean offline.

GOVERNING BOARD

June 23, 2021

Mr. Yeates referred to the pie chart on slide 21. This is what has driven Mr. Lawrence to get a resolution out of the Nevada legislature. What we're working on is two states, a basin with all the local governments, and how do we deal with the funding to carry out what we need to do with what Placer has approved and part of the \$2.7 billion Regional Transportation Plan. It's very difficult to get the capital improvement funding to do a lot of the things if we're going to try and piece all this together.

He appreciated Ms. Gustafson's leadership and Placer County to figure out different ways to come up with local funding to provide the free pilot this summer for a micro transit to see how it works within the tourist demand economy. This will give us valuable information but ultimately what we're going to come up with is a recommendation based on our priorities of where the funding needs are. But what we have to ask of the states and maybe the federal government is look "you didn't build the Golden Gate Bridge with this kind of pie chart." You came up with a need and established the fund and gave them upfront funding and then paid it off overtime by either selling bonds or charged people for crossing the bridge, etc.

That's the difference for a Basin that's been set up to protect Lake Tahoe and address the recreational interest that come into Lake Tahoe. The two states and Congress have to come with a better way for this Basin to be treated differently than just another local or state agency because what's been done is a bi-state approach has been created. We're going to need to convince them that we need a shot of infrastructure funds to allow us to start, then we start paying this off and adapt to how this works. We can't continue to operate in the kind of incremental fashion that we have been in this Basin. The Bi-State Consultation group has to address what is it that we need, how best do we put it together, and how do we pay for it? It needs to be done in a fair and equitable to everyone. It is essential to protect Lake Tahoe and make the recreational place that we like and enjoy without having the cars and traffic destroy it all. This chart showed the difficulty that we have now under current funding mechanism.

He thanked Placer County for their leadership. They provided a good example for them to make the pitch, we're doing what we can but we need some help.

Ms. Holloway, Placer County said it acknowledged the patchwork or challenge of all these funding sources. Getting the money is a challenge for every project where they're trying to develop a funding strategy project by project. Sometimes, that makes sense because transit funding is different from road infrastructure funding. The color of that money changes depending on the application. She appreciated Mr. Yeates comments about the larger vision and strategy.

Ms. Hill said kudos to Placer County, it's an incredible plan. Washoe County is embarking on doing some studies starting in July 2021 on parking, traffic, and beautification. She'll be reaching out to Placer County about the process they started in 2018 and looks forward to Washoe County having a similar plan in a few years.

Mr. Lawrence said kudos and appreciation for the leadership of Placer County for putting together this plan, the forethought, thinking outside of the box, and looking towards a vision of what transit and transportation will look like in Placer County and the Basin. He liked the format of the plan with breaking out the priorities and then identified the priority projects. Also identifying both the benefits and implementation consideration that got to the granular level of what it's going to take to implement.

Referring to the pie chart on slide 21, It's a great chart that shows the complexity. As a state

GOVERNING BOARD

June 23, 2021

representative it's important to highlight all of the work in generating revenue at the local level and that chart does a good job of that. Everybody's in this together and this is how everyone is paying for it and we need to figure out a better way to do it. Each slice of the pie chart seems to be very even and equal. He assumed that the chart is just illustrative of the different funding sources and doesn't actually show how much each funding source goes into transit.

Ms. Holloway, Placer County said that is correct. It was meant to be a graphic to show the amount and detail of the funding. If it were a truly represented pie it would be a pretty big funding sources with a bunch of little slivers in it.

Mr. Lawrence said it probably changes year to year because some of those sources are grant sources and can go up or down. When he's spoken to the Sand Harbor park rangers there are a fair number of visitors from Reno and Carson City but a lot are traveling in from California. What are the thoughts to connecting the different micro transit services or providing micro transit from Placer County to the East Shore for example?

Ms. Holloway, Placer County said that's not something that they specifically studied but they are open to having those conversations. Providing that benefit as much as they can in moving people around.

Ms. Gustafson said that's probably next step that the county wants to look at how they connect those now that the Tourism Business Improvement District (TBID) is passed they need to go back and find the permanent funding to do that. The company that they've been contracting with to provide the micro mass transit couldn't staff up to provide all the services that they wanted year one which they couldn't afford in year one anyways. By next summer, they certainly should be able to expand and look at connectivity between zones. Again, it's funding dependent.

Mr. Lawrence said that's going to be the key particularly for sustainable recreation is to have these places where people can park outside Basin or immediately when they get into the Basin but then have a service to get to where ever they want to go to recreate in Tahoe.

Mr. Bruce said these are fantastic ideas and out of the box. Every jurisdiction in the Basin should be looking at this to try and better their plan.

Public Comments & Questions

Carole Black, Incline Village resident proposed that TRPA consider a collaborative to manage and maximize positive outcomes and minimize adverse safety and environmental impacts across an expanded corridor approach into overlap areas and considering intercepts, connections, and integration with adjacent geography.

TRPA seems well positioned to take this on as a convener to address complex issues and develop workable interventions. She agreed with everyone else, this Placer County Plan has enormous positive content and lots of ideas and examples.

Some of her concerns are that this approach presented today touches on a portion of this area but only as it faces the Resort Triangle and doesn't address tactics for volumes of transit and vehicles coming from or passing through the "Triangle" into adjacent areas. In her case towards Incline Village and Crystal Bay. This is an example of an opportunity and not a criticism.

GOVERNING BOARD

June 23, 2021

Significant development is planned or in process along State Route 28 between the State Route 267 intersection and Crystal Bay/Incline Village. Around Crystal Bay there's multiple development and boarded up buildings possibly waiting for development, She hasn't seen a comprehensive plan to discuss what's going to happen to people trying to get through that area; traffic, congestion, or evacuation as another example.

She's putting a pitch in for some kind of overarching, collaborative coordination effort to look at the interface and overlap areas to get an integrated, cohesive across region approach as we move forward.

Steve Teshara on behalf of his role as a transportation activists around the region. He seconded the commendations for Placer County and the work that they've done on this plan. What isn't shown or necessarily reflected in Ms. Holloway's very good presentation is the amount of dialogue that the county has with the Town of Truckee and increasingly with Washoe County. Even though this is a Placer County Resort Triangle Plan it clearly involves the Town of Truckee, with good working relationship that Supervisor Gustafson has developed with Commissioner Hill, increasingly involving Washoe County. That kind of regional collaboration is really important. He feels sometimes on the South Shore we get a little siloed, so we can be inspired by what's happening in the Resort Triangle. He commended Mr. Yeates for his comments. When you look at the pie chart it is illustrative of how crazy transportation project funding is, whether it's for infrastructure or transit. There has to be the kind of solutions and understanding of that challenge that Mr. Yeates described relative to the two states we are working with to help find a solution to these problems. It cannot be done with local revenues alone. We hope to be successful in our collective efforts to find a regional transportation funding solution that is sustainable.

B. Update on Greenhouse Gas Inventory Report and Climate Initiative Update

Ms. Regan said you all have heard from Mr. Middlebrook on previous occasions in relation to our climate and various sustainability initiatives. She thanked the state of California through the California Tahoe Conservancy for funding the work that Mr. Middlebrook will be providing an overview on. This is coming at a crucial time where we are feeling the effects every day of climate change. It intersects with everything that we're doing. When you look at connecting the dots, our last presentation was a good connecting of the dots between our high level policies at the Regional Transportation planning level down to the implementation in corridors and neighborhood scale. That's what it takes to pull off the kind of epic collaboration for our regional planning initiatives.

In 2014, TRPA won an American Planning Association national planning award for its first sustainability plan which this climate initiative for the Agency is tiering from. The inventory of greenhouse gas emissions that Mr. Middlebrook will share in his presentation today gets into a much finer grain of detail at the opportunities that we have to reduce greenhouse gas and adapt going forward. Looking at the future in terms of adaptation, we have the Environmental Improvement Program. The tag line that we came up with for this newest update of the EIP was a blueprint for climate resilience. Taking this further from this conversation into more prioritization of how we can harmonize both of our states aggressive climate goals. As well as all of the work of the individual jurisdictions which have been very active in this space. Then what is the right fit for TRPA at the regional scale of connecting the dots and harmonizing all that so it rolls up into action that supports state goals and down to the local neighborhood level.

TRPA staff Mr. Middlebrook provided the presentation.

GOVERNING BOARD

June 23, 2021

Mr. Middlebrook said the 2014 Sustainability Action Plan and Sustainable Communities Program was nationally award winning and set the goal post very high for climate action in Tahoe. This wasn't the first time we were working on climate and won't be the last. In the bi-state Compact and the formation of TRPA they may not have used the words "climate change and sustainability" but everything that framework lays out for TRPA does touch an advance climate action at the Lake.

Within the 2014 plan and subsequent local and regional statewide plans that have been adopted to today, looking at both mitigation and adaptation there are a lot of actions going on. (Slide 3) On the left highlights the mitigation actions to reduce the greenhouse emissions. There are 184 identified actions in the region. The red bar shows the percentage of greenhouse gas emissions by category in the region and the green dots show where all of those actions are directed.

The actions do align where our missions are at. In terms of adaptation within the region there are about 325 actions identified over a broad set of different categories. Many of these mitigation and adaptation actions have been implemented, are currently being implemented, or planned for implementation. The region and partners are very active in addressing climate change. As we continue to advance climate action there are many new inputs that have come in since 2014 and things that we're responding to make sure that TRPA and the Tahoe region continue to be on the cutting edge of climate action. That includes the greenhouse gas inventory. There are additional state mandates which Nevada has released its first ever climate strategy last December and many of the projects and programs that TRPA works on are in alignment with that strategy. Regional and local climate plans have been adopted including the City of South Lake Tahoe, and Placer County. The California Tahoe Conservancy along with input from many stakeholders just released the Tahoe Climate adaptation primer which highlights all the adaptation actions at Lake Tahoe.

The 2014 target for greenhouse gas reductions was 15 percent reduction in greenhouse gas emissions by 2020 and the inventory that will be presented today shows that it was met in 2018.

Greenhouse Gas Emission Inventory:

The exciting and innovated part about this emission inventory is that they just didn't look at emissions and sources of emissions but also looked at carbon sequestration on the landscape to get a full picture of the carbon cycle in the region.

In terms of emissions and carbon sequestration all of the numbers on slides are in carbon dioxide equivalent which is a metric used to be able to compare various greenhouse gases, apples to apples.

(Slide 7) Is the 2018 emissions breakdown for this inventory. They looked at both 2015 and 2018 emissions and compared those to 2005 and 2010. Over 95 percent of the emissions in the region come from transportation and energy sectors which are the roadways and built environment. In the energy sector natural gas is 56 percent of that 59 percent of emissions in energy. In 2018, natural gas overtook electricity as the number one source of greenhouse gas emissions in the Tahoe Basin. This is also broken out by jurisdiction and roughly equivalent to each of those jurisdictions population and land mass within the Tahoe Basin. There's nothing that stands out on that. There are boating emissions unattributed to any jurisdiction which make up about 3.6 percent of the emissions.

Comparing the 2018 numbers to previous emission years going back to 2005, the good news is

GOVERNING BOARD

June 23, 2021

that we are reducing emissions. They significantly decreased between 2005 and 2018. The 1,000 plus percent increase in wastewater (slide 8) is due to a way that wastewater emissions are calculated. Not an actual large increase in those emissions and overall they make up a very small percentage of emissions. The emissions did slightly increase from 2015 to 2018. While we are making progress overall, we do need to stay on top of it with implementing projects that reduce those emissions.

The energy sector from the built environment includes electricity and natural gas. This is also linked to the runaway and ramped development leading up to the 1960 Winter Olympics and the ultimate creation of TRPA. This inventory used a tool called the Urban Footprint to start to model the built environment. This is what greenhouse gas savings we could have from implementing the Regional Plan and Regional Transportation Plan by redeveloping development that is in sensitive lands and moving that to compact, mixed use, and walkable town centers. (Slide 9) The purple darker colors are the older buildings and then the lighter colors are the newer buildings. They start to see that those benefits of the Regional Plan that existed are in fact there. Local implementers such as the California Tahoe Conservancy can't start to use these tools to model future property acquisition and restoration projects not only in the terms of their benefits to water quality but now, they can start to model them in terms of their benefits to climate mitigation and reducing greenhouse gas emissions.

This inventory is the first time they've started to look at carbon sequestration on the landscape. This is an innovative approach to greenhouse gas emissions and there are no set standards for how these are made. While the forests are absorbing a lot of the carbon dioxide every year between 300,000 to 900,000 metric tons of that carbon dioxide equivalent. They also understand that the forest are overgrown from years of fire suppression and historic logging. That isn't necessarily a sustainable or resilient amount of carbon dioxide to be sequestered every year. We need to balance forest resiliency and wildfire risk with wanting to have that carbon sequestration on the landscape.

Similarly there is uncertainty with meadows. Healthy meadows are green, lush, and are absorbing carbon but the degraded meadows can be carbon emitters. Not only do we get those water quality and habitat restoration benefits from restoring stream environment zones, but we also get more climate change and carbon sequestration benefits.

(Slide 12) In 2018, the net balance has a lot of variability in the data and modeling for carbon sequestration and there's no set protocol on how to measure it. Across the region, we either are a net carbon emitter or potentially a net carbon sink.

There's the need to balance carbon sequestration with other priorities such as wildfire risk in the forest. While carbon sequestration is definitely a strong tool in the tool kit for fighting climate change its not the silver bullet that will solve all the problems. There's more science and research that's needed locally in the Tahoe Basin to understand that carbon sequestration process and start to develop a more rigorous protocol for being able to compare and have balance sheets in the future years. Carbon sequestration was one of the priority task identified in the Nevada State Climate Strategies.

There is need for more modeling of climate benefits including redevelopment and restoration. Implementing the Regional Plan through partners like the California Tahoe Conservancy or the Nevada Division of State Lands to remove aging infrastructure in the meadows and stream environment zones. Not only have those benefits of removing of those emissions but then when the land is restored, you then are sequestering even more carbon. Some of the science and

GOVERNING BOARD

June 23, 2021

monitoring needs to be done on the ground. A lot are models and averages from other areas and they need to do before and after soil carbon monitoring to see the actual benefits from meadow restoration projects then using this inventory to set management priorities.

Ninety-five percent of the emissions are electricity and transportation with natural gas taking over electricity. How do we identify which actions we need to prioritize in order to address where we know those emissions are coming from? The fact that this is not a small task in front of us, the next reduction targets identified in the Sustainability Action Plan are a 49 percent reduction by 2035 and in line with both California and Nevada now, and the regional goal of net zero by 2045.

We get there with the Climate Resiliency Initiative. The greenhouse gas inventory talked about the mitigation piece which reduces impacts of climate change by reducing the emissions and lowering potential warming but adaptation and resilience are equally important in addressing all of the impacts we know are coming from climate change.

Over the past several years the California Tahoe Conservancy completed a climate change vulnerability assessment for the Lake Tahoe Basin which helped better model and understand those impacts such as flooding, wildfire, landslides, and disease that are expected or modeled for the Tahoe Basin.

When you layer that on top of things like the Regional Transportation Plan, you can look at the roadways and fire risk to those roadways especially those key evacuation routes with the red being extremely high fire danger and the green being lower. That's when you start to connect things like the Resort Triangle Transportation Plan with the impacts of climate and it shows that State Route 267 is very high fire danger for example. How do you develop those transit priority lanes and other improvements to the infrastructure to not only get people out of their vehicles but to also to better help in times of emergencies and evacuations.

(Slides 18-21) The following diagrams will show how interconnected all of this is between mitigation, adaptation, and resiliency. When we talk about adaptation and mitigation in terms of transportation, land use, natural resources, and science; and when those buckets add up and impact resiliency and build our resiliency as a region, that includes the economic vitality, the health and equity of our communities, the Environmental Improvement Program, and emergency response.

(Slide 19) Mitigation: Taking the new VMT per capita threshold standard as an example on the bottom left. Those grey lines show where everything connects. Not only does the VMT per capita standard connect to the Regional Transportation Plan it also connects to zero emission vehicles and removing the aging infrastructure which then leads to natural resource benefits including increased carbon sequestration and higher water quality within the watersheds in the EIP program.

They do the same process for adaptation and resiliency over slides 20 and 21. This highlights how our wildland urban interface forest health roadway design help us adapt to future climate scenarios.

Resiliency is about building capacity. We saw with the Covid-19 pandemic and the regions response through mobilizing recreation partners to have that sustainable recreation and tourism development and the amount of resources that were deployed with the challenges of the pandemic are showing the regions resiliency and the things that are being done under that

GOVERNING BOARD

June 23, 2021

program today can help build that resiliency in the future. (slide 21).

This is being done by integrating across their plans and implementation programs. They don't want to create another plan, another program, or working group. It is all about integration and connection and is what we as a region and TRPA are good at is making those connections, collaborating, and bringing the region together. Implementing climate change through the Regional Transportation Plan, Regional Plan, and Environmental Improvement Program are how we're going to get across the finish line.

That is done through regional collaboration but also through integration and adaptive management, education engagement, equity, and understanding that everyone plays a part. It's getting everyone moving in the same direction towards the goal and using science data and monitoring to ensure that we're doing what we need to do in identifying those emerging areas where more action may be needed.

(Slide 24) Adaptive Management: They used the science of that urban footprint modeling of the aging infrastructure to plan code updates and plan infrastructure improvements, and infrastructure resiliency which is implemented through redevelopment, energy efficiency programs, renewable energy, and our key partners like the California Tahoe Conservancy, Nevada State Lands, and local jurisdictions who help us get there. This table illustrates all of the touch points within land use, transportation, and natural resources here at TRPA and the broader EIP partnership where climate change is actively being integrated across those. Then using the data and science to adaptively management for changing conditions on the ground.

TRPA and Tahoe has continued global leadership. We've always been a global and national leader in terms of environmental protection and using transportation and development to find a balance between the built and natural environment. The United Nations has a set of 17 sustainable development goals. There's a group of nine (slide 25) that we work towards implementing. In 2019, TRPA was named a top global 100 sustainable destinations which is one of the very few in the United States. TRPA also works internationally with groups such as the Chile Lagos Limpios. They've also been working with the Future of Tourism Council which is over 280 destinations across the globe who are committed to climate action in the work being done at TRPA and Lake Tahoe. This is helping to influence tool kits and help other destination implement those goals and create plans leading up to 26th UN Climate Change Conference in Scotland later this Fall.

Presentation can be found at:

[Agenda Item No. VI.B Climate Change](#)

Board Comments & Questions

Mr. Bruce said these are the issues of our time. He appreciated the presentation on what TRPA is doing with respect to climate change.

Ms. Williamson said the state of Nevada recently found that the transportation sector had overtaken the energy electricity sector as the biggest emitter for the state. It's interesting to see that in the Basin it's still marked as energy electricity and not transportation. Natural gas is included in electricity and also broken out by itself. Is that saying that we're counting the natural gas piece for electricity generation and then the separate line item of natural gas for building home heating, is that where those numbers are coming from?

GOVERNING BOARD

June 23, 2021

Mr. Middlebrook said yes, in both California and Nevada nationally transportation is higher than the energy sector but in Tahoe there is not as much freight and transport that the broader states have. In California a lot of their transportation emissions are coming from the ports. Those ports have an overwhelming influence on that. Based on our geography and industry is why we have that difference. In terms of the natural gas, the US protocol for greenhouse gas emissions has energy in one overall bucket so we do break out energy and natural gas on the chart. The 56 percent of the 59 percent overall.

Mr. Lawrence said he understands that it's still an emerging science on the sequestration side. Nevada does struggle with coming up with the calculations particularly in a Basin and range state with the sage brush step, etc. But related to Tahoe, there is a lot of opportunities for the sequestration but there is also the wildfire risk. We do a fair amount of pile burning every year because we can't chip everything on site and haul everything out of the Basin. How much did wildfire risk and treatments regarding pile burning influence the calculation regarding sequestration?

Mr. Middlebrook said a lot of the work is very technical. On terms of emissions and what's being emitted, wildfire emissions in the US protocol are considered naturally caused and not counted as human caused emissions. The team that did the carbon sequestration looked at the forest in 2014 and 2018 and grew it forward so they took into account forest treatment projects. He's unsure how the exact emissions from each pile burn were calculated in that but changes to the forested landscape were able to be captured and enumerated in the report. He can follow up with more information offline.

Mr. Lawrence said he would appreciate more information. He understands it's a challenge and emerging science but it sounds like accounting for wildfire and pile burning was part of the equation.

Public Comments & Questions

Steve Teshara, regional advocate said this is a focused environmental look at another reason why regional transportation and sustainable funding is so important. We have important environmental goals with greenhouse gas and VMT reduction and is another reason why we need to focus down on developing a sustainable regional transportation revenue source.

C. Aquatic Invasive Species (AIS) Annual Program Update

TRPA staff Mr. Zabaglo provided the presentation.

Mr. Zabaglo said the AIS program is a major priority program of the Environmental Improvement Program. The program deals with prevention, boat inspections, control, monitoring, and education. It's led by the Aquatic Invasive Species Management Plan that's federally approved and signed by both governors and TRPA's executive director. It's the plan to control another program level strategic plan that describes actions and designates TRPA as the lead agency to implement and oversee the aspects of the program.

(Slide 3) Some of the species they're concerned about are the Quagga mussels which is a species that the lake doesn't have but the Curly pondweed is a species that we do unfortunately have in the Lake.

The program has been successful with no new invasions since the inspection program began in

GOVERNING BOARD

June 23, 2021

2008. TRPA excels at building those private public partnerships that not only surround the Environmental Improvement Program but the Aquatic Invasive Species Program with all the partners, not only the major implementors like the Tahoe Resource Conservation District with prevention and control. Also, the US Forest Service implementing projects along with the marina partners, the boating public, the contract divers who do some of the control work, and non-profits such as the League to Save Lake Tahoe, the Tahoe Fund, and local jurisdictions.

Covid presented unpredictable challenges. Not necessarily new lessons learned but reinforced that open and regular communication is critical. Staff has established regular attendance at the AIS Marina Association, the AIS Coordinating Committee, and are in constant communication with our delegation and partners. Lessons learned was implementing old techniques in a new way.

Prevention: There's been no new invasives since the program started. It's been very successful and considered a national model. Other programs around the country mimic what we do. It's mandatory that all motorized watercraft are required to be inspected before they launch and be decontaminated if necessary. There's extensive training with staff and the marinas to ensure that only inspected boats are launched. In addition, there are sound protocols based on science and those are followed with regular training and is also checked with a secret shopper program.

With protocols based on science 140 degree water will kill anything that they're concerned about. Those protocols allows them to be prepared for any invasive species that are on a boat. Education is critical. When boaters come to the clean, drain, and dry it makes their job easier, it presents less risk to the Lake, and allows for the boater to have a shorter experience at the inspection station. Boaters can now go to the website and make appointments for inspections. With 2,400 inspections done so far this year, 60 percent have been through the appointment system. Inspections by appointment have a \$15 convenience fee has equated to around \$34,000 in additional fee collection this year.

The Meyers inspection station now has a gazebo that is filled with useful information for boaters not only about invasive species but safe and smart boating practices along with various Take Care messaging. That was built with funds through the Tahoe Fund.

The number of boats seen with mussel boats this year is 13 so far with a total of 56 with some sort of AIS. Last year at this point there were 22. The protocols are designed to ensure that the inspectors know where to look and that the decontamination are killing these invasives. Staff is also working with regional partners, both states Wildlife agencies. When they find mussel boats they coordinated and decide what is the best steps for the boat of either a decontamination or do they recommend that the states follow up with a quarantine period to ensure that those mussels are dead and not entering the Lake. Along with the regional partnerships at a western level, they all use an app that can track a boat from another lake. Some with Quagga infested water bodies do exit inspection so through the app they know those boats are on the way. They're also working with the partners to have a broader outreach because some of our western partners are also seeing more mussel boats than the past. They're looking at publications such as the Boat Trader magazine to take out ads to alert potential boat buyers that they should do their due diligence to know where a boat has come from and do what is necessary to get it inspected and decontaminated before bringing it to a new water body.

There's significant outreach because of what is being experienced they are not leaving any avenue for outreach unchecked. The Meyers gazebo, bill boards on major highways, print ads in

GOVERNING BOARD

June 23, 2021

local and regional publications, news stations, press releases, and social media are all used for education and outreach.

Control: They look to control the existing species such as Eurasian watermilfoil, Curly leaf pondweed and Asian clams. Some of the methods used are bottom barriers which will suffocate or block photosynthesis for Asian clams or some of the invasive plant species. The diver assisted suction removes not only the plant, the root system, and the seed structure (turion) that Curly leaf pondweed uses to reproduce. Tahoe is the proven ground for innovative approaches such as ultraviolet that destroys the cells of plants.

The control program has the 10-year strategic plan known as the Action Agenda that was put into place last year to reduce the existing invasive species by 90 percent over ten years. Every location that has been identified as having some infestation of an existing species has some level of activity so they're addressing every location that they are aware of. Whether it's through a planning process like they're doing at the Tahoe Keys currently or active implementation such as Meeks Bay or another project that will be starting this year at Taylor Tallac. There are also areas they are doing surveillance monitoring where they've achieved localized eradication predominately on the north shore.

The Action Agenda also provided some recommendations on new performance metrics. Not only do they want to continue to track the acres they treat each year but also want to track how much progress they're making towards that 90 percent reduction. They look at overall acres reduced and the number of projects that are put into place every year. They've formed an ad hoc committee of their AIS Coordinating Committee to identify new and updated performance measures.

Meeks Bay project should be wrapping up this year and is a part of a likely trend where these are projects that are phase one of a much grander restoration effort. Phase one is the aquatic invasive species control and eradication and phase two will be more of a broader restoration.

Ski Run is another innovative approach that has been implemented at Tahoe with the laminar flow aeration. It's a process that has diffusers in the water that provide a consistent level of oxygen from beneath the substrate all the way to the surface to allow better decomposition of those loose organics (muck layer). There are still some signs of plants so there's a planning process to do complimentary work to the laminar flow aeration starting next year with ultraviolet light and possibly bottom barriers and suction removal in the boating channel lakeward of the marina.

Another "first time at Tahoe" method is the use of bubble curtains that started in the west channel of the Tahoe Keys. About two years ago, the Tahoe Keys property owners along with support from the League to Save Lake Tahoe put in a bubble curtain in the west channel that prevents fragments from moving out of the Tahoe Keys. Recently, a bubble curtain was installed in the east channel of the Tahoe Keys. These are also located at the private Elks Point Marina along with another one at Lakeside Marina. The ones at the Tahoe Keys are intended to prevent fragments from leaving. The ones at Elks Point and Lakeside are intended to prevent fragments from entering the treated areas.

The Taylor Tallac project will start in August and will be the largest one attempted at over 17 acres. It's located in a wetland marsh and creek environment so access is difficult. This project is critical because of the habitat. The Forest Service has reported that the Taylor Tallac area is

GOVERNING BOARD

June 23, 2021

capable of providing habitat for every native species in the Basin and is the last functioning wetland in the region.

Typically, the bottom barriers used are 10 x 40 with quite a bit of overlap to ensure that there are no gaps in the treatment area. That causes a loss of about 30 percent of the area that these barriers provide. What they are doing for the first time at the Taylor Tallac project is that they've purchased the mats in large rolls about 300 to 400 feet long that the divers can unroll and limit the amount of overlap which also reduces the amount of labor to put in place. The cost savings of materials and labor for the Taylor Tallac project is about \$1 million. The price is at approximately \$3.5 million to date. There's federal funding from the Lake Tahoe Restoration Act, TRPA, the Forest Service, and the Tahoe Fund who is providing \$100,000 from the Merrill Foundation.

Another major project that started last year and will continue this year and beyond is the over 100 acres at the Tahoe Keys Complex right outside of the channels of the Keys. There are variations in density so there are different treatment methods are being employed over the long term. The focus now is on some of the denser locations near the channels of the Keys. It's complex not only because it's big but it's in a high boat traffic area which they've taken additional steps to ensure safety.

Tahoe Keys: This is the biggest challenge with about 172 acres of lagoons, channels, and waterways almost entirely infested with Eurasian watermilfoil and Curly leaf pondweed. It's one of the most challenging environmental problems we're facing in the Basin. The Tahoe Keys Property Owners Association has proposed the use of aquatic herbicides which is a controversial aspect and is a complicated regulatory process. They formed a collaborative stakeholder group that is looking at the big picture. It's a transparent process engaging with the stakeholder committee on a regular basis and bringing new ideas to the table. While the property owners did suggest using aquatic herbicides, the stakeholder committee helped define and is being accepted and proposed by the property owners association as a test approach that looks at multiple methods to treat the overall infestation. They'll look at the herbicides at a smaller scale but also incorporating traditional and innovative approaches like laminar flow aeration and ultraviolet light independently and in combination.

Last summer, they presented the draft environmental analysis to the board. They collected 1.5 million points of data to understand the existing conditions with how nutrients are cycling through that system. The nutrients are coming from the plants themselves and is why they're addressing the plants. The environmental analysis revealed with careful planning, upfront protections, good mitigations, adaptive management, and monitoring that all of the potential impacts that were identified can be reduced to less than significant. They've submitted aspects of the monitoring plan to the Tahoe Science Advisory Council for review.

Staff will bring more information on this to the board later this summer. They're working on the monitoring plans, draft permit from Lahontan Regional Water Quality Control Board will be available for additional public review and comment later this summer and the agencies have committed to going back to their respective boards in January 2022 for an approval of some of project.

They received a lot of feedback from the public during the comment period that more ultraviolet test should be employed which is being done this summer. The work is continuing at the Lakeside Marina but in addition they are adding five acres of test treatments of ultraviolet

GOVERNING BOARD

June 23, 2021

within the Tahoe Keys. That results in a 400 percent increase in test treatments that have been previously deployed. But it's an emerging technology there is a lot to learn. One of the modifications being implemented this year is that the UV light will articulate so it can address an angled bottom and have a better ability to be effective with those varying bottom conditions. The ultraviolet light boat is located at the Lakeside Marina for work to start on July 7, 2021.

There's been a good success of maintaining and obtaining new funds. They've worked with the states and federal partners to provide funds not only through the general fund but through grants at the state level and federal funding partners with the Lake Tahoe Restoration Act, the US Fish and Wildlife Service and the Army Corp of Engineers. When the funding through the Lake Tahoe Restoration Act and US Wildlife first started it was at around \$3 million and now has been increased to about \$4 million. The reauthorization of the Lake Tahoe Restoration Act has been introduced by Senator Cortez Masto in Nevada. Some of the other implementors now being able to do projects such as the Tahoe Resource Conservation District who has been doing projects for years. The Forest Service also does projects and then continued funding from non-profit sources such as the League to Save Lake Tahoe and the Tahoe Fund.

There are funds from the license plate grant through the state of Nevada to build 100 percent design plans for a permanent inspection station on State Route 28. Funding to maintain staff is critical to the success of the program. After a season's worth of having the newly implemented fee schedule, staff will do an assessment of where it stands with prevention funding.

The ambitious goal of 90 percent reduction in plants in the Action Agenda is at a cost of around \$75 million over ten years. They are more than half way there with \$4 million in federal funds and some of the other funds being received they're confident that they are on the right path to achieving with that goal.

He thanked the team of TRPA staff and all the partners for all the hard work and good success of the program.

Presentation can be found at:

[Agenda item No. VI.C AIS Program Update](#)

Board Comments & Questions

Mr. Rice said a few years ago when he joined the board, he went out with a group that inspected the Tahoe Keys by water. They saw the different mitigation strategies that were in use at that time. Is there a possibility for the newer members of this board to have a field tour of what's happening on the ground at the Tahoe Keys?

Mr. Zabaglo said they've done that over the past couple of years and are planning for additional field trips this summer.

Ms. Aldean said the presentation stated under the control Action Agenda that we need \$7.5 million per year for the long term and that would afford us the ability to reduce invasive plant species by 90 percent. What about the other invasives?

Mr. Zabaglo said the 90 percent was for all invasives.

Ms. Aldean asked if the permanent inspection stations would have multiple lanes because if

GOVERNING BOARD

June 23, 2021

there are existing boats that arrive unannounced in the queue and there are boats at the station with appointments, do they move the decontamination equipment around to accommodate people with reservations, how is that coordinated?

Mr. Zabaglo said the way the stations are currently configured there are two lanes at Meyers and Spooner. One is dedicated for appointments and one is dedicated for the traditional walkups. The Alpine Meadows station has four lanes. Since they didn't open the Truckee station that equipment was moved to the Alpine station. Two of those lanes are for appointments and two are for traditional walkups. The biggest benefit for permanent inspection stations is not only that confidence in the program that demonstrates we're here to stay but there's a lot of work that's necessary to set those stations up and decommission them every year. It takes a month on either end of the summer season to get those stations up and running and decommissioned. They have to rent the spaces, get permits, rent office facilities, and then get water to the sites. A lot of those logistical issues would be solved if there were permanent inspection stations.

Ms. Aldean asked if that would include being able to heat the water to 140 degrees on site.

Mr. Zabaglo said they can do that currently but could do it more efficiently if there was a permanent inspection station.

Ms. Aldean asked if there is more than one decontamination unit per station.

Mr. Zabaglo said Meyers and Alpine Meadows are the two busiest inspection stations. Meyers has one decontamination unit but can handle two boats at the same time. Alpine Meadows has the same system with two units that can handle four boats at once. Spooner is a smaller facility and doesn't have the ability to have those larger decontamination units but they have multiple tailored units and can do two boats at the same time.

Mr. Yeates said when suction divers are used in the Lake how do we protect the diver?

Mr. Zabaglo said the divers have a boat that they work from and have safety protocols with signs and buoy lines. Because some of the circumstances with projects they are working on now where there is higher boat activity, they've taken additional steps to prevent situations from occurring. Because the Tahoe Keys is a high boat traffic area, they've alerted all of the tenants within the marina, all of the tour boat operators, fishing charters, etc. to alert them that there are divers in the water and to inform their renters and provide maps of the area. The TRPA boat crew are also doing regular check-ins with teams on the daily basis, coordinating with law enforcement when necessary, and check-ins with the Coast Guard every morning.

Mr. Yeates said that sounds quite extensive but despite that there's been a couple of incidents this year.

Mr. Zabaglo said there's been boaters coming too close. All the education is sometimes not enough and they're taking extra steps to coordinate further with law enforcement. This is a bigger issue lake wide and not just the invasive species divers. Convening and collaborating with the partners but isn't just a TRPA issue. This is a concern with all of the agencies with not only the divers but the boating public. They're coordinating a larger group to discuss that further to find additional solutions. They're also following up with the rental companies because the information suggest that those incidents are from boat renters. Getting the information from the rental company to coordinate and follow up with what TRPA can do from a violation

GOVERNING BOARD

June 23, 2021

procedure but then having that grander coordination with all the partners to discuss this universally.

Mr. Yeates said he was on the boat when they were doing primarily educational work as they had just adopted the shoreline regulations. They had an issue with the fact that they wanted a no wake area for Emerald Bay but they couldn't get enforcement on that entrance and suggested that it should be looked at. He's concerned that in those situations where we have divers voluntarily cleaning up the Lake as part of what the Tahoe Fund is funding and then there's the divers for the Aquatic Invasive Species program, he hopes we pull together a good group to meet with law enforcement. This is an important public safety issue and this needs to be ratcheted up a bit. We have a bit of party crowd that gets on Lake Tahoe and all bets are off. Through the discussions we had last month on how we educate the recreational public but we also need help from law enforcement when we start talking about parking management issues and other things that we want to do.

Mr. Lawrence asked why the Truckee inspection station wasn't opened and is there plans to open it in the future.

Mr. Zabaglo said it was a challenge with where they were located. That area was partly on a tarmac so the Federal Aviation Administration had some issues with the location of the station even though they were far away from any type of aviation activity. There was also the funding perspective. They need to find ways to reduce costs but they are able to double the capacity at the Alpine Meadows station which is still in a reasonable proximity to the Truckee area.

Mr. Lawrence said that highlights the importance of having a permanent location for these stations. He asked if there's been a challenge in hiring inspectors coming out of Covid.

Mr. Zabaglo said it's been a challenge for the past few years. Housing cost are high, there needs to be competitive wages in order to have people to be able to maintain a residence in Lake Tahoe. Throughout the years they've addressed the wages and some of those fee schedule adjustments have been in response to that. With the new convenience fee for the appointment system they'll be able to take a harder look at the funding picture at the end of the season.

Mr. Rice said for 15 years he ran the Douglas County Sheriff Patrol boat on Lake Tahoe. When local law enforcement was aware that there were divers in the water, they took special care to patrol those areas to ensure that the divers flag is respected. When someone violates that the citation is very expensive and if there are repeat offenses, handcuffs can and have been used in certain circumstances. All the law enforcement jurisdictions work well together. When he was doing this with Douglas County, Washoe County's program was pretty much volunteers doing this on their days off. He would assume their program is much more aggressive than it was back then.

Mr. Zabaglo said they've had good coordination with law enforcement when the projects been active and they've come out and done routine checks. They've also verified the safety components of the divers and TRPA has added additional protocols with having an extra boat to "run interference" with boats. The El Dorado Sheriffs have made visits to check in on the divers.

Mr. Yeates appreciated Mr. Rice responding. His concern is having been out there and watching us try to deal with the entrance to Emerald Bay which we adopted regulations to make that a no wake area. There was a 15 mile per hour buoy out there that the El Dorado County Sheriff basically decided that was the rule. It makes it difficult for TRPA to adopt shoreline regulations

GOVERNING BOARD

June 23, 2021

and not get support from local enforcement. We're not trying to ruin someone's fun. There's a lot of kayaks going back and forth to the island and all you need is one person speeding or distracted and plows through the middle of those folks. That's what prompted TRPA to adopt the no wake area for Emerald Bay based on the work of the Shoreline Steering Committee. He would encourage you to work with the Chair and possibly staff on how we can reach out and start a dialogue on assisting with implementing the shoreline regulations. He appreciated that Mr. Rice confirmed what goes on out on the Lake. When there were divers in the kelp beds of Monterey, they always had all sorts of flags out there and boats with flags to prevent big boats from going into that area. We're getting push back from the League to Save Lake Tahoe board members on their board to board calls about the lack of enforcement on the Lake so he's sensitive to that and suggested we open up a constructive dialogue.

Mr. Bruce asked Ms. Burch if this discussion about the no wake zone and shoreline related conditions are okay to discuss based on the agenda item description.

Ms. Burch said the aquatic invasive species item is an informational item so there's some latitude to discuss these because this is an activity that's related to that.

Ms. Aldean asked Mr. Zabaglo if staff is aware that the Carson City Sheriff's Department will have a boat on the Lake this season.

Mr. Zabaglo said yes staff is aware of that.

Ms. Novasel said she's had many conversations with the El Dorado County Sheriff's Department and its their belief that Emerald Bay is controlled by the jurisdiction of El Dorado County. They've never agreed to the no wake zone because of the issue of the bigger boats needed more power to be able to get around there. If there's a no wake zone that would eliminate all the tour boats, not just the smaller boats that have infractions. The discussion needs to be had again and is happy to be a part of that. It goes beyond the safety of the kayakers. There's a larger picture that needs to be discussed when we talk about creating a no wake zone which is not enforced by El Dorado County Sheriff's because they don't recognize that.

Mr. Friedrich said with the rental boats and the increase of tourism over the past 1.5 years, are you seeing an increase in boat traffic on the Lake and is there a documented correlation between the spread of aquatic invasive species and boat traffic?

Mr. Zabaglo said overall the boating activity has increased starting with last year. Not necessarily the number of boats that they've seen but the number of launches. Last year, every day was like the 4th of July. There is the potential to have those boats spread existing invasive species that hasn't been observed from a one year standpoint. There's regular monitoring where they are tracking the invasive populations. In addition, a portion of the fee from the inspection sticker goes towards monitoring and treatment projects. It's on the radar and there are mechanisms to track it and respond. One of the major aspects of control is rapid response and having the ability to do that. Every year they hit spots that they know there's been previous treatments in place and are also looking at new locations where they can respond quickly before they can get out of hand. They've also partnered with organizations like the League to Save Lake Tahoe with their citizen science program with Eyes on the Lake where they train recreators to identify potential new locations of an existing species.

GOVERNING BOARD

June 23, 2021

Public Comments & Questions

None.

D. Issuance of final 2019 Threshold Evaluation

TRPA staff Mr. Kasman provided the presentation.

Mr. Kasman said this has been a digital transformation of the format of the report. Incremental information has been added to the dash board with a summary presentation that is available at the home page as well as an interactive story map that allows someone to walk through the results.

This is the seventh comprehensive evaluation of the threshold standards. We're seeing based on the adopted standards incremental progress towards achieving our goals. That vast majority of standards are in attainment and are either stable or improving. But we are seeing the impacts of climate change. Seventy-nine percent are in attainment and is up from about 75 percent in the 2015 Threshold Evaluation. About 23 percent of the standards could not be evaluated either because of a lack of clear target or because of insufficient information to be able to make a determination.

Looking at those evaluation attainment changes between the 2015 and 2019 evaluation, the vast majority are staying in the categories in the attainment areas that they were in. Eighty-five percent of the standards didn't change from the 2015 to 2019 evaluation. The ones that did move, most of them moved into attainment. Seven standards across air quality, fisheries, noise, wildlife, and vegetation that moved into attainment. There were a number of standards through improved monitoring and additional information we were able to report on this time that we were unable to in the past. Nine of those that were not evaluated previously were deemed in attainment for this evaluation. The vehicle miles traveled standard was not evaluated because of the process that was underway to update that standard. Tahoe Yellow Cress standard moved from attainment to non-attainment. TYC is dependent on lake level and because of the high lake levels during the period of the evaluation that standard was deemed out of attainment because the population dropped.

The vast majority of the standards are looking at that stability. We want to achieve and maintain a certain level and for standards to be improving and maintaining is the goal. Fifty-one standards evaluated had little or no change. Several that improved were in air quality and water quality, three standards in soils, fisheries, and wildlife, and two standards in the scenic category. The three standards that are declining: The highest 24-hour measurements for particulate matter which are related to the frequency and intensity of wildfires and the influence of that smoke coming into the Basin. It's driving those highest measures to be out of attainment even though the average measures for particulate matter in both of these cases were in attainment. The other standard that was declining was for primary productivity which is a measure of biomass that relates to particularly deep water and in this case is the deep water plants. The Tahoe Advisory Science Council is investigating because we're trying to get a better handle on the trends for the deep water plant communities.

Staff made presentations to the Governing Board in March and twice to the Advisory Planning Commission, and Tahoe Interagency Executives Steering Committee. Those presentations received a number of comments that fell into two categories. First, were questions about how

GOVERNING BOARD

June 23, 2021

they were going to document this evaluation with the change to the digital format. Also, there were a lot of questions about the record would be maintained.

(Slide 7). This is an indicator page for Carbon Monoxide. For each standard on that upper right hand corner there's an opportunity to click into more detail that is in the data center. That link would take you a page (slide 8) that shows the historical evaluations that are in the systems; 2011, 2015, and 2019 evaluation. At the bottom of these pages there is static content. They've worked with their technology partner is to snap shot all of the content of these pages and the evaluation on this page.

They've created the public draft which is the version that was presented in March. Upon board recommendation to issue the final report, staff will publish the final evaluation which will incorporate any changes made since the dashboard went live in March and snap shot each of those pages in perpetuity. Between evaluations they'll be able to present more real time information on the threshold dashboard. As information is updated with new environmental improvement projects coming on line that they want to link to the thresholds they'll update the content on the dashboard but on the bottom of these pages shown, they'll preserve the final and the draft content for the 2015 Threshold Evaluation in its entirety as they are today.

The other key area that received comments and questions on were related to process and how this will move forward. The four year evaluations are designed to kick start the adaptive management cycle. They recognize this need not only to get back to the threshold updates but to accelerate them. The existing standards were mostly adopted in 1982 based on the best science 40 years ago. In the intervening years, they no longer provide meaningful guidance to both the programs and management and are no longer connected to science.

Because the thresholds are the desired outcomes for the region, there are shared environment goals and aspirational goals for the region, they've let the plans get ahead of goals. It's about getting back to the threshold update and recognizing that climate change is upon us. Our air and water temperatures are at all-time highs, thunderstorms, and critical fire danger. The evaluation and the thresholds themselves are not responding to these challenges of climate change. The evaluations are a tool for shifting resources for identifying priorities and driving EIP projects. We need to bring the threshold standards up to practice with best science, information, and adaptive management systems that drive towards these changes. The EIP is setting the blueprint for climate resilience in project planning and prioritization. It's not about weakening our standards; it's about acknowledging the reality of changes in climate. Then work to catch up but think ahead to thresholds that are responsive to climate change, a resilient climate system, mitigation, and adaptation options.

Such as bringing the water quality standards to current science and ensuring that the standards are specific, measurable, outcome based, and that the effectiveness of regional actions can be tracked. Looking at environmental restoration and the opportunities for carbon sequestration and promoting projects on the ground that are restoring the forest, meadows, and stream environment zones in order to best locate those carbon sequestration options. Not doing so in those dense forest areas but looking at targeted areas for restoration and removing aging infrastructure. Areas such as forest health, defensible space, fuel reduction. Looking at how we are better providing that wildland urban interface, hazardous fuel reductions, and looking at landscape scale restoration to ensure that the thresholds promote and encourage the types of activities that we are doing in the face of climate change.

GOVERNING BOARD

June 23, 2021

There were very few substantive changes from draft to final. Today, staff is asking the board to issue the Final Threshold Evaluation so staff can create that final document. This will move us forward to restart and reinvigorate the threshold date process.

Presentation can be found at:

[Agenda Item No. VI.D Threshold Evaluation](#)

Board Comments & Questions

None.

Public Comments & Questions

None.

Board Comments & Questions

Mr. Rice made a motion to adopt Resolution 2021-__ issuing the Final 2019 Threshold Evaluation Report.

Ayes: Ms. Aldean, Mr. Beyer, Mr. Bruce, Mrs. Cegavske, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Williamson, Mr. Yeates

Absent: Ms. Faustinos

Motion carried.

VII. REPORTS

A. Executive Director Status Report

Ms. Marchetta said the in person Governing Board Retreat will be held on July 28 and the business meeting will be on July 29. Staff is anticipating the July meeting will be the start of hybrid board meetings.

B. General Counsel Status Report

No report.

VIII. GOVERNING BOARD MEMBER REPORTS

Mr. Bruce said with respect to the discussions on shoreline, no wake, and safety during the Aquatic Invasive Species presentation, this is being addressed.

Mr. Rice said he attended the ground breaking ceremony for the new visitor center at Spooner Park. There were several members of TRPA, the Nevada Department of Transportation, and the Division of Nevada State Parks, etc. It will be a lovely facility and hopefully near the terminus of the new pedestrian walkway from Sand Harbor to Spooner and in the vicinity where there will be a transportation center someday.

GOVERNING BOARD

June 23, 2021

IX. COMMITTEE REPORTS

A. Local Government & Housing Committee

No report.

B. Legal Committee

No report.

C. Operations & Governance Committee

Ms. Aldean said last month the committee was provided a report for the work on the rock wall and roof at the TRPA offices. Hopefully next month they'll receive an update on some of the interior building improvements planned. They'll discuss perhaps using some of the surplus to fund much needed software upgrades.

D. Environmental Improvement, Transportation, & Public Outreach Committee

Mr. Lawrence said the committee should be meeting next month to receive a report on the ongoing work of the consultant that was just hired to work on transportation priorities and funding alternatives.

E. Forest Health and Wildfire Committee

Mr. Hicks said the committee will meet next month. They're planning a presentation by the Tahoe Fire and Fuels Team. Mr. Friedrich has also raised an issue on the biomass projects that the committee will discuss.

F. Regional Plan Implementation Committee

Mr. Yeates said in addition to the Mobility Mitigation Fee the committee received an excellent presentation on the housing work being done. The first phase of the work that's coming out of the Tahoe Living Housing and Community Revitalization Working group and the Local Government and Housing Committee. They heard about the necessary changes of the bonus unit boundary to ensure that we are incorporating all of the areas that would encourage affordable workforce housing to take advantage of the bonus units by expanding that boundary by 15 percent. They're addressing the non-conforming density issue between the tourist accommodation units and residential changes where you could convert a motel into a residential and not lose units. They're expecting a recommendation from staff on the accessory dwelling units that's conforming our regulations to what California has done on ADUs and leaving it to Douglas County and Washoe County to decide what they want to do as they get into this issue more than the California local jurisdictions have. Lastly, there are some cleanup items on Development Rights. It was an excellent presentation by Karen Fink. The final recommendations should be back to the committee by the end of the summer.

X. PUBLIC INTEREST COMMENTS

None.

GOVERNING BOARD

June 23, 2021

XI. ADJOURNMENT

Ms. Aldean moved to adjourn.

Chair Mr. Bruce adjourned the meeting at 2:11 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marja Ambler". The signature is written in black ink and is centered on the page.

Marja Ambler
Clerk to the Board