

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA/Zoom

November 16, 2022

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Vice Chair Ms. Williamson called the meeting to order at 12:25 p.m.

Members present: Ms. Aldean, Mrs. Cegavske, Ms. Conrad-Saydah, Ms. Diss, Mr. Friedrich, Ms. Gustafson, Mr. Hicks, Ms. Hill, Mr. Hoenigman, Ms. Williamson, Mr. Yeates

Members absent: Ms. Faustinos, Mr. Lawrence, Ms. Novasel, Mr. Rice

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

Ms. Williamson deemed the agenda approved as posted

IV. APPROVAL OF MINUTES – September 28, 2022

(October 26-27, 2022, Governing Board Minutes will be in the December 14, 2022, Packet)

Ms. Aldean said she provided Ms. Ambler her clerical edits and moved approval of the September 28, 2022, as amended.

Motion carried.

V. TRPA CONSENT CALENDAR

1. October Financials
2. Inflation Adjustment to TRPA Rental Car Mitigation Fee
3. Release of \$3,700,000 in Excess Coverage Mitigation (ECM) Funds to the California Tahoe Conservancy for Land Bank Acquisition
4. FY 2022-2023 State of Good Repair project lists for the Tahoe-Truckee Area Regional Transit (TART) and Tahoe Transportation District (TTD)
5. FY 2022-2023 Local Transportation Funds of \$75,000 to the Tahoe Regional Planning Agency for the Administration and Planning of the Transportation Development Act
6. Estimated Allocation of FY 2022-2023 Local Transportation Funds of \$1,695,153 to Tahoe Transportation District
7. Estimated Allocations of the FY 2022-2023 State Transit Assistance funds of \$757,084 to the Tahoe Transportation District
8. Allocation of FY 2022-2023 State of Good Repair funds of \$95,555 to the Tahoe Transportation District for a preventative maintenance project
9. Estimated Allocation of FY 2022-2023 Local Transportation Funds of \$939,480 to Tahoe Truckee Area Regional Transit (TART)

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10. Estimated Allocations of the FY 2022-2023 State Transit Assistance funds of \$638,810 to the Tahoe Truckee Area Regional Transit (TART)
11. Allocation of FY 2022-2023 State of Good Repair funds of \$80,627 to the Tahoe Truckee Area Regional Transit for preventative maintenance and the purchase of two transit buses
12. Degnan/Struck/Hachman New Multiple-Parcel Pier Project, 5070, 5080, and 5090 West Lake Blvd., Placer County, California, Assessor's Parcel Numbers 097-122-024/-010, -025, & -027, TRPA File # ERSP2022-0003
13. Executive Director Compensation Package, effective November 28, 2022

Ms. Aldean said the Operations and Governance Committee recommended approval of item numbers 1 – 11. Item number three will have a modified motion as follows: A motion to approve the release to the California Tahoe Conservancy of \$3.7 million in Excess Coverage Mitigation funds for acquisition and site stabilization for the 31-acre South Lake Tahoe Motel 6 site or any portions thereof, subject to the conditions contained in the TRPA/CTA Memorandum of Understanding.

Board Comments & Questions

None.

Public Comments & Questions

None.

Ms. Hill moved approval as amended.

Ayes: Ms. Aldean, Mrs. Cegavske, Ms. Conrad-Saydah, Ms. Diss, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Williamson, Mr. Yeates

Members absent: Ms. Faustinos, Mr. Lawrence, Ms. Novasel, Mr. Rice

Motion carried.

Mr. Yeates moved to adjourn as the TRPA and convene as the TMPO.

Motion carried.

VI. TAHOE METROPOLITAN PLANNING ORGANIZATION CONSENT CALENDAR

1. Amendment No. 1 of the FY 2022/23 Lake Tahoe Transportation Overall Work Program
2. Authorize Executive Director to submit an application to the California Department of Housing and Community Development for the MPO allocation of Regional Early Action Planning (REAP) funds

Ms. Aldean said the Operations and Governance Committee recommended approval of items 1 and 2.

Board Comments & Questions

None.

Public Comments & Questions

None.

Mr. Yeates moved approval.

Ayes: voice vote.

Motion carried.

Mr. Yeates moved to adjourn as the TMPO and reconvene as the TRPA.

Motion carried.

VII. PLANNING MATTERS

A. Briefing on the Environmental Improvement Program Strategic Initiative

TRPA staff Ms. Chevallier provided the presentation.

Ms. Chevallier said the Environmental Improvement Program (EIP) was established 26 years ago as a list of priority projects that they needed to implement and achieve the goals of the Regional Plan. Today they've achieved and accomplished over 750 projects, and partners strong.

She'll provide a recap of the genesis of the EIP, the EIP story. She'll go over the different focus areas of the program, how the programs organized, give a funding picture and at the end, the Strategic Initiative.

Imagine ourselves back in 1997 where the EIP was born in a time of crisis. At that time the Lake was losing about a foot of clarity a year, and although TRPA has been created nearly about 30 years prior to that, and they had put some great regulatory and growth controls in place and some good regional planning for the future. They began to realize that to achieve the goals of the Regional Plan that they had set out for ourselves, they were going to have to go back and fix some of the sins of the past.

The Science community was really sounding the alarm at this point, because of after doing extensive watershed assessments and reviewing the record of data that we have here, it was clear that tons of fine sediment and water pollution was flowing into the Lake, which was what was causing this rapid clarity to decline. It became clear that this came from old existing development, that was sometimes predated TRPA, or in the early in the 1950s, 1960s, and 1970s. This is what began the call to action. It became clear at that point that they would need at quickly to be able to save the Lake and not one jurisdiction could do it alone. It needed to be coordinated across boundaries. It needed to be multi-faceted, and it needed to be a pretty large undertaking, and a very collaborative undertaking.

A few leaders got together and got out their pens and papers and said if we could put together what we needed to fix, what would those projects look like? What would it take? How would we do it? How much would it cost? It started just as a big list of projects, and it was modeled after a Capital Improvement Program. But for Tahoe it was an Environmental Improvement Program. There was a big list of projects, and the price tag was \$900 million.

That strong call to action and that list of projects got attention. Truly they were talking about landscape scale restoration at the watershed scale. They were one of the first ones talking about it. Senator Harry Reid got an invitation out to President Clinton and Al Gore to hear our story and the call to action, and the first Federal summit in 1997 was born. It was there that all the different sectors committed to implementing that list of projects. The Federal Government agreed to foot \$300 million of that bill and the States, local, local jurisdictions, and private sector all stepped up to the plate to match it, and they got those huge funding commitments in place, and the EIP was set off on the right foot, and ready to be tackle a huge undertaking.

The way the EIP works for TRPA is it's really the project implementation arm of the Regional Plan. We implement the Regional Plan in a few different ways. We do it by maintaining and updating, the Plan, Code, and Thresholds, and being that anchor for implementation. It's also done through Permitting and Compliance of projects that come in and making sure they comply with all of that they've set out there. The EIP recognizes that you need a proactive program of projects to work and achieve those goals that have been set out in the Regional Plan. They serve here at TRPA in a few different capacities for the EIP. We serve as a leader and convener of the many different partners that are implementing projects. We serve as an administrator for tracking all of those projects, including the funding, the accomplishments, what our priorities are. We also serve as a fiscal agent for different program areas. We permit EIP projects and help facilitate project implementation. We try to create incentives for partners to do these types of projects because of they're the types of projects we need.

For example, for EIP permitting, we waive permitting fees for public entities that are implementing EIP priority projects, and a lot of them get streamlined environmental review through our partners Memorandums of Understandings to streamline getting those projects in place.

Slide 6: It's important to cover the last 26 years and how the program has matured over time, and it's gone through a couple major growth phases and these different phases definitely overlap. The first 10 years, which is mainly those genesis years. First, the Lake Tahoe Restoration Act was passed, the partnership was galvanized. Those funding commitments were put in place, and LTRA served as the anchor for those other sectors to come to the table and create that match. It was that big list of projects, and the projects were generally the low hanging fruit that we knew as a partnership that we needed to accomplish. There was a huge focus on water quality in that era because of rapidly declining clarity, big emphasis on stormwater retrofit, retrofitting the roads, the highways, getting homeowners to do their own BMPs on their private property. Re-looking at how they were treating roads with abrasives in the winter and doing restoration on some of the major tributaries such as the Upper Truckee River, Ward Creek, and Blackwood Canyon.

The second 10 years in this next phase, the program becomes much more sophisticated, and the EIP partners rolled up their sleeves and put a lot of thought into strategically planning into these next 10 years. Now that the program structure was in place, they developed program focused areas, action priorities and performance measures which enabled us to better plan and track our progress. We also developed a collaborative government structure, including an executive steering committee that we refer to often as a Tahoe Interagency Executive Steering Committee (TIE) to help shape and follow the strategic plan of the project. We created EIP working groups and all the focus areas, and as far as priority priorities and projects, we saw big emphasis on forest health in this era because the Angora Fire happened in 2008. Then one of the first big EIP working groups came online which was the Tahoe Fire and Fuels Team to ramp up that area and get more hazardous fuels treatments on the ground. At the very end of this was an economic downturn during this era. While that price tag for the first 10 years was about \$900 million, this second era was also about the same price, averaging about \$900 million to \$1 billion for about 10 years, for the EIP. The LTRA in the early era was expiring, and the Southern Nevada Public Lands Management Act that was funding LTRA was sunseting and of course, budget challenges were in every funding sector at that time. The EIP was facing a fiscal cliff in that era, and we were struggling to think how we're going to continue the momentum of that program through that economic downturn.

At the end of 2016 that fiscal cliff started to look better, because as the economy started to recover, we were able to get Lake Tahoe Restoration Act to reauthorized at the end of 2016 at the end of

the Obama Administration. That was the result of a ton of legislative advocacy and bringing awareness of the importance of keeping the EIP going. As far as program work, a lot of the low hanging fruit had been picked, now we're doing much bigger, more complex, more multi-benefit projects that cross many focus areas. They also launched LT Info, which is now our online EIP data hub, where all of our project information is now hosted online. It's very transparent and is an amazing tool.

The program is organized in four major focus areas. The first one is Watersheds and Water quality. Our goals are to reduce stormwater pollution to the Lake, restore meadows and wetlands, prevent and control Invasive Species, and improve overall ecosystem, health, climate resilience, and improve Lake clarity. In this program area to date we've accomplished a ton. A few highlights are that they've finished the retrofit of all the major highways around the basin. We've established the Total Maximum Daily Load (TMDL). That maps out a 65-year roadmap how we're going to regain the clarity of the 97 feet that we once enjoyed at Lake Tahoe. This year they completed the largest wetland restoration to date of the Upper Truckee River marsh.

We established the watercraft inspection program for Aquatic Invasive Species (AIS) back in 2008 and have had no new invasions of AIS since then. The AIS control programs has definitely ramped up with 24 acres treated last year, which is the highest we've done to date.

Forest Health is still a top priority. This focus area ramped up after the Angora Fire and the Tahoe Fire and Fuels Team has completed more than 70,000 acres of treatment since the Angora Fire, totally over 90,000 since 1997. Our main goal here is to avert catastrophic wildfire in the basin and improve our forests resilience. They really saw that goal achieved during Caldor Fire. There were many things that play during that day when the fire crested into the basin. The heroic actions of our first responders first, the weather giving some favorable conditions to get control the fire, but it was really clear that the work we had done to date on hazardous fuels treatment helped avert a catastrophe and enabled our first responders to get in there to get control of the fire. They are increasing the use of prescribed fire in the basin, and the local jurisdictions and states have ramped up defensible space inspections, achieving the highest record of over 6,000 inspections last year to date.

Sustainable Recreation and Transportation is one of our bigger focus areas that we're developing more now in this current era, and it focuses on getting people out of their cars, implementing critical missing links in our trail system, transit systems, improving our public access and facilities. All of these projects have enormous environmental benefits, but they also improve our quality of life. Major accomplishments here are that we now have integrated corridor planning in most of our major corridors in the basin which really integrate transportation, recreation, safety, environmental benefits all at the corridor scale for planning.

They've also worked on upgrading our older recreation facilities, Round Hill Pines, Sand Harbor are good examples of that. We've done amazing congestion improvement projects that have helped revitalize communities. You can see that in the Kings Beach corridor and capital improvement plan, and also in Tahoe City, where we've done work to bypass at the roundabouts outside Tahoe City to make that a more walkable, bikeable area. On the West Shore you have the longest contiguous link of the bike and pedestrian trail called the Tahoe Trail, that we hope that will one day circumvent the Lake putting that in link by link. In the South Shore the City of South Lake Tahoe has implemented many multi-benefit complete street projects, where we improve drainage, sidewalks, bike lanes, and lighting all simultaneously like the Highway 50 or on Sierra Boulevard recently.

And the final focus area is Science, Stewardship, and Accountability. The EIP has always been

grounded in science, and we have a good representation of good scientists from both States, the Federal government, and other sectors working together as part of the Taoist Science Advisory Council. We are also engaging our residents and visitors in science through programs like the League to Save Lake Tahoe's Eyes on the Lake program where people can report and monitor invasive species bother out recreating on the Lake. We've also prioritized getting consistent information and outreach to our basin residents and visitors, and we do that through leading and investing in publications like Tahoe in Depth and through the great work of partners that have worked together develop consistent messaging campaigns like Take Care of Tahoe.

The EIP has 80 plus partners that are implementing the EIP. You've got the Federal agencies, the States, the local jurisdictions. It gives you a good visual representation of how strong the partnership is, and truly one of the biggest collaboratives in the country now doing environmental work together.

Also in place is the EIP collaborative governance structure. The TIE Steering Committee was established more than 15 years ago. Today we have executive representation from all the sectors of the EIP, Federal, Nevada, California, local science, the Washoe Tribe, and the private sector. TRPA and the Forest Service co-chair that committee. There are EIP working groups in all of these four focus areas that work together with the executives to give them the priorities, the details, the challenges, and the accomplishments in each of those focus areas. Ms. Chevallier facilitates this committee and we've found a system that works well for us. This is voluntary, it's done because we can do more together than a part, and it's worked overtime to set this collaborative government structure together to be able to implement and coordinate well across all of the focus areas.

They've also established a pretty good rhythm in the EIP and how they work through the annual cycle. We still have the big list of projects on the EIP Priority list. Right now, there's about 360 projects on it and we update it every single year, and every implementer that has an EIP project enters it into LT Info online tracking system and those projects are tracked from start to finish. All of that list lives online. We try to focus our funding prioritization at the beginning of the year around January through March where all of those different EIP working groups are working together to prioritize those projects. We work with the TIE Steering Committee to submit our annual appropriations request for LTRA on March 15th. The summers are gangbusters on implementation as they are trying to get that summer season in where we're putting projects on the ground. Then as we go into the winter season, and projects are wrapping up, they go into reporting season where project implementors are going back online, entering what they did that year, where it came from, performance measures that were accomplished, before and after photos all lives online. The online tracker has a live ticker that updates as people enter their information. We're at 774 projects completed and have invested over \$2.6 billion to date and that's from a number many different funding sources from different funding sectors. There's also a graph that shows all the performance measures and maps info by year, by jurisdiction, and by number. It's aggregating to see trends and is used to report out to our funders or other implementers, or anyone that wants to see this information. It also aggregates and sorts the funding for us and shows the funding spent by each sector in the EIP since 1997. We're approaching \$2.7 billion but if it's \$2.6 billion, it's averages out to about a \$100 million in expenditures a year. It matches pretty well, with what they estimated right in the beginning. It was going to be \$900 million, and it ended up being a \$1 billion for that first 10 years, and it's kind of kept that pace through the entire program. She gave credit to SITKA Technology who helped us develop this tool, because before this used to take an enormous amount of time to figure out, and it was done through spreadsheets which took a lot longer.

Recently TRPA and other partners want to take a look at the economic impact of the program. They commissioned an economic study a couple years ago and found that for every \$1 million invested in the EIP, they are getting on average \$1.6 million return and that's not just to the basin itself, that's to surrounding counties around Tahoe. It is a job creator, and it has given us over \$5 billion and economic output since 1997.

Bringing it all back full circle. The summit is still a staple in our annual cycle which Nevada hosted the 26th annual summit last year at Sand Harbor. It's here where every year we showcase those accomplishments, we elevate our challenges, we elevate our funding request, and it also symbolizes and is the commitment each year for each sector to continue to invest and champion this program for Tahoe.

The last three slides focus on the EIP Strategic Initiative. The Strategic Initiative focuses on building on the success that we've had for the EIP program and determining how we can increase the pace and scale of the program. We're already doing a lot, that's clear, because we are putting in new projects. We're also maintaining all of the projects that we've put in the ground to date. But to keep pace with new threats like climate change, we have to. We've come up with these few different areas we want to focus on to try to help increase the pace and scale of the program.

The first is Cutting the Green Tape Initiative and this initiative really focused on the environmental review and permitting process for EIP projects. For these environmentally beneficial projects, we've nicknamed a green tape, and depending on the jurisdiction, often EIP projects must undergo environmental review and multi-level permitting by multiple agencies. Those processes are important and are necessary, but they often take years to complete. They are looking to see if there are ways we can streamline and improve those processes among our different agencies so we can increase the pace on getting these environmentally beneficial projects on the ground. This has been a signature initiative of the California Natural Resources Agency, and I served as a facilitator of some of the Statewide round tables around California to dig into this topic. It's a common challenge for many environmental collaboratives around California and the country that are all trying to grapple with how we can do this to just improve the processes while maintaining the integrity of what we're trying to do. The Taylor Tallac Marsh is a project we just recently implemented over the last year. This project did require multi-level environmental review and permitting from multiple agencies. Once we got into implementation, we realized what a great case study it would be to really take a pause, look back at the process that we had just done, and see if there were ways, we could document the lessons learned and inform future EIP projects, and how they can improve processes. And it was kind of a perfect case study, because of the many different agencies involved. We were dealing with a 17-acre infestation of aquatic invasive species in this marsh and every implementation season you miss, the environmental issue is degrading, time is of the essence to be able to get an AIS infestation under control while also doing the due diligence making sure you do it in the most environmentally beneficial manner.

It's great case study we recently put on contract an independent facilitator from the Consensus Building Institute, Gina Bartlett to convene all the agencies that worked on this project and do an after action, review and report. They're in the middle of that now and will be bringing it to the TIE Steering Committee and working through this to figure out which recommendations to take forward for future EIP projects.

The second prong of this initiative is increasing EIP funding, and this one is a no-brainer of needing to scale up the funding to increase our pace and scale. The Lake Tahoe Restoration Act was reauthorized in 2016 and is expiring next year and are working with a coalition of partners to get it reauthorized

and expand the funding that they receive through the act, and the Federal appropriations since the 2016 reauthorization. We've received approximately \$80 million out of the \$450 million that's authorized and would like to see the Act reach its full potential. Even though it's been \$80 million, it's not \$415, that funding has been critical to getting some of our biggest projects to date on the ground such as the Taylor Tallac Project, the Upper Truckee River Marsh, Meeks Bay planning, the Tahoe Keys environmental planning and the control methods test all were possible because of this new Federal funding through the recently reauthorized Act. Forest Fuels reduction, of course, too. There's a lot of other funding sources from the States, local, and private. But having this Federal anchor really helps to this day serve as that anchor for the match for the other sectors to help with all of these projects getting on the ground and how this one dedicated constant it truly helps us strategically plan better for implementation of the program. As far as expanding other funding sources, a big one that we've started working on with the TIE Steering Committee is the Santini Burton Act. The Santini Burton Act directs Federal funding to the Forest Service to require sensitive lands in the basin for us to advance our restoration goals in that focus area.

However, over time the amount of sensitive parcels that are going to be available to acquire is going down, it's not as big as it was 20 to 30 years ago. They want to look at the options, is it possible to expand that Act to be able to direct that funding to some of the other priority actions we have in the EIP today.

Lastly, the last part of our Strategic Initiative is engaging in national and regional networks. There's power in numbers, there's power in the collaborative partnerships, and we are increasing our reach outside the basin by taking leadership positions in both these networks of the National Landscapes Conservation Network and the California Landscapes Stewardship Network These networks bring practitioners together at the regional and national level, to expand landscape scale restoration, and being active in these networks, expands our voice, the awareness of our work. It allows them to advocate at a bigger scale for policy and for funding, and of course we learn a ton from each other when you are working with other practitioners and expanding the collective capacity of our work.

Presentation can be found here: [Agenda-Item-No-VIIA-EIP-Strategy-Briefing.pdf](#)

Board Comments & Questions

Ms. Hill said what a great overview and she really appreciated it. With the EIP program, how do we discuss the transportation wins? She knows that is part of this but then we've segmented transportation outside of it, and we have a 7-7-7 plan, and we've got TTD who is another agency, who is implementing all these projects. Should it be an ETIP plan because transportation is an integral part of all of these. Obviously, there's restoration projects which don't necessarily have to do with transportation projects. She's thinking about how to look at this cohesively. On the Santini Burton Act, she's excited we're engaging stakeholders, she just wants to make sure we're engaging transportation stakeholders as well, because going back to the ETIP plan it's important that we make sure that we hear from them and if there's any way to get the local governments involved. And am sure that as we're working through that process, we'll bring that back to the TRPA Board to discuss. There's a lot of Forest Service properties that need investments and the Santini Burton could be an opportunity for that, too. She's thinking selfishly about a project in the Tahoe Meadows, which is maybe technically outside of the Tahoe Basin, but certainly affects the Tahoe Basin visitor and there needs to investments in that area and knows that other jurisdictions probably have thoughts about that too.

Mr. Hester said one of the nice things about the EIP which you saw was it's about 100 partners and it's all kinds of things. It's not just transportation, water quality, or land acquisition, or whatever. They haven't given it the name of any particular function. The EIP is the environmental version of a capital improvement program and is how you implement things. You can't implement through private development. In terms of an improvement program for transportation, they also do that as the MPO, there's the FTIP and the two state TIPs. They do those but those are same thing that shows up in the EIP. We don't want to take it and name it after one function, but we want to embrace all of that to implement Regional Plan and attain thresholds.

Ms. Hill said she hopes we're not shooting ourselves in the foot saying, we've had nearly \$3 billion of investment in Tahoe, and we need more with the 7 7 7. How to look at this with that lens of all these stakeholders coming to the Federal Government asking for support and making sure that we can discuss how that's part of a bigger picture.

Mr. Hester said part of our success has been that we have all the different asks together when you go to our funders. In Reno/Sparks there was a similar thing called One Region, or something like that. Putting all that together and going with one voice really is effective. Yes, it is a big number, \$100 million a year. This is an Outstanding National Resource Water. Tahoe is one of the kind on the global stage. He doesn't if we can ever have too much money to take care of this treasure.

Ms. Regan said another way to look at it, Transportation has always lived within the umbrella of the EIP. For example, the Fanny Bridge project, on the North Shore, the Tahoe City Transit Center, and the Kings Beach Commercial Core were always high profile, EIP Transportation projects. But transportation is even bigger than that and the thread you're pulling is an important one, because it it's a world in and of itself. What we're trying to do is to unify the work of the Bi-State Transportation Consultation, the 7-7-7 funding strategy and link that up so that we can advocate as a whole for Tahoe under a unified common agenda for Tahoe, but yet focus on those multi-benefit projects, because we know most of our transportation projects are also water quality projects. They're filtering runoff from the roads, they're reducing greenhouse gas emissions, there's multiple benefits. We plan to do that and then, in the analysis of new funding, the Santini Burton money what we're trying to position, working with all of our partners and absolutely local governments at the table through the TIE Steering Committee and the Tahoe Transportation District as well.

What are the projects that are underfunded? Transportation projects are not authorized under the Restoration Act, so could we get consensus in the basin and of our delegation to prioritize new funds potentially, if we would be successful in amending Santini Burton to prioritize projects like Sustainable Recreation and Transportation which we know benefit all the other environmental issues and that's something that we're having just initial conversations about. We'll make sure we stay in close contact with the TTD.

Mr. Hoenigman said it's amazing how much work has been done up there, the plans that we have, all the progress, and we've got everyone on board. Something that's missing for him is just an idea of the scale of what we've accomplished so far. He knows we have a million different metrics that we track, but possibly too many. And not really easy at least from what he's seen to get a grasp of where we are, and where we want to be, and what some different investments will generate for us. It's critical for going out and getting money and explaining to people why this money is so important and what they've got from it. With the water quality issues something like the CO2 graphs that they show, a do nothing scenario of our emissions going up. But that line keeps bending down as we do these different things, and you bent that line down a ton in terms of nutrients entering the Lake over time. He'd

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imagine we've spent a lot of money and all the roads have been retrofitted, he just doesn't have a good sense of that and imagine a lot of other people don't so it's harder to see what they're getting from their investment. He would love to see us do more graphical representations of where we are and what these next investments will get us for our sake and our funders sake.

Mr. Hester said what a great segway to the last of our initiative presentations next month, on the Thresholds and Performance Measures. We have a new model for our Thresholds that includes what we call a results chain which is exactly what you're talking about. They're trying to develop new thresholds that track all that instead of just one number. Yes, that applies to the EIP, but applies much broader.

Ms. Chevallier said because she didn't get to dig in too deep on some of the focus areas and there's more there and could get you some. We have action plans, and documentation of accomplishments by focus area, like the Forest Action Plan or the TMDL reporting that shows our progress. The Transportation Action Plan and the Aquatic Invasive Species Action Plan. All of those dig in a little bit more but point well taken, and you will see it at next month's Governing Board of how they can extrapolate out of those action plans and show it in a visual nature of where we're at on achieving our goals, and how much we have left, how much funding we need, etc. It's collating it all together because the EIP is so big.

Mr. Hester said the Board asked at their last retreat that they want to know how all this works. Over the past five months, hopefully you can see how these things are intertwined.

Ms. Aldean said good presentation. Asked if this PowerPoint presentation is online.

Ms. Chevallier said yes, it's on the website.

Ms. Aldean said regarding Cutting the Green Tape, and she doesn't mean to use this as a subterfuge. Earlier today, they were talking about the gasification project at the transfer station. But she's wondering if they can recast some of these EIP programs as pilot projects to facilitate the permitting of these projects. Especially if they're on a small scale, the large-scale projects by their nature are going to require and demand more scrutiny. If you had a lot of these micro projects that were cast as pilot projects to investigate the efficacy of doing certain things to help advance the EIP, could we somehow lessen the time necessary to get these projects permitted.

Ms. Chevallier said she likes that a lot and can integrate that more into the Strategic Initiative. They've done that for projects in the past for EIP. The ultraviolet light comes to mind for Aquatic Invasive Species. They implemented that as a pilot project to understand more about what the effects are of that particular tool. It's a great idea to formalize it more and how can we put some pilot projects on the ground to test new areas where we want to look at the environmental review and permitting.

Ms. Conrad-Saydah said applauded everyone for the dashboard. Her work with the US Climate Alliance she uses an example of what other states should be doing to show their accountability for achieving their environmental goals, so, nice job on that. The pilot idea is a great one, especially because we could draw on successful examples from outside of the basin to get some of those projects moving a little bit more rapidly. So, call it a pilot for the EIP, but also draw on those best practices, and look for those opportunities to move a little bit more rapidly along those lines. Regarding the funding, she feels there is a way of demonstrating all of the different funding sources that go into achieving the EIP as a way of showing the benefit not only to the year-round residents, but also to people visiting the basin. Whether that's signage on an EIP project, or something on the

dashboard that really emphasizes it. We're bringing together all this funding, we're aggregating it for benefits for not only for the year-round residents, but the tourists as well. There's a couple of ways that we can message this to show that \$100 million a year is actually not that much for all of the benefits we're getting and in fact, getting more to achieve these goals would provide the localized and statewide, region wide benefits.

Mr. Friedrich nice presentation. On the economic benefits part, has it been broken down into the number of jobs that were created for the project? Then further down into where those employers are based, and maybe thinking forward into workforce development opportunities partnering with the community college, the current technical education program at the at the high school and then same for others throughout the basin and Carson, and the region. Thinking ahead to show what kind of jobs been created from this. Here's, where there are gaps right now in the workforce, here's some opportunities as they think ahead to the Strategic Initiative, etc. The new Forest program and the college is an obvious connection. There are some folks coming on at the City that are going to be doing work related to this. Any thoughts on how this could be proactively connected to workforce development and education programs in the region so that they can think about tailoring their offerings to EIP programs?

Ms. Chevallier said she believes the staff that we got out of that report creates on average, 1,700 jobs a year. That is in the basin and also externally with the surrounding counties. It didn't go much deeper than that as far as types of jobs, where they're coming from, and who, what, and how but the Tahoe Prosperity Center does a lot of that work through analyzing that data and these reports are kind of connected. The Economic Summit was recently held in the basin and making sure that the work of the EIP is connected in with what the Tahoe Prosperity Center is incorporating in their economic reports can get at the goals Mr. Friedrich is talking about.

Ms. Regan said it's a great opportunity, particularly with the projects Mr. Friedrich mentioned. Front and center, Forest Health workforce development. It's an opportunity for them to partner with local jurisdictions who need to show the value of some of these projects in terms of an economic revitalization model. They'd love to work with some staff at the local governments as well just to tease that out a little bit further. Our study just scratched the surface. That makes our job easier when we go to public funders like the Congress and the States to have a finer grain of detail. The argument that we always make is the environment is the economy and the economy is the environment at Tahoe.

Ms. Hill said there's the Nevada Tahoe Conservation District, and how many projects they're doing, and probably the jobs that are create with contractors there. Because local government entities meet with our Federal delegation, for example, she'll meet with the Federal delegation and it would be helpful for her to know and perhaps this is already given to the Board, what are the Federal priorities for each biennium, or each year, and maybe that should go to the Local Government committee. It may not be fair to add one more layer of bureaucracy with what you do. Continuing those relationships on a local level.

Ms. Regan said they have traditionally vetted the priority list through the Environmental Improvement Program, Transportation, & Outreach Committee. She likes the idea of also making sure the local government entities know, because you all have your own legislative priorities that are going in respective places.

Public Comments & Questions

Steve Teshara on behalf of my company Sustainable Community Advocates and Tahoe Chamber he has personally and professionally been a part of EIP advocacy since it began back in the 90s with the EIP. He wanted to address Commissioner Hills comment. They've struggled with how to incorporate transportation as effectively as we do Forest Health, fuels reduction, AIS, etc., into the Lake Tahoe Restoration Act. The fact of the matter is, as many of you know, it has to do with the committee structure in Congress. They did talk in the beginning about adding transportation in but then you route into a whole different set of Congressional committees in both the House and the Senate, which then gets to be a problem in terms of getting bills through and getting that much work done. Transportation is not specifically in the Restoration Act, but it certainly is top of mind when we go and present our priorities to Congress and over the last couple of years in particular with the focus on infrastructure and a greater focus on transportation at the national level, they've done pretty well. They did well in the beginning when the Federal Lands Access program was established, we got major money for the State Route 28 corridor in Nevada, and for the Fanny Bridge project in Tahoe City. They've struggled with how to integrate transportation but from a programmatic standpoint in terms of the EIP, those priorities are definitely integrated, they're just not all coming out of the Lake Tahoe Restoration Act.

B. Update on progress and priorities from Tahoe Fire and Fuels Team including Caldor Fire Recovery

TRPA staff Ms. McIntyre provided the presentation.

Ms. McIntyre said today she'll provide an update on forest health progress and priority work for the 2020 year. She'll highlight key work in a comprehensive framework that forestry professionals have been using where they view resilient communities and landscapes as connected. We always hear about the priority landscape work that we're doing but there is also this huge focus that needs to be paid attention to in terms of what we think about as resilient communities. Things like defensible space inspections, home hardening, fire wise community programs, etc. There's been work done around communications and talk project accomplishments, capacity building that is occurring around the basin, funding and prioritization.

TRPA is not the traditional agency in terms of land management. They don't have a land base that they're managing but TRPA still plays a critical role in terms of getting priority projects work done around the basin and increasing forest resilience. They act as a convener and collaborator to increase the pace and scale of treatment and support our partners in getting more work done. They play a leadership role in the Tahoe Fire and Fuels Team. They are signatory to the multi-jurisdictional fuel strategy. The EIP is in place to help accelerate threshold attainment. TRPA thresholds are in place related to forest health and vegetation preservation. They are constantly working towards trying to increase the amount of work that they get done, but also achieve those thresholds for Forest Health.

The Angora Fire burned in 2007 and was about 3,100 acres in South Lake Tahoe. It burned 254 structures, including homes, and this really spurred the creation of the Tahoe Fire and Fuels Team and brought partners together to get more work done towards increasing pace and scale of treatment but also reducing catastrophic wildfire risk in the basin. They've made great progress and strides since Angora. They've treated almost 90,000 acres and have record numbers of defensible space inspections and tree removal permits, and we've been streamlining regulations through that time.

Caldor acted as that reminder to us that climate change is occurring, and with climate change we are seeing bigger fires that are moving faster and they're burning hotter. In August 2021, 10,000 acres of the 220,000 acres Caldor Fire burned within the basin. This is one of only two fires that have ever crested the Sierra and it reminds us that the model of work that the TFFT operates under has been instrumental in helping to control fires and save homes. It reinforces the critical nature of the work to come.

In terms of communications, the Tahoe Fire and Fuels Team has a working group called the Fire PIT which is the public information team. The wildfire awareness campaign began in May 2022 and is held annually. They were able to get out 25 different banners and graphics distributed amongst all of our partner agencies to share out on their networks. They did 32 press releases that were distributed

through the Fire Pit. There was a Spanish version that was done by the Tahoe Resource Conservation District and the City of South Lake Tahoe. There's a prescribed fire subcommittee that has been developed with three of the Fire protection districts are leading that and is going to include a virtual and in person. Fire Fest happened this past Fall, and over 1,000 participants from the communities came to meet with different fire districts, TRPA was there for people to learn more about fire prevention in the basin, and then there's the Take Care funding and fire awareness campaign that had billboards at the main entries to remind everyone that they're entering fire country and need to be careful about fire risk in the basin.

Another program that has seen a great progress is the fire adapted communities' program that runs out of the Tahoe Resource Conservation District. They have had 54 engaged fire adapted communities, 17 fire wise USA recognized sites. That's a special recognition and they've seen an increase of five in just the last six months. They went from 12 to 17 since April and that's a huge increase. They 64 neighborhood leaders, and these are people who live in the community who are taking the charge on themselves to get their neighbors together to do this type of work. There were four Tahoe network fire adapted communities' workshops where they brought those leaders together, and there were 44,000 people reached through newsletters and social media, That's not just local residents but also includes visitors and anyone who's interested in this information.

Basin wide overview of priority projects and accomplishments done in the past year. There was about 90,000 acres of forests that have been treated to reduce hazardous fuels. Slide 9, middle graphic showing 89,576 acres of forest treated to reduce hazardous fuels comes directly from the EIP tracker o LT Info. On the left side of the graph of acres of forest fuels reduction treated which only goes to 2021. They just opened the reporting season for 2022 but are continuing to make great progress in terms of getting acres treated. The map on the right is from the Forest Service for all the projects that are going on currently around the basin. This is work occurring at all levels, local, state, and federal in every quadrant on both sides of the Lake.

One of the big projects that has been occurring is the South Shore Fuels reduction project which is the work that is being done on Pioneer Trail land and those neighboring communities. The main goals are forest health, and hazardous fuel reduction. It's estimated that it'll cost about \$23 million to complete this project. Currently, the majority of funding is coming out of the Southern Nevada Public Land Management Act and the Forest Service and is focusing on the urban parcels in the Wildland Urban Interface. This includes hand thinning, prescribed burning and piles, and mechanical thinning. Thus far they have been able to accomplish just under 12,000 acres of treatment.

Spoooner Lake has two priority projects that are occurring right now. The Spooner Front Country Hazardous Fuels Reduction Project is led by the Nevada Tahoe Resource Team and the Nevada Division of Forestry. This is 42 acres that will create a 100-foot defensible space zone around key infrastructure up there. Then the Spooner Landscape Resilience project again, led by NTRT and NDF and this is 300 acres of thinning in the Lake Tahoe Nevada State Park. They are felling these large trees and removing them by helicopter. The logs are being sent to Sierra Pacific Industries Mill in Quincy, California. The chips and any kind of tops and limbs are being sent to the Loyalton Biomass facility. Again, connecting those pieces of where things are going and what opportunities exist regionally.

Both of these projects are currently being funded by Tahoe Bonds Act and license plate fees from the State of Nevada.

Another project is the Sugar Pine Point State Park which has been doing a great amount of broadcast burning, and understory burning in the Fall of 2022. They were able to accomplish approximately 8 acres. It's a small amount, but it's a great start, especially for the basin, where they don't see a ton of broadcast burning and this was an area of remnant old growth in the State Park. She spoke to Rich Adams from Cal State Parks, and he excited that they got the exact type of ecological benefits and fire effects that they were hoping to get.

The Liberty Resilience Corridor proposed project is approximately 7,600 acres of lands managed by Forest Service Lake Tahoe Basin Management Unit and the Tahoe National Forest. The project comprises roughly 55 miles of Liberty power lines with 54 of those on LTBMU lands, and one mile on the Tahoe National Forest. Currently the total needed to complete this project is \$16.9 million and they have funding from again the Southern Nevada Public Lands Management Act and the Forest Service.

Another priority project that complements the Liberty Resilience Corridor is the Nevada Energy Resilience Corridors. Treatments within 2,000 feet of the corridor around all lines, 27 acres have been completed on Federal land, and 230 acres on non-federal land but are just getting started. Technical hazard trees removed just during this time period have been about 2,200 trees, and the work is being accomplished through partnerships with LTBMU, local fire districts, and many other basin agencies. This is a unique project, because multiple partners are working on this, on both Federal land and on the State and private land. Tahoe Douglas Fire Protection District, North Lake Tahoe Fire Protection District, NV Energy, Ascent Environmental, and LTBMU are all working together to get this work done. It's being funded through a variety of sources, including NV Energy, private funding, Forest Service funding, and possibly Southern Nevada Public Lands Management Act.

Another priority project that they haven't heard a lot about is the Lake Tahoe West project which is continuing to move forward. While it's taken on a different vision there's still work occurring on the West Shore. There's the West Shore Wildland Urban Interface project, California has the Programmatic Timberland Environmental Impact Report that allows them to get work done. This work is occurring in a different vision than what they thought Lake Tahoe West was going to be. The work is still very relevant and important and has actually been absorbed into a larger strategic initiative, which is the Tahoe Central Sierra Initiative that has two main goals, and that's to restore and maintain social and ecological resilience across 2.4 million acres and ultimately build the capacity to do that type of work. It includes projects such as Lake Tahoe West, The Caples Ecological Restoration Project, The French Meadows Project and North Yuba Forest Resilience Project.

Caldor Fire Recovery: The Caldor hazardous tree and fuels reduction categorical exclusion was finalized in July of 2022 and 400 acres of mechanical treatment have been prepped for implementation to start in the spring and summer of 2023. Another 800 acres of hand thinning will be prepped next spring, summer, and will be ready for implementation in 2024. It is likely to be the first time next year that they will use the Steep Slopes Code Amendment that TRPA approved. It will be a great opportunity for TRPA and the Forest Service to partner together to understand how that's working out, gather information, what BMPs they're using and use it to showcase that type of work.

Tahoe Water for Fire Suppression partnership: This partnership was formed in 2007 to address firefighting water infrastructure deficiencies. Approximately 77 percent of the Tahoe Basin is designated as National Forest and communities served by this partnership are designated as the Wildland Urban Interface and any fire event would ultimately impact those Federal lands. Water infrastructure does play a critical role in fire suppression. In January of 2022 the TIE Steering Committee formally adopted the Tahoe Water for Fire Suppression projects into the EIP and were allocated \$2.1 million under the Lake Tahoe Restoration Act funding. This is another great example of where we are leveraging private funding with Federal funding because many of these projects are extremely expensive. They take LTRA dollars but then they also match those dollars in house with their own funding.

Another main area that they have been seeing a lot of accomplishments is capacity building. In terms of workforce and capacity development, the Lake Tahoe Community College launched their new Forestry program this last Fall and getting it up and running was a collaborative community approach. The California Tahoe Conservancy and Cal Fire provided funding for program development. The Tahoe Fund has provided scholarships to all new students, and TRPA and the Tahoe Resource Conservation District provided curriculum, development, and support. She will be teaching policy coming up this winter. The program is going to offer stackable certificates, a proposed associates degree in science and training for forest restoration jobs and hopefully providing that pipeline of critical forestry workers that we need in the basin.

Additionally, there are biomass opportunities both regionally and locally. Many have heard of Cabin Creek in Placer County. In August the Placer County Board of Supervisors voted to create the North Tahoe Truckee Biomass Task Force. Planning is complete on Cabin Creek and are now developing a plan to finance and get the project on the ground. The Alpine Biomass Collaborative was looking at biomass opportunities in Alpine County, unfortunately Measure D just passed which means they are prohibited from looking at biomass opportunities or permitting any biomass until that gets repealed and or another ballot initiative comes through. Northstar Community Services District is looking at implementing or building a small biomass unit that will help heat buildings in the winter, and also heat all the services in the village to melt snow. Lastly, the Forest Health & Wildfire Committee heard today a proposed project at South Tahoe Refuse to use on site green waste that's coming in for electricity and heat generation.

In addition, they have a wood products and utilization industry moving in down in Carson City. This is not in the basin, but it will play a big role to hopefully getting more work done. The Carson City Sawmill is a partnership between the Washoe Tribe of Nevada and California and the Tahoe Forest Products Group. It's anticipated to produce 50 million feet of lumber per year. If this is board feet, this would be about 7.5 million 2 x 4 x 10s, that's a lot of timber. Right now, logs are coming from the Caldor Fire salvage and cleanup, and the focus is on post-fire large logs with the potential to retool the system for small log options in the future. That's critical for a restoration economy and when they talk

about the Tahoe Basin and getting a lot of the ladder fuel out. That small log piece is really critical and is good to see that they are looking towards the future.

They've been receiving record levels of funding for forest health and fuels reduction in the Tahoe Basin. The Southern Nevada Public Lands Management Act awarded them \$46 million in their Round 18. The Lake Tahoe Restoration Act has been averaging around \$6 million annually for the past five years, and the State of California awarded the Tahoe Conservancy \$35 million for forest health and fuels reduction projects. There's a large influx of money that's available to go to these projects but they are always trying to think strategically about what projects are available, what fundings on the table, who's getting what and how we can move pots around in order to make sure that all of our priority work is getting done.

One way with that they are doing that is TRPA has just signed an agreement with the Forest Service to act as an intermediary for Lake Tahoe Restoration Act funding. The Forest Service will be passing LTRA dollars to TRPA which will then be awarded to non-federal implementers. This is just a way for them to increase the Forest Service's capacity to get funding out the door.

Next steps and priorities for the Tahoe Basin: They are currently going to be updating our LTRA Priority Project list for Forest Health, and that's going to include a project prioritization process which has not happened historically. They are also going to be developing a new Incident Action Plan. This one will include two years of future projects, so they have that outlook of what's coming down the pipeline. Currently, they have community wildfire protection plans being updated. Those are critical because each jurisdiction needs to have a Community Wildfire Protection Plan (CWPP) in place in order to be eligible for Federal funding. They are continuing to identify capacity and workforce development opportunities. Lastly, they want to look at how they can engage the Washoe Tribe of California and Nevada in cultural burning and forest health projects and management more in the basin.

Presentation can be found here: [Agenda-Item-No-VIIB-Forest-Tahoe-Fire-and-Fuels-Team-Update.pdf](#)

Board Comments & Questions

Ms. Aldean did she understand correctly that the timber removed as part of the defensible space projects at Spooner Lake went to Quincy, California?

Ms. McIntyre said that was the Spooner Landscape Resilience Project logs were sent to Quincy.

Ms. Aldean asked why they weren't sent down to the Carson Valley to the new sawmill site.

Ms. McIntyre said she did not know but it does predate that site.

Ms. Aldean said the facility is not operational right now but they're taking logs from the Caldor Fire for future processing. Since those logs from Spooner are a Nevada resource, they probably should go down and benefit of that company.

Ms. Conrad-Saydah was wondering about the helicoptering of logs to Sierra Pacific Industries in Loyalton, and Ms. McIntyre had talked about bond funding for those projects, are the companies that are receiving the logs, either feeding back into the projects financially based on the processing and sale of those logs, or are they paying for the helicopters? How are they contributing in a public private partnership to these types of treatments?

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Ms. McIntyre said she doesn't know those particular answers but can find that information out. She'd imagine that they weren't being helicoptered all the way to Loyalton or Quincy. They were probably helicoptered to a landing site, and then put on a truck.

Ms. Conrad-Saydah said we just need to make sure that we're thinking about all of that. With future treatment projects will some of these logs be kept closer to the basin with that Carson City sawmill?

Ms. McIntyre said the benefit of the Carson City sawmill is when you do the calculus of where you're going to take your logs, the haul costs are significantly cheaper to take them down there than it would be to Loyalton. She'd imagine that once that facility is up and running, and they have more agreements in place, more product from the basin will just go there because it will be easier and more cost efficient.

Ms. Regan said the Spooner project started about three years ago, so, it did start before the site behind the Walmart in Carson City was available. It was her understanding that the helicopter work was then facilitated and trucking after the fact. One thing that they can talk about, particularly as the Cabin Creek site evolves, there are new opportunities having two very close proximity areas to the basin which they haven't had for quite some time. That site just outside of Palisades Tahoe on the way to Truckee came about because of the Kings Beach outcry of not citing that facility in the basin

facilitated that to happen, and there were Federal appropriations. They can get more specifics from the implementing partners.

Mr. Friedrich said the Cabin Creek hold up last time was not coming to terms with Liberty, is that still work in progress?

Ms. McIntyre said it's her understanding that the Cabin Creek hold up last time was it was under agreement and Liberty pulled out as the purchaser of the electricity. She believes that is still in conversation.

Mr. Friedrich asked if Loyalton was operational right now.

Ms. McIntyre said yes.

Mr. Hicks thanked Ms. McIntyre for her presentation today. There's always a lot of work to be done on forest health. He's been concerned about the Tahoe West project because it seemed to have hit high ground in the last year or so and am glad to hear that it's moving along perhaps in smaller pieces but something's being done. The one message they we got from Caldor and Dixie Fires is that we are no longer safe from fires coming over the top. God only knows what happens if it comes over into west Tahoe. They need to put all of their efforts into encouraging all of the partners in doing what they have to do to move that.

Ms. McIntyre said the Forest Service is going to be conducting planning probably this winter for Lake Tahoe West. The way that it was envisioned has shifted but the pieces all still aligned to do a comprehensive restoration project.

Public Comments & Questions

Victor Lyon, Vegetation Management Staff Officer, Lake Tahoe Basin Management Unit for the Forest Service. He anticipates that the Forest Service is going to reinitiate Lake Tahoe West planning. That large landscape planning project is inclusive of many lands from approximately Emerald Bay up to just about Dollar Point on the North Shore. Simultaneously, while they're reinitiating the planning effort and having a conversation with a Forest Supervisor at the end of this month on exactly what that new scope of work will look like. They are still implementing the portions of the Lake Tahoe West landscape that were planned prior to Lake Tahoe West, including, projects like the West Shore Wildland Urban Interface. Some of the units that are envisioned as part of Lake Tahoe West are counting on some of those West Shore WUI and other projects getting done. The Liberty Utilities Resilience Corridors project is also in that Lake Tahoe West footprint.

VIII. REPORTS

A. Executive Director Status Report

1) Tahoe In Brief – Governing Board Monthly Report

Mr. Hester said there are a couple of typos in the application tracking part of the Tahoe In Brief report. On page 233, the 40 and 40 should be up one line, and on page 234, the number below 70 on the top right corner should be 66, not 34.

B. General Counsel Status Report

Mr. Marshall said the Dobbins appeal was filed in State Court and has since been removed to Federal Court. This was challenging TRPAs denial of that buoy as being non littoral. They also had claims against the Glenbrook Homeowners Association. The response of pleading is due in a few weeks.

The Ninth circuit affirmed the district court's dismissal of the Garmong case so absent any requests for en banc reconsideration petitions for certiorari to the supreme court, that case may be complete except for the attorney's fees issues. Dr. Garmong was assessed significant attorney's fees incurred by the Verizon and the various private parties. He then appealed that and that's now undergoing the briefing in the Ninth Circuit.

In an enforcement case, TRPA v. Parker for an illegal mooring off of a South Lake Tahoe beach they have taken Mr. Parker's default and now have to go through a process for the court to assign civil penalty amount, and then we'll seek to recover that amount from Mr. Parker. They thought they had a settlement with Mr. Parker and was not an unreasonable one from our perspective. He's been reluctant to sign it so, hopefully during process he'll realize it's a better deal than he's going to get out of court.

In the Harrosh case, the Ninth Circuit yesterday evening just denied Mr. Harroh's application for a stay pending appeal of the District Courts denial of his motion for preliminary injunction to stop the construction of the pier just to the north of his parcel. They'll start briefing the merits of the appeal on the preliminary junction over the next two months or so. They are interested in that case because of how that came to the Governing Board. Last month, they talked about the process for hearing appeals of grants of permits at the Governing Board.

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IX. GOVERNING BOARD MEMBER REPORTS

Ms. Hill invited anyone interested to join the Washoe Tahoe Transportation Summit at the Parasol building tonight at 4:00 p.m. The presentation starts at 5:30 p.m. that will be looking at transportation solutions, public safety solutions, multi-modal questions, and parking for State Route 28, all of the roads in Washoe and connecting to Crystal Bay. They've been doing a study for almost a year now, and they're going to show the community what we've got and ask for input.

Mr. Yeates said even though he's a California voter, he thanked Secretary Cegavske for surviving another campaign, doing such a great job, and being an excellent member of TRPA. All that he heard over the last few weeks about what all the election officials went through almost nationwide and dealing with the unfortunate situation, those that deny the validity of our elections. Certainly, the work of the Secretary of States throughout this nation is amazing. The Secretary took a lot of grief unnecessarily and am grateful for people like Barbara who did her job.

Mrs. Cegavske thanked Ms. Hill and Mr. Donohue for the proclamation from the Nevada Tahoe Regional Planning Agency. It's been a pleasure to work with TRPA and get to know all of you individually.

X. COMMITTEE REPORTS

A. Local Government & Housing Committee

No report.

B. Legal Committee

No report.

C. Operations & Governance Committee

No report.

D. Environmental Improvement, Transportation, & Public Outreach Committee

No report.

E. Forest Health and Wildfire Committee

Mr. Hicks said the committee met today and received presentation about the proposed biomass gasification project in the City of South Lake Tahoe. He appreciated Mr. Friedrich's work in helping move this along. He spoke with Mr. Marshall about how to keep this moving forward. The committee was impressed by the presentation, and they'll be hearing more about this in the future.

F. Regional Plan Implementation Committee

No report.

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XI. PUBLIC INTEREST COMMENTS

None.

XII. ADJOURNMENT

Mr. Yeates moved to adjourn the meeting.

Vice Chair Ms. Williamson adjourned the meeting at 2:37 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marja Ambler".

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.