



2014 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY
July – September 2014

|| *lake Tahoe*



TAHOE
REGIONAL
PLANNING
AGENCY

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ACCELERATE THRESHOLD ATTAINMENT

Implement the 2012 Regional Plan – Focus on regional issues such as adapting to climate change.

The Planning Division implements an ongoing regional planning process that fulfills the Bi-State Compact requirement for a Regional Plan and related ordinances, rules and regulations that will achieve and maintain environmental threshold carrying capacities. Targeted improvements to implementation of the 2012 Regional Plan are currently the primary focus of TRPA's Planning Divisions: Long Range Planning, Current Planning, and Transportation Planning.

LONG RANGE PLANNING DIVISION

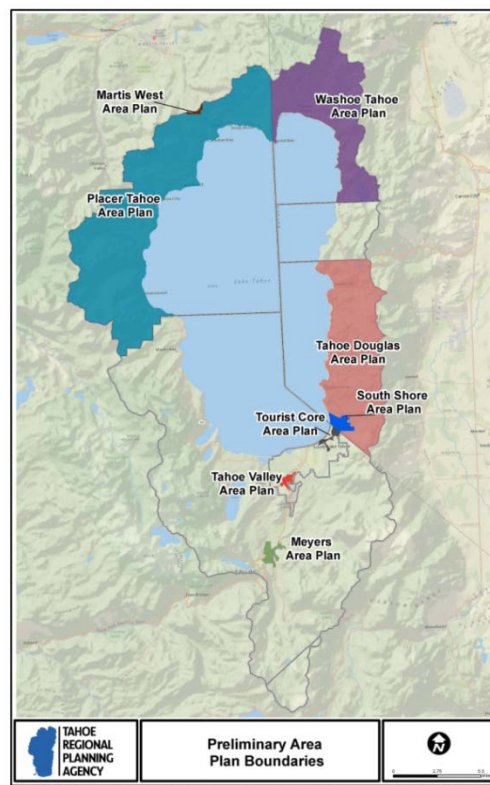
Long range planning typically includes annual priority-setting by the Governing Board, resulting Plan and Code amendments, and 4-year Regional Plan and Code of Ordinances reviews based on evaluation of progress toward achieving and maintaining the environmental threshold carrying capacities.

At its February 2013 and April 2014 strategic planning retreats, the Governing Board set a number of priorities for Long Range Planning on which we are making progress.

Area Plans

Two area plans have been approved by the TRPA Governing Board and six area plans are under development by local jurisdictions. Area plans are the 2012 Regional Plan's approach to meet each local community's unique character and needs for integrating environmental improvements with community revitalization. Once the area plan is found to conform with TRPA's regional environmental goals, TRPA can delegate additional project reviews to local jurisdictions to streamline the permitting process with one-stop shop permitting and inspections for most projects.

- **City of South Lake Tahoe's Tahoe Valley Area Plan and Memorandum of Understanding:** TRPA's Regional Plan Implementation Committee heard input at a public hearing on the Tahoe Valley Area Plan in August. This proposed Plan includes the mixed use areas around the "South Y" in South Lake Tahoe. This



Area Plan is the first proposing to take advantage of area-wide coverage management and best management practices strategies newly available in the 2012 Regional Plan to accelerate transfers of development out of sensitive lands and promote more vibrant and walkable community centers. The Regional Plan Implementation Committee also reviewed a draft memorandum of understanding between the City and TRPA that is designed to streamline project review and improve consistency in monitoring and reporting on project activities.

- **Placer County's Tahoe Basin Area Plan:** In July, Placer County and TRPA issued a Notice of Preparation to gather input on an Environmental Impact Statement that will be prepared to evaluate the effects of the proposed Placer Tahoe Basin Area Plan. As a result of the hearing on the Notice of Preparation, Placer County streamlined its approach from four area plans into one consolidated Area Plan and is looking at strategies to incent environmental improvements associated with redevelopment needed to meet the tourist demand for updated hotel stock on the North Shore. The proposed Area Plan is still under development and would include all of Placer County within the Tahoe Region, with the exception of 112 acres included in the Martis West Area Plan. Placer County is incorporating the input received into a Draft Area Plan.
- **Tahoe Douglas Area Plan:** Douglas County released a draft of the proposed Tahoe Douglas Area Plan in August. This Area Plan covers the remainder of the Tahoe portion of Douglas County that was not included in the previously adopted South Shore Area Plan. The Tahoe Douglas Area Plan includes significant areas of public land and open space, as well as residential neighborhoods and a few small commercial areas (Lower



Artist rendering of what the intersection of Kahle Drive and U.S. Highway 50 could look like as proposed under the Draft Tahoe Douglas Area Plan (picture courtesy Douglas County).

Kingsbury/Kahle, Roundhill Center). The Plan focuses on improving consistency between TRPA and County regulations, and coordinated mobility and water quality improvements. Highlights include a vision for integrated pedestrian, bicycle, stormwater management, and stream restoration near the corner of Kahle Drive and U.S. Highway 50. The Draft Plan is available on the County's website: www.douglascountynv.gov

- **Douglas County, South Shore Area Plan Greenhouse Gas Reduction Strategy:** In August, Douglas County also released proposed revisions to the adopted South Shore Area Plan. The revised Plan incorporates a greenhouse gas reduction strategy, which is now a required component of every area plan. The strategy includes ongoing energy efficiency improvements to public buildings, implementation of an energy conservation building code, allowances for straw bale construction and alternative energy systems, and a 50 percent discount on all fees for renewable energy projects.

Best Management Practices (BMP) Compliance Working Group

At its annual priority setting workshop in February 2013, the TRPA Governing Board identified as a priority from the Regional Plan's Preliminary List of Priority Projects a working group to explore options related to BMP compliance. The Board reinforced the importance of this topic at its 2014 priority setting meeting. The Regional Plan Implementation Committee chartered the BMP Compliance Working Group in January 2014 with representatives from state and local governments, the environmental and business communities as well as technical experts. The Regional Plan Implementation Committee also appointed Governing Board Members Aldean and Shute to co-chair the group.

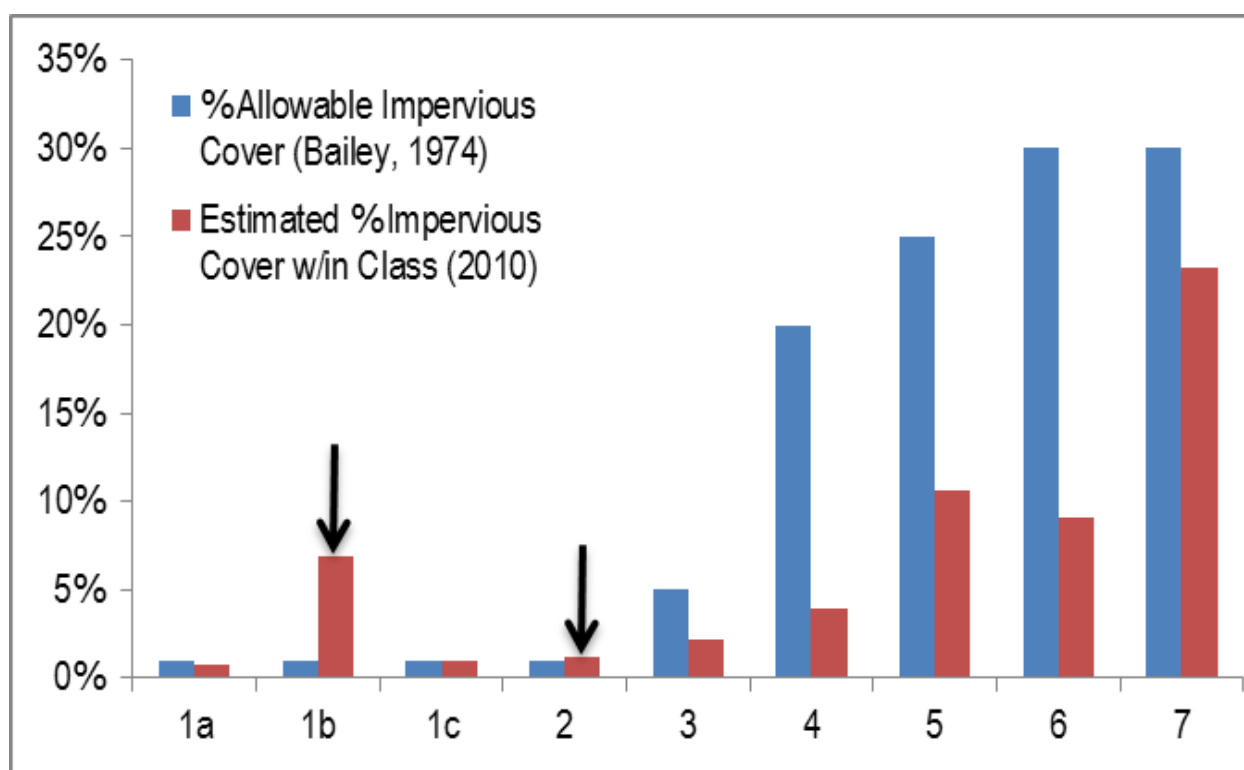
The Working Group's original scope was to review a single BMP compliance method: requiring BMP installation at time of property sale/transfer. The Working Group ultimately chartered a broader scope looking at the effectiveness of all ongoing strategies under both the TRPA Compact and Code and the added requirements of the TMDL's BMP implementation strategies.

Starting in March 2014, the Working Group reviewed the comprehensive region-wide system of stormwater management and BMP implementation methods, from highway/roadway treatments to commercial/multi-family strategies, as well as single family residential compliance. The Working Group endorsed all of the ongoing compliance strategies and made targeted recommendations to enhance or improve existing BMP implementation approaches. Final recommendations are summarized in a BMP Implementation Enhancements Action Plan, which was endorsed by the Working Group with modifications on August 20, 2014. The Working Group supported development of a modified disclosure process rather than requiring BMP installation at the point-of-sale and directed staff to update the TRPA BMP Real Estate Disclosure Form.

The BMP Compliance Working Group advanced the BMP Implementation Enhancements Action Plan to the Advisory Planning Commission and the Governing Board. The Plan outlines current efforts and recommendations to focus the regional partnership's limited resources on the most effective stormwater management strategies.

Land Coverage Working Group

The Tahoe Region includes a significant amount of land coverage from older developments in environmentally sensitive Stream Environment Zones (SEZs). While progress is being made to restore these areas, more work is needed. TRPA convened a working group of experts from both states, local governments, the business community and environmental groups to develop policy recommendations to accelerate the removal of coverage from these sensitive lands. Through a series of public meetings, the Land Coverage Working Group has developed some initial recommendations to revise policies on transferring coverage to encourage more coverage to be transferred out of SEZs. The Group is also reviewing a variety of possible changes to coverage mitigation policies, which are intended to focus mitigation efforts where they can achieve the greatest environmental benefits. Once the Working Group finalizes its recommendations, TRPA staff will advance them to the Advisory Planning Commission and Governing Board for consideration.



Existing Land Coverage Compared to Adopted Threshold Standards in Each Land Capability District: The blue bars represent the amount of coverage allowed within each land capability district. The red bars represent the approximate amount of existing coverage within those districts. While most land capability districts have less coverage than allowed, Stream Environment Zones (also known as 1b lands) have significantly more coverage than allowed. Class 2 lands also slightly exceed the adopted standard.

Shorezone Program Update

TRPA shorezone staff completed an updated count and GIS map of all existing shorezone structures currently in the Lake during this past quarter. These counts included buoys, piers, boat houses, floating platforms, trampolines and slips, and were generated using aerial photography of the Lake along with field verifications. Additionally, the TRPA boat crew conducted boating use surveys on Lake Tahoe this summer which will help characterize the occupancy rate of the various types of mooring facilities and the associated patterns of motorized boat use from occupied moorings. This information will be the basis for describing existing conditions in a Shorezone Program update and its associated environmental analysis.

TRPA shorezone program staff also conducted surveys and onsite visits for all of the motorized and non-motorized watercraft rental concessions, and all tour, parasail and charter boat operations located around Lake Tahoe. Staff collected detailed counts of the number of watercraft at each location, where vessels are stored when not in use, and where motorized watercraft are fueled. This information will aid with the future analysis of boating on Lake Tahoe.

CURRENT PLANNING DIVISION

The Current Planning Division serves the public by providing timely and consistent review of applications to achieve environmental improvement and economic investment consistent with the TRPA Regional Plan and Code of Ordinances. The Division supports local government and other public and quasi-public entities to implement the Regional Plan and works to facilitate removal of development and development rights from sensitive and remote lands through a system of transferring and retiring development commodities.

Having consistent and predictable review times creates trust in the process and fosters applicant cooperation in project compliance and implementation needed to deliver environmental improvements. Current Planning Division staff continue to substantially meet performance targets.

Measure	2013/2014 Actuals	2014/2015 Target	YTD
Number of applications	592	800	184
Percent of applications deemed complete/not complete within 30 days	99%	90%	99%
Percent of applications requiring Hearing Officer review completed within 45 days of application being deemed complete	78%	90%	33%
Number (percent) of applications requiring Governing Board review (excluding those requiring an environmental impact statement) completed within 60 days of application being deemed complete.	100%	90%	100%
Number (percent) of applications requiring Governing Board review with an environmental impact statement completed within 120 days of application being deemed complete. ¹	0%	90%	0%
Percent of all applications reviewed within 120 days of application being deemed complete	98%	100%	98%
Percent of customers rating their overall experience with the Customer Service Counter as good or exceptional (i.e., 4 or 5 on a scale of 1 to 5)	100%	80%	100%

Note: 1. There were no applications requiring Governing Board review with an Environmental Impact Statement in 2013/2014.

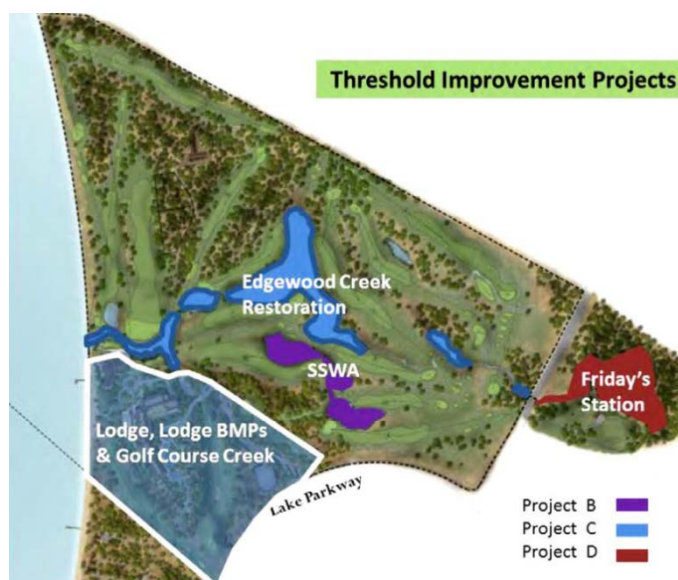
Residential Allocation Program

During this past quarter, the Advisory Planning Commission recommended Code of Ordinances amendments that strengthen the environmental benefits linked to the metered annual basin-wide allocation of residential parcel development. Going forward, a local government's annual distribution of residential development allocations is now tied to meeting performance targets for Total Maximum Daily Load (TMDL) implementation. Other Code amendments allow jurisdictions to earn added allocations for removing and retiring stream environment zone (SEZ) land coverage; concentrating new residential units within town centers; constructing Environmental Improvement Program projects; and improving public transportation above levels from the previous year. To maintain sufficient allocations to incentivize multiple regional purposes the Code was also changed to front-load a proportion of each future four-year release into TRPA's sensitive lot retirement pool. The Regional Plan Implementation Committee considered the proposed residential allocation program amendments at a public hearing and strongly recommended the improvements which were then unanimously adopted by the Governing Board on July 23, 2014.

Beginning in August, the Advisory Planning Commission began consideration of a second-phase of changes to the existing distribution of allocations among jurisdictions. The issue is whether the base percentage by jurisdiction should be changed. The second phase recommendation is expected to be presented to the Governing Board by November 2014.

Edgewood Golf Course Commences Construction of Major Environmental Improvement Projects

The Edgewood Companies received approval earlier this year to begin construction of the Edgewood Lodge and Golf Course Improvement Project. The Company has begun some infrastructure and preparatory work for construction of the Lodge building. But the major work underway now is the construction of the voluntary environmental improvement projects associated with the golf course ponds and Edgewood Creek, known as Threshold Improvement Projects B, C and D. These Threshold Projects focus on improvements to water quality, vegetation, wildlife and stream environment zones (riparian vegetation, soils, fisheries, and hydrology). A number of the ponds within the golf course serve double-duty as golf course water hazards and as stormwater treatment for the south shore casino corridor area and the lower reaches of the Edgewood Creek watershed. These golf course water features provide stormwater treatment capacity and act as sediment settling ponds, particularly for coarse sand and silts. Work will include dredging the ponds to remove accumulated sediment; expanding and enhancing existing wetlands to improve fine sediment and nutrient uptake; improving riparian and wetland habitat; and providing fish passage and creation of spawning habitat in Edgewood Creek. When completed, the improvements will result in the capture of an estimated 82,210 pounds of fine sediment particles per year, an increase of over 13,000 pounds from existing conditions.



Locations of Edgewood's Threshold Improvement Projects.

Based on an analysis of the optimal site conditions and feasible timing to construct the Threshold Improvements Projects, Edgewood requested and has been granted approval to complete the environmental improvement over the winter months (October to February), when water table levels will be at their lowest, allowing the work to be completed in only two construction seasons rather than five if performed in spring and fall to avoid the busy summer golf course operations. As with other grading season exceptions, rigorous permit conditions and compliance inspections through the winter assure that the work outside the summer grading season will be protective and avoid any potentially harmful impacts.

TRANSPORTATION PLANNING DIVISION

The Transportation Planning Division executes an ongoing regional transportation planning program that implements the Bi-State Compact requirement for an integrated transportation plan including parkways, highways, transportation facilities, transit routes, waterways, navigational facilities, public transportation facilities, bicycle facilities and appurtenant terminals and facilities for the movement of people and goods within the Region. The TRPA Governing Board, with the addition of a member representing the U.S. Forest Service, is the designated Tahoe Metropolitan Planning Organization (TMPO) for the Lake Tahoe Region and the Transportation Division serves as the TMPO staff. The TMPO maintains and implements a continuing, comprehensive and coordinated regional transportation planning process that includes a Regional Transportation Plan, the Federal Transportation Program and an Overall Work Program.

Maintaining Momentum for Lake Tahoe Transportation Investments

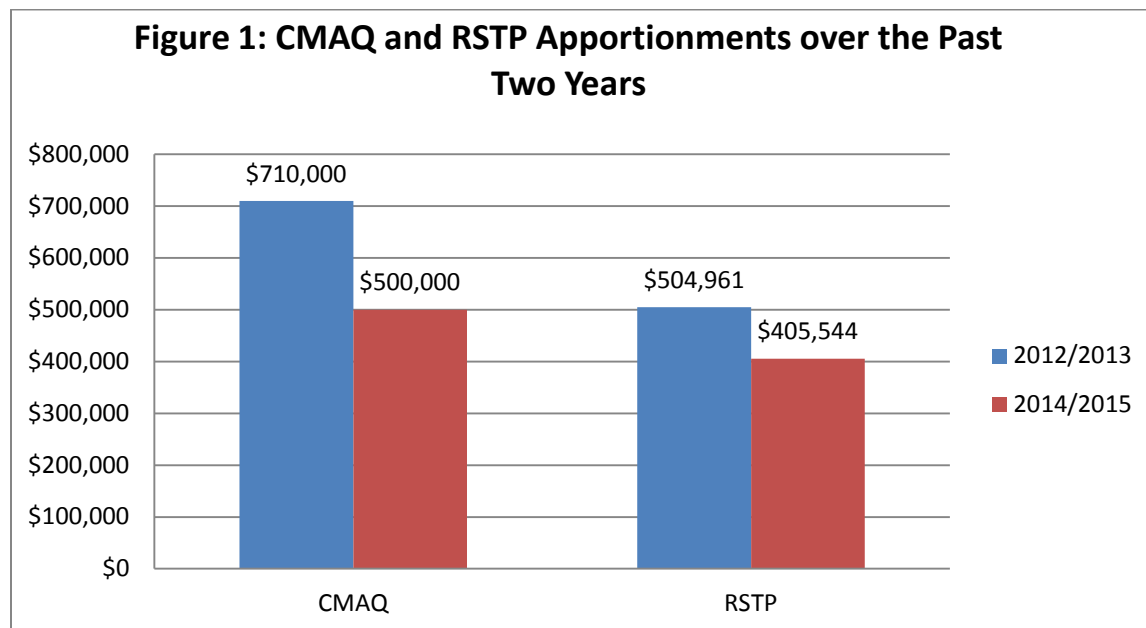
Community improvement projects and new bike trails have been popping up all over Lake Tahoe in the last couple of years. Many of these projects, such as the Kings Beach Commercial Core Improvement Project, the Harrison Avenue Project, the Nevada Stateline to Stateline Bikeway, and Caltrans water quality improvement projects are the result of years of planning, negotiating and careful aligning of federal, state and local funding sources. In addition, local implementing partners have recently been successful in obtaining grant funds for bicycle and pedestrian projects, including Tahoe City Public Utility District's Homewood Bicycle Trail, El Dorado County's Sawmill Bike Trail, South Lake Tahoe's Bike Trail Rehabilitation Project, Placer County's Dollar Creek Trail and the Incline Village to Sand Harbor Bike Trail, planned and designed by the Tahoe Transportation District and a variety of partners and funded by a combination of state and federal funds and private donations. All of these projects are scheduled to go to construction by 2016 at the latest.

The culmination of these projects is exciting for Lake Tahoe communities and highlights the possibility of completing the Lake Tahoe Bikeway (a bikeway around the Lake), as well as continuing with needed improvements to outdated development in our town centers. All of these projects contribute to reduced urban runoff into Lake Tahoe, as well as enhancing our economy by providing attractive amenities to tourists and more efficient access to popular destinations for residents and tourists. However, Tahoe's ability to continue to fund these improvements is threatened by a continuing decline in transportation funding at the state and federal levels, and by Lake Tahoe's classification as a small rural community. This classification considers only our limited permanent residential population and does not take into account the fact that our communities must provide infrastructure and services to millions of visitors each year, visitors that can more than triple our population on a busy weekend¹.

¹ Mobility 2035: Lake Tahoe Region Transportation Plan and Sustainable Communities Strategy

The federal Transportation Fund, primarily funded through the federal gas tax, is in jeopardy as the gas tax of 18.4 cents per gallon has not been raised since 1993. The buying power of the gas tax has decreased 64.6 percent in that time². This reduction is directly reflected in the amount of federal funding allocated to Lake Tahoe.

Non-discretionary (non-competitive) federal apportionments are dwindling with the reduction in the overall federal transportation budget. Two non-discretionary federal funds the Region receives are Congestion and Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds. Both have seen reductions in apportionments over the past several years. CMAQ funds have decreased by \$210,000 or 30 percent in the last few years. The 2013 apportionment was \$710,000 versus the current 2015 apportionment of \$500,000. The RSTP funds have been reduced by \$100,000 or 20 percent over the last several years. The 2012 distribution was \$504,961 compared to the 2014 distribution of \$405,544 (Figure 1). These funding sources have been primarily used for bicycle and pedestrian projects.



Discretionary (competitive) federal grants are available, but Tahoe has been mostly unsuccessful in receiving these funds. Recent competitive grants that have been applied for but not awarded are Strategic Growth Council (SGC) Round 3 and 2014 TIGER Round VI. Currently, 10 percent of our funding is provided through competitive grants which means we cannot count on receiving that same level of funding in the future.

To maintain our funding levels and the level of project implementation that we have seen in recent years, we are striving to become more cost competitive and working with our partners in the Region to develop strategies for success in grant proposals, maintaining Lake Tahoe as a leader in environmental protection and mobility. We are also working towards receiving recognition at the

² <http://www.usinflationcalculator.com/>

federal and state level of the impacts of visitors on our population, in order to increase our non-discretionary federal apportionment of funds.

Tahoe has been successful in implementing projects in recent years, but unless we determine new transportation funding our success rate could drop. In order to continue to fund transportation projects we need to look to innovative funding. In the private sector, the Tahoe Fund has provided \$750,000 as a strategic increment of funding to the Nevada Stateline to Stateline North Demonstration Phase 2 project needed to fully fund that project. Another potential new source of funding is California Cap and Trade revenues. Criteria for distribution are still in the drafting stages. Other locally derived funding strategies must be explored for the future to provide critical matching funds and accelerate key projects for the community.

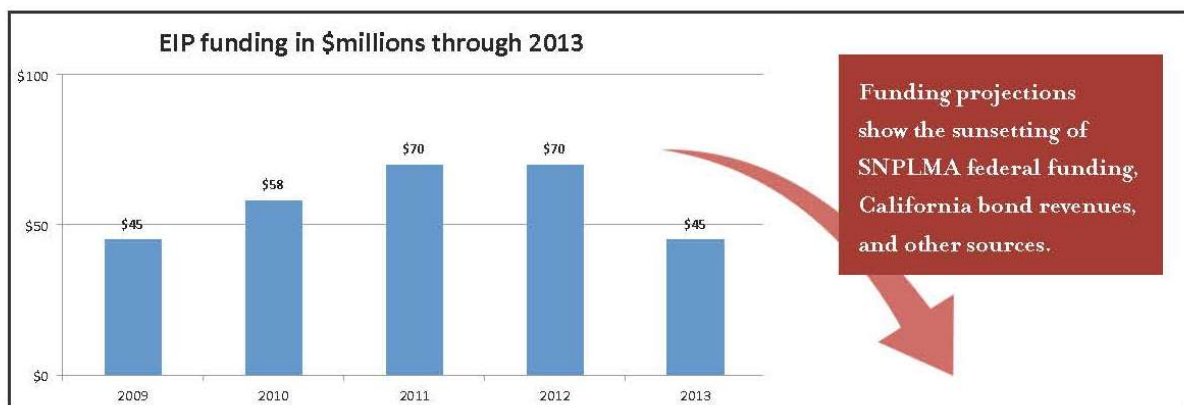
Develop and Implement New Funding Strategies for the Environmental Improvement Program (EIP) – The Region is confronted with constrained state funding sources and the decline of multiple federal grants that support restoration, science, and monitoring programs.

The Environmental Improvement Division leads the implementation of the Tahoe ecosystem restoration initiative, the Environmental Improvement Program (EIP). The Division provides leadership within the EIP partnership to develop new financing strategies for future projects and programs to set EIP program/project priorities so that the ever more limited funding for EIP projects is being used on those projects that will achieve maximum threshold gain. The Division also identifies and builds new associations beyond the Lake Tahoe Region to strategically leverage new and innovative funding sources.

2014 FEDERAL SUMMIT

In preparation for this year's federal summit, TRPA staff worked with EIP partner agencies and congressional staff to prepare a number of key information products for the event. The event, hosted this year by U.S. Senator Dianne Feinstein, was held on August 19, 2014 at the U.S. Forest Service site at Valhalla. After the event, the senator hosted an informational lunch where various agencies and academic institutions presented status updates to the Governors and Congressional delegation on the EIP and the Regional Plan. TRPA working with partner agencies produced a number of fact sheets summarizing EIP and Plan accomplishments and priorities for various environmental programs. Those fact sheets are attached to this quarterly report as Appendix A.

The fact sheets outline EIP accomplishments and expenditures through December 31, 2013. Although EIP projects are continuing to be constructed and implemented, the amount of funding available is declining. Although the EIP is funded from multiple sectors, the largest source for several years has been funding from the Southern Nevada Public Land Management Act and replacing this source of federal funding is a high priority.



Immediately following the Summit and Senator Feinstein's luncheon, the Agency conducted a lake field tour for staff of the Tahoe Congressional delegation, allowing them to see first-hand the ongoing invasive plant control work in Emerald Bay, as well as Asian clams on the lake floor. This direct look at the environmental work in the Basin will help staff understand the practical impacts of invasive species programs, including those included in the Lake Tahoe Restoration Act. The feedback from the participants was extremely positive, and Agency representatives have conducted follow-ups with each participant to continue to develop and nurture those relationships.

Attending the tour were Washington-based policy staffers for Senators Reid and Heller, as well as state-based staffers for Senators Reid, Boxer, and Congressman McClintock. In addition to representatives of the Agency, Cheva Heck from the U.S. Forest Service and Dr. Sudeep Chandra from the University of Nevada contributed to the tour.



At left: Dennis Zabaglo, Aquatic Resources Program Manager, discussing the Emerald Bay weed removal project. At right: Staff of the Tahoe Congressional delegation on the post-Summit lake field tour with TRPA staff and Dr. Chandra.

STORMWATER MANAGEMENT PROGRAM

The goal of the Stormwater Management Program is to reduce pollutants flowing into Lake Tahoe. Roadway infrastructure projects and installation of Best Management Practices (BMPs) on private parcels are the main focus areas of the program. We are positioning the Stormwater Management Program to adapt to the California, Nevada, and U.S. EPA approval of the Total Maximum Daily Load (TMDL) approach to water quality improvement and to substantial reductions in grants and other public funds to partner agencies and TRPA to support implementation.

Best Management Practices Enforcement

During the third quarter of 2014, BMP enforcement efforts included the distribution of 295 enforcement letters sent to single-family residential owners within the Sierra Tract F1 Catchment and the Central Incline areas. These areas were identified by TRPA as a current priority for

enforcement in coordination with the local jurisdictions and their respective TMDL load reduction plans.

- Single-family residential owners with properties within the Sierra Tract F1 Catchment (City of South Lake Tahoe) were divided into three groups: Group 1, totaling 60 properties, were sent letters on July 9; Group 2, totaling 61 properties, were sent letters on July 31; and Group 3, totaling 58 properties, were sent letters on August 4. For the third quarter, a total of 179 letters went out to property owners in the Sierra Tract F1 Catchment. As of the end of this quarter, 111 of those property owners have already responded and are working with the Tahoe Resource Conservation District to implement BMPs.
- Single-family residential owners with properties within the Central Incline Phase 1 area were divided into three groups: Group 1, totaling 75 properties, were sent letters on July 17; Group 2, totaling 36 properties, were sent letters on September 2; Group 3, totaling five properties, were sent letters on September 19. During this past quarter, 116 letters went out to property owners in the Central Incline Phase 1 area and 20 property owners have already responded and are working with the Nevada Tahoe Conservation District to implement BMPs.

Cave Rock Estates General Improvement District Stormwater System Retrofit Project

The Cave Rock Estates General Improvement District is located in Douglas County, Nevada. Cave Rock Estates is an ideal location for area-wide treatment because the private properties in the watershed are constrained due to rocky, slow draining soils and steep terrain, making on-site infiltration difficult in an area where the watershed is directly connected to Lake Tahoe.

Although there is an existing detention basin for the neighborhood that was installed through a prior water quality improvement project in 1991, the basin was not at that time designed to treat



Existing Cave Rock Estates detention basin prior to retrofit. The basin is located north and west of Cave Rock Drive and east of U.S. Highway 50.

fine sediment particles and today does not provide sufficient access for maintenance. The basin has recently been retrofitted to a multi-tier treatment system that will treat fine sediment particles, nitrogen and phosphorus, and can be easily maintained. Once retrofitted, the basin will have the capacity to treat all of the stormwater runoff within the Cave Rock watershed including stormwater runoff from all private properties within the neighborhood. This is the first regional treatment

system installed in Nevada by a general improvement district.

The Pollutant Load Reduction Model analysis for the project determined that it is expected to reduce fine sediment particles by 337 kilograms (743 pounds) per year. The project was funded by the U.S. Forest Service, Douglas County and the Cave Rock Estates General Improvement District.

Best Management Practices Training for Local Jurisdiction Partners

Given that the 2012 Regional Plan Update provides various incentives to encourage redevelopment, more BMPs are expected to be installed and maintained through new and redevelopment projects, which are often permitted through our local jurisdiction partners. Training of our partners ensures that BMP requirements are being consistently applied. TRPA Stormwater Management staff held a training session for local jurisdiction staff on September 16 which focused on permitting the best BMP designs, emphasis on low impact development and new requirements such as sediment traps.

FOREST AND VEGETATION MANAGEMENT PROGRAM

The goal of the Forest and Vegetation Management Program is to restore and maintain healthy and fire-safe forests, and to provide leadership in fuel reduction/forest management activities which in turn promotes ecosystem resiliency. The program is needed to achieve and maintain TRPA's vegetation thresholds.

Major Fuels Reduction Projects Implemented in the Tahoe Basin

The U.S. Forest Service continues to implement a number of large fuels reduction projects in the Tahoe Basin. All of this work is occurring within the Wildland-Urban Interface (WUI), which has been identified as a high priority area for fuels treatment to protect communities. The outcomes of these projects are to achieve conditions that reduce the size and severity of wildland fires and result in forest stand densities necessary for healthy forests during drought conditions. TRPA reviews fuels projects through a memorandum of understanding to streamline the permitting needed to move the projects to implementation.

- **Incline Fuels Reduction Project:** Implementation of fuels reduction treatments near Incline Village in Nevada began during this past quarter on urban lots located within the project area and it is estimated that approximately 125 acres will be treated by the end of the 2014 field season.
- **Carnelian Fuels Reduction Project:** Hand thinning on 430 acres is scheduled for the 2015 field season. A mechanical, cut-to-length treatment system is scheduled on approximately 300 acres near Speckled Avenue in Kings Beach. Implementation began this past summer but has been suspended until next field season so that the contractor can do work on other priority projects. 611 acres of whole tree mechanical treatment on this project will likely begin next field season.
- **South Shore Fuels Reductions and Healthy Forest Restoration Project:** This project continues to be implemented and when completed will have treated approximately 10,000 acres on the South Shore of Lake Tahoe between Cascade Lake and Stateline, Nevada.

2013 Tahoe Yellow Cress Survey

A multi-agency team, including TRPA representatives, carried out the annual Tahoe Yellow Cress survey from September 2 to September 4. The Tahoe Yellow Cress Adaptive Management Working Group team surveyed 53 survey sites and found 38 sites (or 74 percent) were occupied by Tahoe Yellow Cress. With 38 occupied sites, the threshold standard to maintain at least 26 sites is being exceeded by 46 percent. The total population of plants within those 53 survey sites is estimated to be more than 21,000 plants.

AQUATIC RESOURCES PROGRAM

Guided by the Lake Tahoe Basin Aquatic Invasive Species Management Plan, TRPA leads the Lake Tahoe Region partnership to prevent the introduction of new Aquatic Invasive Species (AIS) into the Region and to eradicate or control the spread of existing AIS.

Nevada Legislative Oversight Committee Boat Tour and AIS Presentation



Members of the Nevada Oversight Committee with TRPA staff. Photo courtesy of Bob McDonald

TRPA's Legislative Affairs team served as a policy resource throughout 2014 for the Nevada Legislative Oversight Committee which met throughout the 2014 Interim Legislative Session. The Agency participated in multiple field tours which showcased EIP projects and illustrated TRPA policies in action. In August, TRPA staff hosted the legislative committee, chaired by Assemblyman Mike Sprinkle,

on a lake field tour which highlighted aquatic invasive species issues and projects. In the Committee's work session at the end of August, the committee voted to support TRPA's budget request for additional state appropriations to support the watercraft inspection program.

Quagga and Zebra Mussel Larvae Monitoring Results

TRPA participated again this quarter in taking samples to assess the presence of quagga and zebra mussel veligers. As part of ongoing monitoring for quagga and zebra mussel larvae, eight plankton tow samples were collected on July 31 and delivered to the California Department of Fish and Wildlife Shellfish Health Laboratory for quagga and zebra mussel veliger larvae testing. The samples were analyzed by cross polarized light microscopy. The analyses were completed on August 8 and in each case the entire sample was analyzed. There was no detection of quagga or zebra mussel veliger larvae.

ESTABLISH TRPA AS A LEADER IN ENVIRONMENTAL AND SUSTAINABILITY PROGRAMS

Establish New Cutting-Edge, Nationally Recognized Environmental and Sustainability Approaches and Programs. The agency operates on a world stage and the time is ripe for growing TRPA's reputation nationally and internationally as a leader in environmental restoration and sustainability approaches. We will use best practices and form new strategic alliances.

TRPA recognizes that true ecosystem sustainability is larger than TRPA alone, encompassing multi-sector public and private partners to succeed. TRPA is doing its part and spurring others to do theirs by providing leadership in the face of difficult challenges such as adapting to climate change effects and the sustainability of Lake Tahoe's communities. The Sustainable Communities Strategy adopted by TRPA achieves California greenhouse gas reduction targets for transportation related emissions, and the recently completed Sustainability Action Plan is an even broader blueprint for both public and private sector participants to address greenhouse gas reduction and the effects of climate change.

LAKE TAHOE SUSTAINABILITY ACTION PLAN

The Lake Tahoe Sustainability Action Plan, funded by the California Strategic Growth Council, was awarded the 2014 California American Planning Association Award of Excellence for Innovation in Green Community Planning in July. This award category honors efforts to create greener communities that reduce the impact of development on the natural environment and improve environmental quality. The Plan offers an effective approach in sustainability planning that is transferrable to other areas of California and the nation. The Plan has now been nominated for an American Planning Association National Award. The California Chapter award was received at the California State Planning Conference in Anaheim. The award jurors mentioned several noteworthy features of the Plan including the collaboration among various parties to create the Plan, its bi-state regional nature, the comprehensive scope of the Plan, the inclusion of both formal and informal planning efforts, and identification of implementation actions for a broad range of stakeholders from government agencies to businesses and visitors to the Lake Tahoe Region.

Completed in December 2013, the Lake Tahoe Sustainability Action Plan is far more than a typical climate action plan. The Plan is regional, covering multiple jurisdictions and community sectors. The Plan recognizes the many sustainability efforts already underway in the Lake Tahoe Region, and identifies additional innovative actions to further improve regional sustainability and resilience.



Awards Ceremony from left to right: Morgan Beryl, TRPA Associate Transportation Planner and former Assistant Planner/Sustainable Communities Program Manager, John Hester, TRPA Chief Operating Officer, Brooke Peterson, President of the California Chapter of the American Planning Association, Honey Walters, Ascent Environmental Principal, and Poonam Boparai, Ascent Environmental Senior Air Quality and Climate Change Specialist.

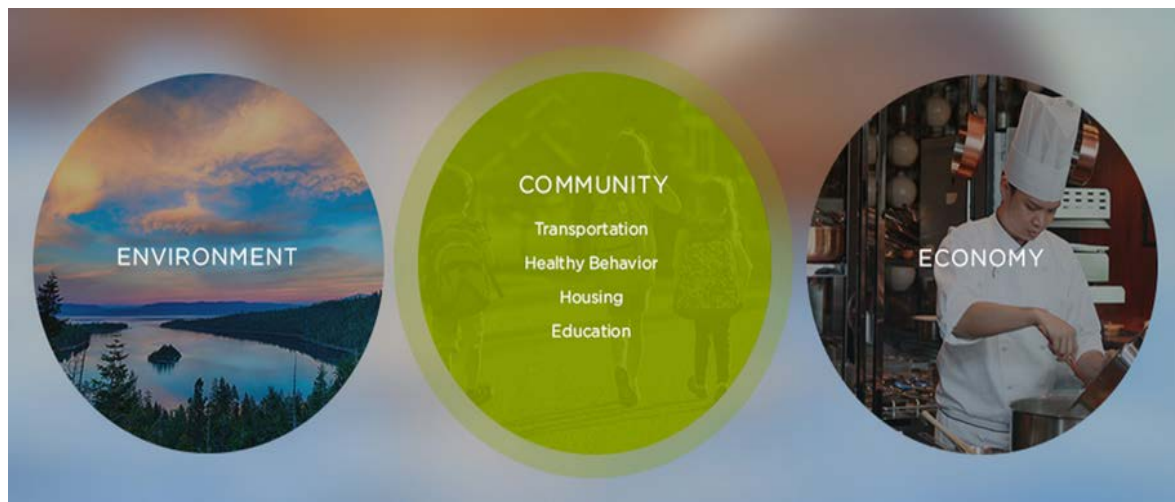
A substantial portion of the Plan is dedicated to planning for and adapting to impacts of climate change. Because of its alpine setting, climate change effects have already arrived in the Lake Tahoe Region. Current and projected climate changes include increased air and lake temperatures, reduced winter snowpack, altered precipitation patterns, and more frequent storm events. These changes have the potential for a wide variety of impacts, such as altered forest productivity, wildfire risk, water supply, public health, public safety, ecosystem function, and economic vitality. The Plan evaluates risk and vulnerability based on research specific to the impacts of climate change on the Region and makes recommendations to help make the Region more resilient.

The Plan sets out an implementation path with instructions to residents, businesses, schools, visitors, and community members on how to get engaged in delivering the different action strategies in the Plan. The Sustainability Action Plan is a living document that will continue to be updated and inclusive of new, innovative information and actions.

SUSTAINABILITY DASHBOARD









In 2013, the Lake Tahoe Sustainable Communities Program partners and community stakeholders selected a suite of indicators that measure the Lake Tahoe Basin's economic, environmental, and community health. These indicators have been incorporated into a dashboard that provides the general public a balanced and objective overview of the economic, environmental, and community health of the Lake Tahoe Region.

The Sustainability Dashboard, launched at the Lake Tahoe Summit on August 19, is a publicly accessible website in an easy to understand format for the public to learn about the state of the Tahoe Region. Reporting on 28 selected indicators of sustainability the Dashboard is organized by 11 key categories of importance for the Lake Tahoe Region: Water Quality, Forest Health, Greenhouse Gas Emissions, Aquatic Invasive Species, Income, Business Environment, Employment, Housing, Transportation, and Healthy Lifestyle. Each dashboard category provides information on indicator status, ongoing efforts and projects, and suggestions on how individuals can get involved. With additional funding in the future, the Sustainability Dashboard can be enhanced to function as a portal for people to access more detailed information about the indicators and related science, plans, projects and initiatives occurring in the Lake Tahoe Region.



A screenshot of the Sustainability Dashboard homepage

Extensive stakeholder input and a rigorous analytical process narrowed to 28 from among hundreds of choices the indicators selected for reporting. The details of how the indicators were selected and how they will be collected and reported can be found in the Sustainability Indicators Reporting Plan. The Sustainability Dashboard is not meant to be a complete inventory of all metrics and indicators reported in the Lake Tahoe Basin – the goal of the dashboard is to make easily accessible the big picture story about the condition of the Region's economy, environment, and community. The Sustainability Dashboard is also not a static set of metrics; as new information becomes available or new priorities are identified, its indicators may also change. The Sustainability Dashboard will be updated annually and can be found at www.laketahoeinfo.org.

Energy Efficiency and Renewable Energy in Public Facilities	Program capital improvements to reduce energy consumption or incorporate renewable energy production into public facilities.					
	Replace existing traffic lights, street lights, and other public lighting with energy-efficient lighting (e.g., LEDs) during regular maintenance and upgrades. Consider shielding from snow accumulation in streetlight design.					
	Region-wide GHG Reduction Potential	Climate Change Readiness Co-benefits	Environmental & Community Co-benefits	Private Costs	Public Costs	Job Generation Potential
	 Medium	 Low	 Medium	 None	 Medium	 Low
Notes:		 Prepare for energy supply variability	 Promote energy independence Improve air quality Lower utility bills Lead by example			
Responsible Party for Implementation: Local Jurisdictions, TRPA, TMPO, TTD, Caltrans/NDOT, Utilities						
Applicability: Public Facilities						
Sources: TRPA; Sierra Business Council; City of South Lake Tahoe; Placer County Air Pollution Control District.						

Example of a strategy included in the Sustainability Action Plan.

CALIFORNIA STRATEGIC GROWTH COUNCIL GRANT, SUSTAINABLE COMMUNITIES, ROUND 1

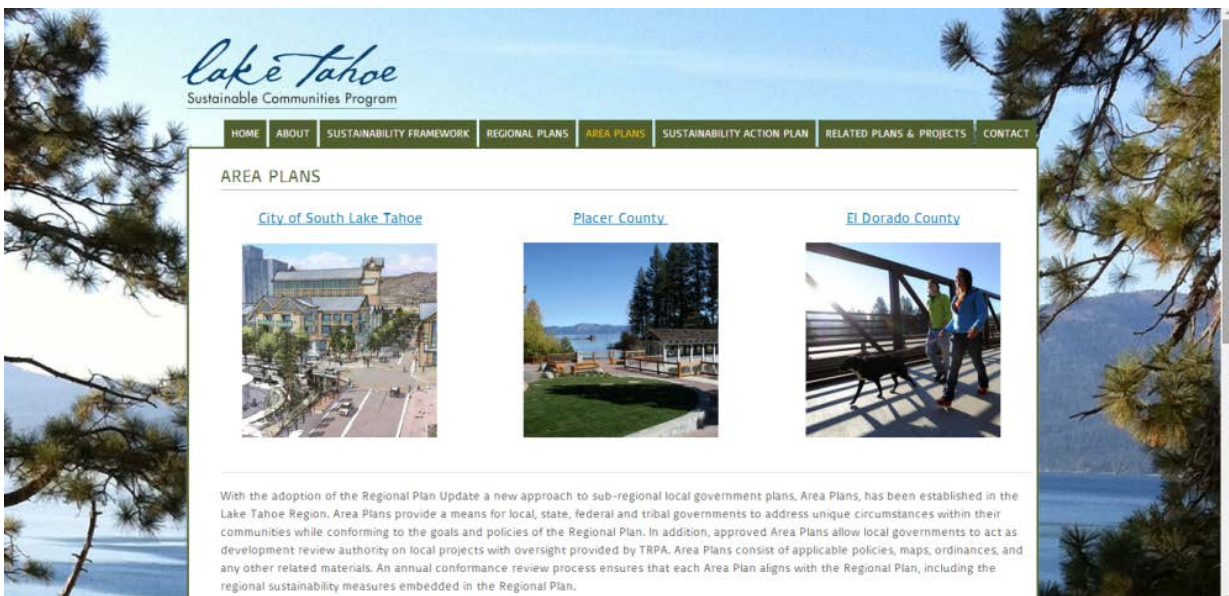
TRPA/TMPO staff closed out Round 1 of the Sustainable Communities grant, a Strategic Growth Council grant program, in August 2014. The Round 1 grant funding established the vision and framework for the Lake Tahoe Sustainable Communities Program, jumpstarted local area planning that implements the Regional Plan, Regional Transportation Plan, and Sustainable Communities Strategy, and provided seed funding for the Lake Tahoe Sustainability Collaborative, a citizen-led group created to implement sustainability initiatives in the Tahoe-Truckee Region.

Area Plans developed with Strategic Growth Council funds include:

1. The City of South Lake Tahoe Tourist Core Area Plan and Tahoe Valley Area Plan now under public review. Strategic Growth Council funds also helped support the City's update to its Housing Element, which has been approved by California State's Housing and Community Development Department, and found to be SB 375 compliant.
2. Placer County's Tahoe Basin Area Plan.

3. El Dorado County Meyers Area Plan and its supplement by the Tahoe Transportation District's Corridor Management Plan for the Meyers/Y Corridor. The corridor planning process is also leveraging TMPO On Our Way funds by including design level work that will bring the Meyer's Area Plan closer to implementation.

Round 2 continues the work started in Round 1 of the grant program, in addition to the development of many other key sustainability products, found here: <http://laketahoestustainablecommunitiesprogram.org/sustainability-framework/document-series/>. Round 2 of the Strategic Growth Council grant funds are expected to close out in December 2015.



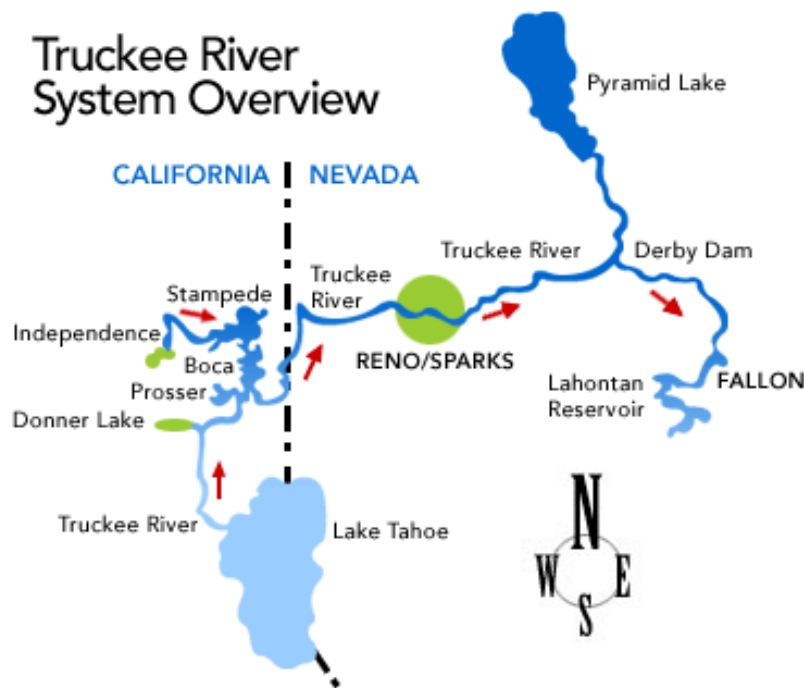
Screenshot of the homepage of the Lake Tahoe Sustainable Communities website.

BUREAU OF RECLAMATION TRUCKEE BASIN STUDY

The Truckee River Basin provides a vital source of water for more than 400,000 people in both California and Nevada. From its origins in the high Sierra Nevada Mountains at elevations over 10,000 feet, the Truckee River Basin encompasses an area of approximately 3,060 square miles in California and Nevada. While the greater portion of the Truckee River Basin's surface area, and certainly the majority of its demands for water resources, lie within the State of Nevada, most of the precipitation and virtually all of the basin's water storage lies within the State of California. This geographic imbalance between the basin's water supplies and its water demands has created conflicts surrounding the rights to, and the uses of, water resources within the Truckee River Basin.

In 2012, the U.S. Bureau of Reclamation's Mid-Pacific Region and four non-federal cost-share partners – Placer County Water Agency, TRPA, Truckee Meadows Water Authority, and Truckee River Flood Management Authority – launched the Truckee Basin Study through Reclamation's Basin Study Program, funded by the SECURE Water Act.

Truckee River System Overview



The Truckee Basin Study team evaluated the range of potential changes in water demands due to factors such as a growing human population and compared those demands to existing reservoir storage and other supplies under potential future uncertainties, including climate change and drought. Armed with this new information and taking into consideration extensive stakeholder input garnered through public workshops, the Basin Study team is currently developing and evaluating

strategies for resolving the range of potential imbalances in supply and demand, and will recommend adaptation strategies in a final report to best mitigate any negative impacts of climate change or other sources of uncertainty.

In addition to providing input on the direction of the study TRPA participated in all of the public workshops. TRPA hosted the most recent workshop to develop proposed adaptation strategies and, as a cost-share partner, will be providing further input on the draft strategies this fall.

Participating in this “whole systems” approach – looking at the entire watershed and river system as one – will provide Tahoe with relevant models and analytic approaches to make the connection between investing in upper watershed management (forest management, aquatic invasive species control, water quality projects, etc.) and water supply/water quality for downstream users.

TAHOE PROSPERITY CENTER BROADBAND INITIATIVE

Almost five years ago, the Basin jurisdictions all came together around a shared plan to transform the Tahoe economy from gaming to one based on tourism and outdoor recreation, health and wellness, and environmental innovation. To carry out the vision, the Tahoe Prosperity Center was born. Among its strategic initiatives are core efforts to improve the infrastructure foundation on which to build a new economy. Through a grant from the California Public Utility Commission, the Tahoe Prosperity Center is leading the regional work to expand high-speed internet service to the Tahoe Basin.

As a part of its goal to have a comprehensive broadband network, the Tahoe Prosperity Center launched an online survey and speed test this past quarter to determine Tahoe’s biggest gaps in high speed Internet service. The “Connected Tahoe” project grant funds a two-year project

focused on expanding high speed broadband services in unserved and underserved areas of the Lake Tahoe Basin. The grant involves:

- Collection and mapping of current broadband infrastructure;
- A community-wide broadband needs assessment and speed test;
- An analysis of the data to determine the unserved and underserved areas within the Basin; and,
- Assistance to interested Internet service providers in applying for grants to expand high speed broadband in the unserved and underserved communities.

The Tahoe Prosperity Center is a partner promoting regional sustainability. Supporting regional infrastructure development is vital to a diversified Tahoe economy. The survey can be accessed through the Tahoe Prosperity Center website at <http://tahoeprosperity.org>.



PROPEL THE DEVELOPMENT AND USE OF BEST INFORMATION, DATA, AND SCIENCE FOR DECISION-MAKING AND ACCOUNTABILITY

Provide Excellent Information for Policy Decisions, Accountability, and Operations – TRPA is committed to continuing strong relations with the science community and improving measurement and reporting for programmatic and fiscal accountability.

TRPA is charged with monitoring and measuring many hundreds of threshold standards, performance measures, and management actions for progress and effectiveness at a regional cost of many millions of dollars. The Region's monitoring and reporting programs are achieved through multi-sector partnerships and shared funding.

BUILDING PERFORMANCE CAPABILITY IN MONITORING & REPORTING PROGRAMS

TRPA Continues to Build Out the Strength of its New Research & Analysis Division

Earlier this year, TRPA reorganized its existing resources to form a new Research and Analysis Division within the agency to head up efforts to continue our relationship with the science community and to provide excellent information for policy decision, accountability, and operations. While many of the personnel in this new Division had previously been spread throughout the agency, one key position remained unfilled until this quarter. The position of Information and Monitoring Systems Program Manager is critical to the management of TRPA's diverse monitoring, database, and GIS functions. To fill this need, TRPA moved Ken Kasman into this role. Ken brings experience in data collection, data management, and analysis from his time at TRPA as well as previous experience in the private sector.

CONTINUOUS IMPROVEMENT INITIATIVE LEADS TO MORE EFFICIENT PERMITTING PROCESSES

In the continuing work to streamline projects permitting, three significant process improvements came on line this last quarter:

1. **Online Tree Removal Permit Applications:** The new TRPA online tree removal permit application is up and running and the online process is working well. The online application process allows customers to apply and make online payment for tree removal applications. From July 2014 to September 2014, a total of 164 tree removal applications were received and 65 of those applications, approximately 40 percent, were entered online. Tree removal companies especially are utilizing the new system. Tree removal permitting is now one of several permit categories made more efficient in the last two years using the Accela automated permit capabilities.

2. **Online Grading Exception Applications:** In September TRPA launched a new online grading exception application which includes a credit card payment system accessed through the website at www.trpa.org. This system streamlines the grading exception application process for the customer and improves response time by the inspectors. Previously, grading exception applicants had to download the application from TRPA's website and then submit the documentation either via mail or in person at TRPA's front counter. The new online system ensures customer contact by an inspector within three business days. Automatic emails from the online system keep the applicant informed of the status of an application and efficiently provide information how to contact the Agency regarding the project.
3. **Over-the-Counter Permitting:** During the third quarter, TRPA launched a new automatically populated over-the-counter permit using our permitting software program Accela. Previously, a planner working on an over-the-counter permit would need to download a template from electronic files and fill out the needed fields and then print out the permit for the customer. Later, the permit would then be scanned and uploaded into Accela. This new automated permit requires just one click and the permit is completely populated with special conditions, dates, property information and owner information all within the Accela program. This will save the planners time in the processing of over-the-counter permits. This permitting process improvement will allow staff to take in more over-the-counter permits resulting in less paper use and less vehicle trips for applicants to the TRPA offices.

DATA COLLECTION ONGOING FOR NEXT 2016 THRESHOLD EVALUATION REPORT

Data needed to report on the status and trend of hundreds of threshold indicators is continually collected by TRPA and other Basin partners. Highlights during the last quarter include stream bio-assessment data collection for use in reporting on the fisheries threshold standards.

2014 Stream Bio-Assessment Monitoring

TRPA has been conducting a stream monitoring bioassessment program since 2009 and surveys continued through this past quarter. During surveys, a variety of measurements and observations are taken including stream bed substrate, riparian vegetation, basic chemistry, and in-stream habitat complexity. In addition to over 40 stream parameter measurements, benthic macro-invertebrates are also collected. The benthic macroinvertebrate community has been shown to integrate the effects of human influences that can cause changes affecting stream health. The unique tolerance of



different macroinvertebrate species to stressors, including pollutants and siltation, creates a distinguishable difference in their community composition. This combined with their relatively short life span means the community quickly changes to adapt to stressors, making benthic macroinvertebrates a useful indicator to measure the health of Lake Tahoe streams.



Following a protocol used statewide in California, 273 stream surveys were completed in the Lake Tahoe Basin from 2009 to 2014 by TRPA or other contributing organizations such as the California Department of Fish and Wildlife and the Nevada Division of Environmental Protection. This data is reported in the Threshold Evaluation as a fisheries indicator and is also input into a California statewide bioassessment and water quality database.

OPERATE AS A HIGH PERFORMANCE ORGANIZATION

Create an Enduring Organizational Culture of High Performance and Continuous Improvement – The agency will improve its performance management system to ensure each individual is in alignment with, evaluated against, and rewarded for achieving performance targets.

ADVISORY PLANNING COMMISSION RETREAT

Following in the footsteps of the Governing Board's priority-setting retreat, on July 9 the Advisory Planning Commission (APC) held its first-ever strategic planning retreat facilitated by Michael Ward of High Bar Consulting.

The retreat addressed the current challenge facing the APC. Recognizing that a routine monthly meeting required by the Compact had led to perfunctory work of the Commission, APC members revisited their purpose and discussed the opportunity to build a more meaningful role for the APC. The APC's broad representative membership, pre-planned schedule, and public meeting setting allows it to function as an ongoing stakeholder collaborative to break through troublesome issues and offer recommended solutions to Regional Plan policy questions. By taking on the larger purpose of being a problem-solving body, APC could expand the Basin's capacity for collaborative decision-making and add greater value to the continuous improvement of regional planning.



The retreat resulted in both a new Charter for the APC and new procedures and protocols to be used for month-to-month operations of the Commission and new member orientation. In September, the Governing Board unanimously endorsed the new APC Charter expressing the Commission's commitment to add value to regional policy-making and expand the capacity for TRPA to address and resolve important regional issues.

The APC being led by facilitator Michael Ward at its recent strategic planning retreat.

NATIONAL ASSOCIATION OF REGIONAL COUNCIL'S EXECUTIVE DIRECTOR CONFERENCE

Nick Haven, TRPA's Transportation Planning Manager, continues to seek leadership opportunities in national transportation policy-setting forums. He recently attended the National Association of Regional Councils' Executive Directors' Conference in Des Moines, Iowa. This conference brought together hundreds of executive directors as well as their deputies and senior staff to network, share best practices, and explore opportunities for strengthening professional capacity and development.

Important policies and practices considered and discussed at the conference included:

- Directors from regional councils considered strategies for diversifying revenue streams. Discussion covered traditional revenues, such as federal grants and member dues, as well as other options such as fee-for-service, cooperative buying programs, and foundation grants.
- A discussion about how regional councils communicate and advance their mission, activities, and successes with businesses, community stakeholders, state and federal elected officials, federal agencies, and funders, including an exploration of methods, techniques, and tools to measure effectiveness.
- A Government Finance Officers Association presentation about trends in state and local finance and congressional proposals that might have an impact on bottom lines, as well as how local and regional governments can prepare. The San Diego Association of Governments provided an update on how California balanced the state budget, as well as California's unique referenda process and how it affects state revenue.

MEETINGS WITH CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENT

Just as TRPA collaborates with other regional agencies at the national level through the National Association of Regional Councils, TRPA is a member of the California Association of Councils of Government (CALCOG). CALCOG works to ensure the success of its members by facilitating communication and information sharing between the members, other local officials, state and federal agencies, and the public. Many members are from Councils of Governments (COGs), meaning they represent joint powers agreements of cities and counties, while others are transportation commissions created by statute. COGs engage in regional planning and program implementation on a wide variety of issues, including transportation, housing, the economy, energy, and the environment.

The members of CALCOG range from the Lake County/City Area Planning Council (population 64,000) to the Southern California Association of Governments (population 18 million). Some are transportation providers such as Orange County Transportation Authority, and others are COGs, such as the Association of Bay Area Governments, that take on any issue that the local agencies agree can best be addressed regionally. Some members benefit from self-help revenue, such as when a county has passed a sales tax measure to support transportation, and 18 members are

federally designated Metropolitan Planning Organizations (MPOs), like TRPA as the Tahoe Region's MPO, responsible for developing regional transportation plans under federal law and sustainable communities strategies under state law.

Each member appoints a local elected official from its board to serve on the CALCOG board. Norma Santiago serves in that role for the TRPA Governing Board. In addition, to reflect the level of partnership between regional and local agencies, both the California State Association of Counties and League of California Cities appoint a representative to the CALCOG board.

CALCOG also includes the COG Directors Association of California (CDAC). CDAC facilitates a fluid information exchange between members. The bimonthly meetings of the COG Directors Association of California are central to this effort. The COG Directors discuss policy implications that affect the collective interests of members. The conversations are frank, to the point, and meaningful. It is a safe forum to discuss similarities and differences, all the while respecting regional diversity across California. The COG Directors also serve as an important technical and policy advisory committee to the CALCOG Board. The chair of the CDAC serves on the CALCOG Executive Committee, which is authorized to take action between meetings of the CALCOG Board.

TRPA staff regularly attend the CDAC meetings to learn about and provide input on funding sources, legislation, and innovative approaches to programs. Staff have also been invited to special meetings to help develop guidelines for allocation of funds from sources such as the cap and trade program. Building upon the relationships developed with staff from other CALCOG agencies, TRPA staff are in regular contact and have periodic visits with professional peers. TRPA staff also attend select annual CALCOG Board meetings that are designed to include CDAC members, such as annual CALCOG strategic planning sessions.

TRPA HOSTS GERMAN & SWISS PARLIAMENTS DELEGATION

TRPA continues to inspire opinion leaders from around the globe by its unique governance structure and role in restoring the environment while supporting local communities. External Affairs Chief Julie Regan hosted a delegation of members of the German and Swiss parliaments to Lake Tahoe on Saturday, September 27, as part of a cultural and information exchange sponsored by the National Conference of State Legislatures.

The delegation visited the South Shore, Heavenly Mountain Resort, and took a lake tour to Emerald Bay on the TRPA boat. Members of the delegation learned about TRPA and its regional planning role, as well as environmental protection issues in the Lake Tahoe Basin.

The delegation included:

- Monika Hohmann, a member of the Legislature of Saxony-Anhalt
- Clarissa Kern, a member of the Legislative Staff of the Legislature of the Free State of Bavaria
- Marcel Lenggenhager, a member of the Cantonal Council of Zurich, Switzerland
- Peter Patt, a member of the Saxonian Legislature

- Dr. Wolfgang Rohl, a member of the Legislative staff of the Legislature of Mecklenburg-Western Pomerania and clerk for the Committee on Agriculture
- Thomas Schmitt, a member of the Legislature of Saarland
- Dr. Fritz Tack, a member of the Legislature of Mecklenburg-Western Pomerania
- Ismail Tipi, a member of the Hesse Legislature
- Dr. Ingo Wolf, a member of the North Rhine Westphalia Legislature

National Conference of State Legislatures employees accompanying the delegation included Karl Kurtz, director of the NCSL Trust for Representative Democracy Division; Ann Morse, program director for the Immigrant Policy Project; and Gilberto Mendoza, policy associate for the Immigrant Policy Project.



Julie Regan with delegation members during their boat tour of Emerald Bay.

CONTINUOUS IMPROVEMENT PROGRAM

In order to implement the new Strategic Plan priority and operate as a high performance organization, TRPA has initiated a formal continuous improvement program. The program is based on the quality concepts that were originally espoused by W. Edwards Deming after World War II, eventually embraced in this country by many organizations, and that today are the basis for the Malcolm Baldrige National Quality Award which is presented to organizations for performance excellence. The effort is being led by John Hester, Chief Operating Officer, who has experience with continuous improvement programs in Nevada local governments, and Janice Duis, Human Resources and Organizational Development Director, who has experience with continuous



high performance &
continuous improvement

improvement programs in private organizations including Ralston Purina and AAA.

The TRPA program includes training project teams in continuous improvement tools and techniques, selecting an improvement project in the Agency, applying the tools and

techniques to develop recommendations, and preparing an action plan that outlines how the recommendations should be implemented and monitored. The action plans will be presented to

TRPA managers and the executive team. Select projects may be presented to other groups, including the Governing Board, to inform them about the performance improvements TRPA is pursuing.

The first project team will be addressing the Land Capability Verification, Land Coverage Verification, and Site Assessment processes. The project team members include: Brian Judge, Paul Nielsen, Julie Roll, Steve Sweet, and Gary Weigel.

NEW TRPA STAFF

During this past quarter, a number of staff vacancies were filled. Outlined below are new team members joining TRPA.



Lucia Maloney, Long Range Planning Division

Lucia Maloney joined TRPA in September as an associate planner in the Long Range Planning Division. Lucia is a Lake Tahoe native who grew up in Kings Beach. She spent the last several years working on transportation and environmental planning projects in Austin Texas, and is excited to have moved back home to Tahoe.

She has a bachelor's degree in legal studies from University of California, Berkeley, a master's degree in community and regional planning from University of Texas in Austin, and she is a certified Project Management Professional. Lucia will be working on a variety of priority Long Range Planning initiatives and code amendments.

Devin Middlebrook, Communications

Devin Middlebrook, born and raised in South Lake Tahoe, California, has been hired to work as TRPA's environmental education specialist. He replaces Kristi Boosman in that position.

Devin graduated from California State University, Chico, with a bachelor's degree in business administration and later obtained a master's degree in business administration from California State University, Sacramento.

Devin interned with TRPA in summer 2013 and most recently worked as an outreach coordinator for the Tahoe Resource Conservation District.





Bruce Barr, Forestry

Bruce Barr has been hired as the TRPA's forester and started work on September 2. He will work on forest health issues in the Lake Tahoe Basin and on tree removal permits.

Bruce is a California Registered Professional Forester and Certified Arborist. Prior to joining TRPA, Bruce worked for Sierra Pacific Industries for 21 years and for ACRT Inc., a contractor to Pacific Gas and Electric, for two years.

The TRPA Forester is an important ambassador for the agency. The Forester typically performs over 650 site visits every year on urban parcels within the Basin.

Tom Lotshaw, Public Information Officer

Tom Lotshaw has been hired to work as TRPA's public information officer. He replaces Jeff Cowen, who worked for TRPA in that and other roles for eight years.

Tom graduated from Ohio State University with a bachelor's degree in public affairs journalism and has seven years of newspaper reporting experience. He worked most recently as a reporter for the Daily Inter Lake in Kalispell, Montana, and as a reporter and photographer for the Tahoe Daily Tribune.



Katy Waldie, Legal Assistant

Katy Waldie has been hired as TRPA's new legal assistant and she interned with TRPA in 2012 during the Regional Plan Update. Most recently, she was an accounting assistant with a San Francisco interior design firm and she previously worked as an administrative coordinator at Sierra-at-Tahoe.

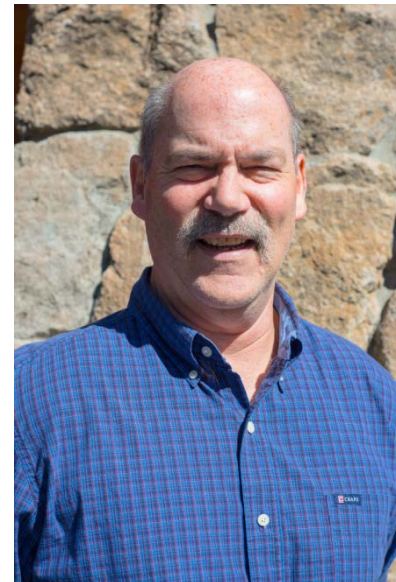
A graduate of Westminster College in Salt Lake City, Katy has a bachelor's degree in economics and a minor in environmental studies.

Katy's family has a long history with TRPA as her grandfather, Jerry Waldie, served on TRPA's Governing Board as the California State Senate appointee for 16 years.

Charles Hanson, Facilities Manager

Charles 'Chuck' Hanson recently replaced Robert Greathouse as TRPA's facilities manager. Chuck has extensive experience in facilities management including running the Facilities Department for the Santa Margarita Catholic High School in California, where he was responsible for a 40-acre, 18-building facility.

Chuck has a bachelor's degree in environmental resources from California State University, Sacramento, and an associate's degree in forestry.



Morgan Beryl, Associate Transportation Planner



Morgan Beryl is filling a new position with the TRPA transportation team. Morgan originally started with TRPA in 2012 as a part-time employee, and assisted on the 2012 Regional Plan Update. Over the past two years, Morgan has managed the Lake Tahoe Sustainable Communities Program, funded by two rounds of California Strategic Growth Council funding. Morgan now joins the transportation team and is leading the effort on updating the Lake Tahoe Region Bike and Pedestrian Plan for 2015. Morgan also manages the On Our Way Grant Program, which funds local entities that seek to implement the 2012 Regional Plan and Regional Transportation Plans

Morgan Beryl is a graduate of New York University. Prior to TRPA, Morgan worked on issues pertaining to sustainable agriculture, flood governance, and active transportation planning. She received her master's degree in community development from University of California, Davis.

Janice Duis, Director of Human Resources and Organization Development

Janice joined TRPA in May as director of human resources and organizational development. She has extensive experience in culture change, organizational development, and people practices across many industries, both private and public, including the Auto Club, Nestle Purina PetCare, The Gillette Company, Safeway, and Jamba Juice. She has a bachelor's degree in psychology from Long Beach State and a master's degree in educational psychology from University of Nevada, Reno.

**Joseph Reissig, Human Resources Generalist**

Joseph Reissig joined the human resources team as a human resources generalist in September. He joins TRPA with a 10 plus year career in recruiting and human resources, primarily in the military, from which he recently retired after 15 years of exemplary service. He has a degree in business administration from Post University and is currently attending Western Nevada College to complete his applied science degree.

APPENDIX A

2013 EIP ACCOMPLISHMENT SUMMARY
AND PROGRAM AREA FACT SHEETS

Lake Tahoe

Photo by Mike Vollmer

ENVIRONMENTAL IMPROVEMENT PROGRAM AUGUST 2014

PARTNERSHIPS MAKE THE EIP POSSIBLE. From the federal government to the states of California and Nevada, to local governments, the Washoe Tribe, and the private sector, it takes all of us to conserve Lake Tahoe.

Strong partnerships and cooperation between public agencies and the private sector continue to drive the EIP forward despite challenging fiscal conditions. While most programs within the EIP receive funding from multiple sectors, the largest source for several years has been federal funding from the Southern Nevada Public Land Management Act (SNPLMA). Replacing this sunseting source of federal funding is a priority for all EIP programs.

Between 1997 and December 2013, all sectors collectively invested \$1.74 billion which includes \$576.3 million by the federal government, \$654.6 million by California, \$112.5 million by Nevada, \$74.9 million by local governments, and \$323.7 million by the private sector.

FUNDING PRIORITIES

Federal:

- Reauthorize Lake Tahoe Restoration Act
- Advocate for a new federal transportation bill
- Seek continued funding from the SNPLMA White Pine fuels reduction program

Nevada:

- Access \$100 million in authorized bond funding (in phases)

California:

- Support Water Bond measures
- Secure Cap and Trade Revenue
- Seek change to transportation funding formulas

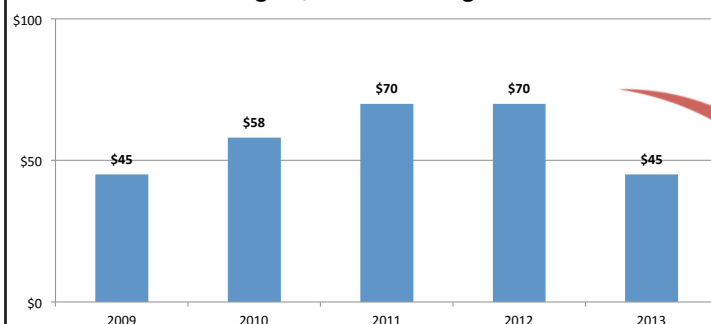
Local:

- Maintain and increase O&M commitments and local assessments

Private:

- Attract new investments, donations, and partnerships

EIP funding in \$millions through 2013



Funding projections show the sunseting of SNPLMA federal funding, California bond revenues, and other sources.



ACCOMPLISHMENTS & HIGHLIGHTED PROJECTS: 1997-2013

Nearly 445 projects have been completed, and 234 are in progress or currently underway, including:

- Improving water quality measures on 674 miles of roadways
- Treating 55,690 acres of hazardous fuels
- Restoring 15,945 acres of wildlife habitat, including 1,509 acres* of stream environment zones
- Adding 2,579 linear feet of shoreline for public access
- Creating 137 miles of bike and pedestrian routes

- Since 2009 the Aquatic Invasive Species Program has:
 - Conducted approximately 37,000 watercraft inspections
 - Performed over 18,000 watercraft decontaminations for all aquatic invasive species
 - Treated 35.75 acres of weeds and Asian clams.

** This includes the 592 acres of the Upper Truckee River Marsh Restoration Project which is currently in the planning phase. This will be one of the larger SEZ projects undertaken in Lake Tahoe and the watershed is the largest contributor of fine sediment to the Lake.*

BLACKWOOD CREEK RESTORATION

Project Leads: U.S. Forest Service, California Tahoe Conservancy

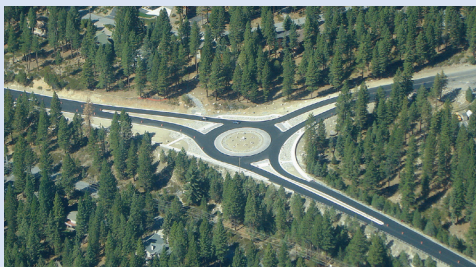


Blackwood historically deposited more fine sediment into Lake Tahoe per unit of area than any other watershed in the Tahoe Basin. A comprehensive restoration program has improved

water quality, fish and wildlife habitat, soil and forest health, and recreational access.

NEVADA WATER QUALITY IMPROVEMENTS

Project Leads: Nevada Department of Transportation, Tahoe Transportation District, Washoe County, Incline Village General Improvement District



Tahoe's roadways convey fine sediments into Lake Tahoe. Nevada's State Routes 431 and 28 have been treated with stormwater quality improvements

on over 6 miles of roadway. A new roundabout at the Mt. Rose intersection of 431 and 28 improves safety for motorists and pedestrians and also enhances traffic flow which improves air quality.

WATER QUALITY BEST MANAGEMENT PRACTICES ON PRIVATE PARCELS

Project Leads: Private Property Owners, Tahoe Resource Conservation District, Nevada Tahoe Conservation District, Tahoe Regional Planning Agency, Local Fire Districts

The largest percentage of the private sector's contribution to the EIP is in the form of property owners installing stormwater erosion control measures and fire defensible space. These measures support Lake clarity and forest health environmental thresholds.

LAKEVIEW COMMONS

Project Leads: City of South Lake Tahoe, with California Tahoe Conservancy, El Dorado County



Transforming an eroding beach into a spectacular lakefront community gathering place took years of investment and perseverance. Lakeview Commons in South Lake Tahoe is one of the Tahoe's newest recreational assets.

HIGH EFFICIENCY SWEEPER PROGRAM

Project Leads: Placer County, Washoe County, Douglas County, City of South Lake Tahoe, El Dorado County, Nevada Department of Transportation, California Department of Transportation, U.S. Forest Service



Advanced air-filtration systems in high-efficiency sweepers recover substantially more fine sediment particles from roadways than traditional

sweepers, which improves water quality and supports achievement of the Total Maximum Daily Load (TMDL).





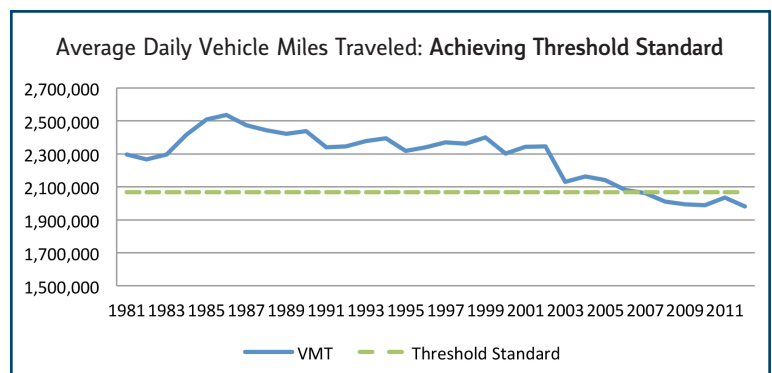
AIR QUALITY AND TRANSPORTATION

BACKGROUND

The millions of people who visit and enjoy Lake Tahoe every year cause impacts to the ecosystem. Mobile sources of air pollution, mainly motor vehicles, are among the most significant sources of pollution in the Tahoe Basin. Since 1997, Basin partners have created 137 miles of bike trails and pedestrian facilities and invested in coordinated transit systems to help get residents and visitors out of their cars. Redevelopment projects such as the Heavenly Gondola, substantially contributed to a decrease in peak traffic counts by 20 percent from 2002 recorded values. Providing incentives to develop pedestrian-friendly streetscapes that are within walking distance to retail, commercial, and lodging opportunities is a focus of the updated 2012 TRPA Regional Plan.

VISION

The goal of the Air Quality and Transportation Program is to reduce harmful emissions from wood heaters, to reduce residents' and visitors' dependency on the private automobile, and to remove fine sediment particles from the roadway surfaces before they enter Lake Tahoe. Additionally, the program aims to provide high levels of mobility to visitors and residents, and to develop a well-connected, well-functioning multi-modal transportation system to reduce vehicle miles traveled.



PRIORITIES

- Creating a coordinated regional highway, transit, and parking system
- Investing in walkable, mixed-use town centers served by reliable and convenient public transit, with complete streets that encourage biking and walking
- Increasing the use of alternative fuels in vehicles and the public transportation fleet
- Developing Basin-wide bike trail and waterborne transit systems.

GUIDING POLICY

Regional Transportation Plan
Update, Mobility 2035





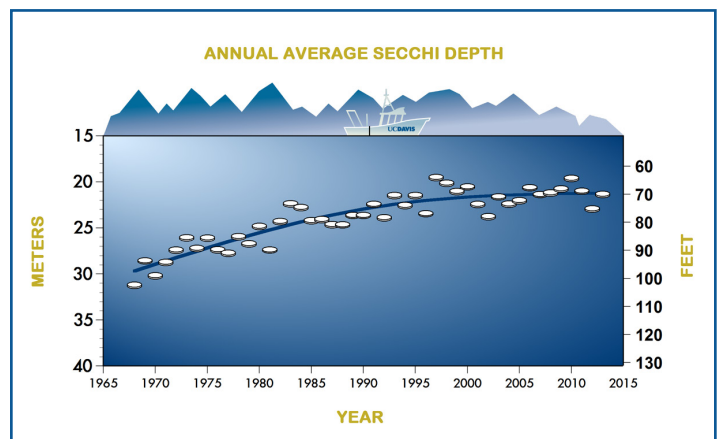
WATER QUALITY AND CLARITY

BACKGROUND

The rate of the Lake's annual clarity decline has slowed over the last decade. Research indicates that reduced precipitation levels and investments in stormwater treatment facilities through the Environmental Improvement Program are likely driving this positive progress. Average Lake clarity in 2013 was 70 feet and continued the trend of stabilization. Stormwater management projects on roadways, retrofitting parking areas on recreational facilities adjacent to the Lake, and retrofitting private properties with Best Management Practices have all contributed to reversing the negative trend.

VISION

The Lake Tahoe Total Maximum Daily Load (TMDL) plan reflects a \$10 million investment in the work of more than 200 professionals and scientists who analyzed 40 years of data on the Lake and its tributaries. This scientific analysis demonstrates that restoring Lake clarity is possible if pollutant load reductions can be achieved in each of the four primary sources of these pollutants: urban stormwater runoff, forest runoff, stream channel erosion, and atmospheric deposition. The Lake Tahoe TMDL outlines measures to reduce each of these sources, with a focus on the urban stormwater runoff source, as it is both the greatest source and the best opportunity to control the pollutants. The TMDL calls for advanced and innovative controls to achieve the needed pollution reductions.



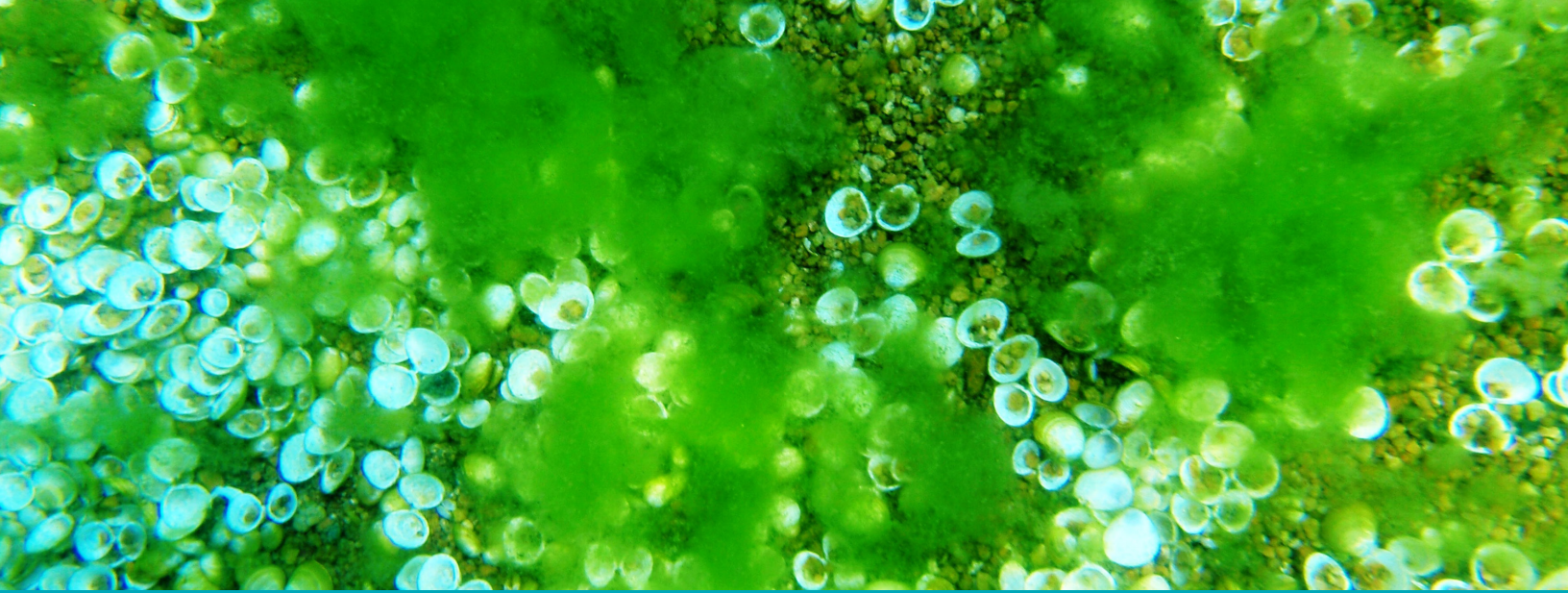
PRIORITIES

- Improving nearshore and summer clarity
- Developing and implementing stormwater load reduction plans
- Continuing stormwater and tributary monitoring
- Building resiliency in the face of drought and climate change
- Continuing stream restoration work

GUIDING POLICY

- Lake Tahoe Water Quality Management Plan
- Lake Tahoe Total Maximum Daily Load (TMDL)





INVASIVE SPECIES

BACKGROUND

All boats and other watercraft are required to be inspected before entering Lake Tahoe. While boaters pay a fee for this service, the federal government has invested more than \$3 million each year for the last three years to support the entire Aquatic Invasive Species program. These funds are sunsetting in 2014. Additional funds for control of invasive weeds and other non-native species have been provided by a network of partner agencies, the scientific community, and the private sector. These funds are also declining. As documented in TRPA's 2011 Threshold Evaluation Report, Lake Tahoe's environment is responding to significant investments in ecosystem restoration and sound regulatory policy. This progress, along with the Region's economy, is directly threatened by the imminent decline of public funding for the invasive species program.

VISION

The primary focus of the Invasive Species Program is to improve the biological integrity of ecosystems in the Basin, and in doing so ensure the existence of a full range of native species, seral stages, habitats, and ecological processes. Achieving these goals requires a coordinated effort between multiple entities to reduce impacts from non-native species, reduce direct human impacts on wildlife, and increase species richness and diversity. Warming Lake waters and ambient air

temperatures are presenting new challenges to managing terrestrial and aquatic invasive species. Climate change may increase growth rates of species in the Region, as well as increasing the number of potential invaders.

PRIORITIES

- Preventing new introductions of aquatic invasive species, such as quagga mussels, into Lake Tahoe with an aggressive watercraft inspection and enforcement program
- Limiting the spread of existing invasive species such as the Asian clam while reducing impacts to native species
- Minimizing harmful ecological, economic, social, and public health impacts resulting from aquatic invasive species.
- Continuing the Tahoe Keepers non-motorized watercraft program.

GUIDING POLICY

Lake Tahoe Region Aquatic Invasive Species Management Plan





FOREST HEALTH AND FUELS REDUCTION

BACKGROUND

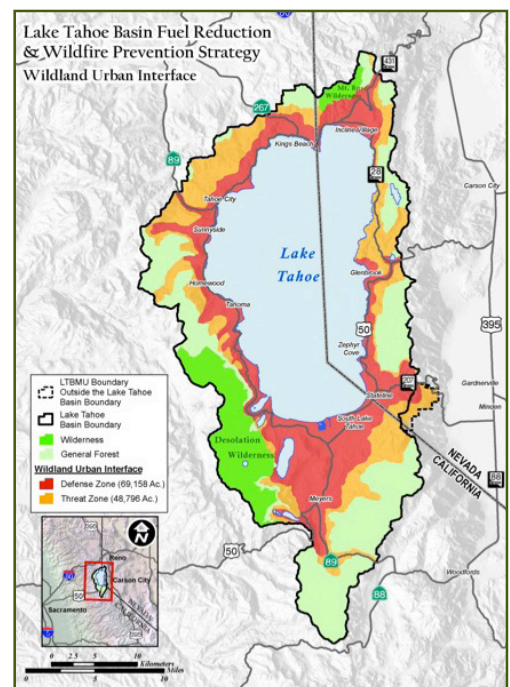
Logging and wildfire suppression have left Lake Tahoe forests four to ten times more dense than they were historically. Trees are smaller and the balance of species has shifted—forests are less tolerant of drought, insects and disease. The result has been an increased risk of severe wildfire throughout much of the Lake Tahoe Basin. Public land managers, fire protection districts, and regulatory agencies have addressed this threat by developing and implementing the Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy. Fuels reduction projects benefit forest health by reducing competition for water, sunlight, and nutrients and are carefully designed to protect water quality and wildlife habitat. Treatments create more fire-adapted forests near communities, keeping wildfire on the ground rather than allowing it to spread rapidly through the treetops.

VISION

Forests will continue to be managed for ecosystem health and to reduce the threat of wildfire for public safety. Fuels reduction in the wildland-urban interface (shown in orange and red on the adjacent map) continues to be the top priority. Forest health and fuels reduction treatments address climate change by creating resilience to rising temperatures, changing hydrology, and insect outbreaks, as well as wildfire. Thinning projects may also help forests resist drought by decreasing competition for limited water.

Treatments will continue to be designed to protect or improve scenic quality, soil and watershed function, water quality, and wildlife habitat. Disposing of forest fuels in a way that reduces greenhouse gas emissions from pile burning will also be a future focus.

Treated areas will be revisited periodically to ensure that they remain effective in reducing wildfire severity.



GUIDING POLICY

Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy





SUSTAINABILITY AND REGIONAL PLAN

BACKGROUND

The Lake Tahoe Region has a long history of balancing the natural and human systems to protect the landscape for future generations. To that end, the Region has been building a framework for sustainability since before it became a common catchphrase. Now TRPA and its partners are taking sustainability to the next level. Specifically, the adoption of the updated Regional Plan as the Region's Sustainable Communities Strategy has set Tahoe on a course to exceed California's greenhouse gas reduction targets. Throughout 2013, TRPA's focus has been to move full steam in partnership with the states and communities. The U.S. Forest Service and local governments are integrating sustainability principles into their plans.

VISION

The 2013 Regional Greenhouse Gas Inventory for the Lake Tahoe Basin identified mobile sources and energy consumption as accounting for approximately 90 percent of the Region's emissions. While the 2012 Regional Plan and Sustainable Communities Strategy tackle emissions reductions through implementation of land use and transportation policies, the Sustainability Action Plan goes a step further to address other sustainability issues such as energy consumption and climate change adaptation.

PRIORITIES

- Implementing the framework for Area Plans.
- Implementing the Sustainability Action Plan—a toolkit that regional agencies, local jurisdictions, residents, businesses, and visitors can use to develop their own sustainability actions under a consistent regional sustainability framework. This plan recently was the winner of the 2014 Innovation in Green Community Planning Award from the American Planning Association, California Chapter.
- Launching a Sustainability dashboard of 28 indicators that measure the economic, environmental, and community health of the Region (laketahoeinfo.org).
- Continuing the Lake Tahoe Sustainability Collaborative, a citizen-led entity that implements sustainability projects in the Tahoe-Truckee Region.
- Restoring environmentally sensitive lots with the Transfer of Development Rights Exchange and Tracking System.

GUIDING POLICY

Regional Plan and
Sustainability Action Plan

