



2014 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY
January – April 2014

|| *Lake Tahoe*

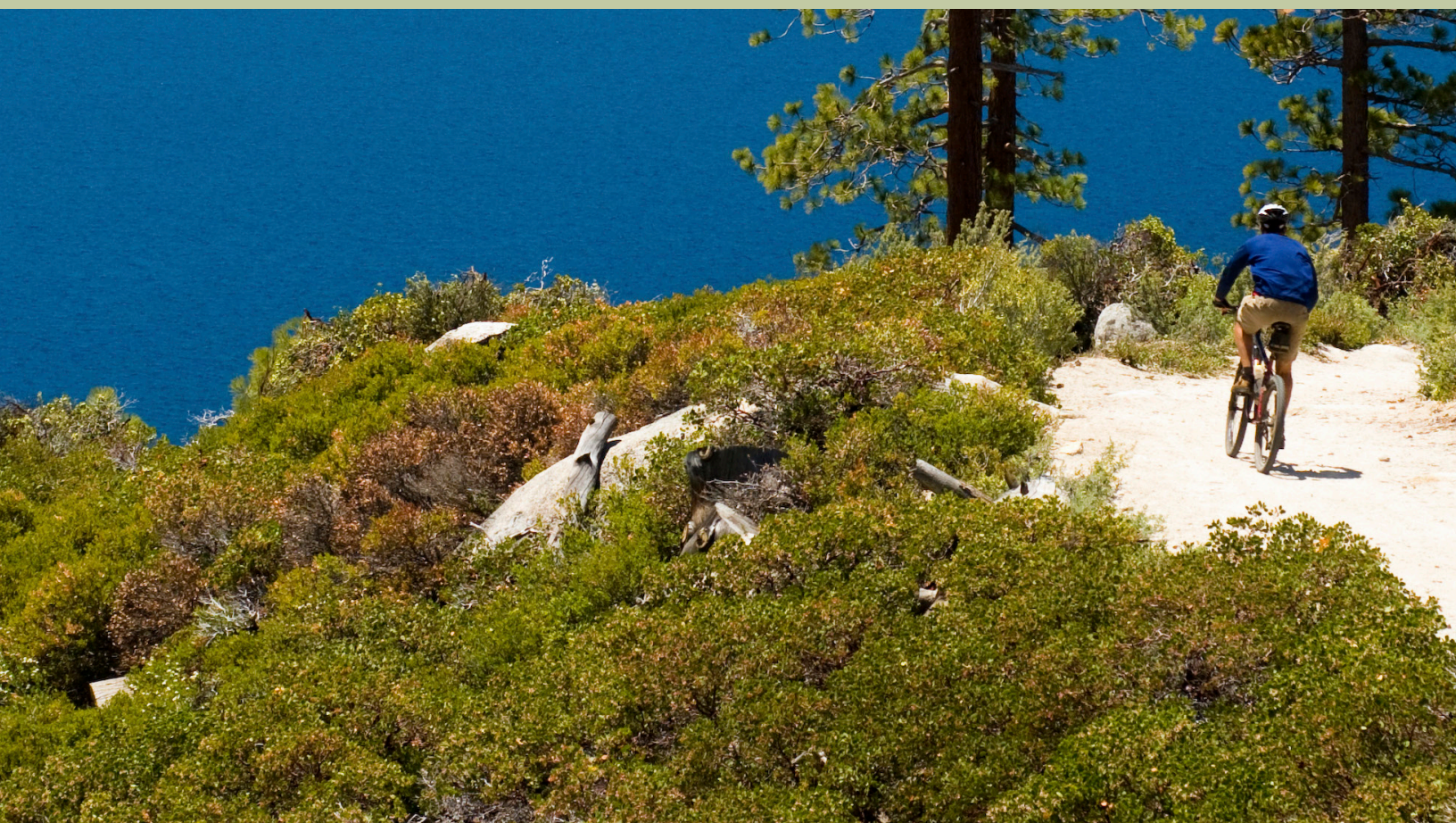


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ACCELERATE THRESHOLD ATTAINMENT

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

Implementation of the 2012 Regional Plan is the primary focus of TRPA's Planning Divisions: Long Range Planning, Current Planning, and Transportation Planning.

LONG RANGE PLANNING

The Long Range 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. The ongoing long range planning process includes annual long range planning priority-setting by the Governing Board, resulting Plan and Code amendments, and a 4-year Regional Plan and Code of Ordinances update based on evaluation of progress toward achieving and maintaining the environmental threshold carrying capacities.

At the last two Governing Board retreats (February 2013 and April 2014), the Governing Board set a number of priorities for Long Range Planning. Outlined below is a summary of those priorities and a status of progress.

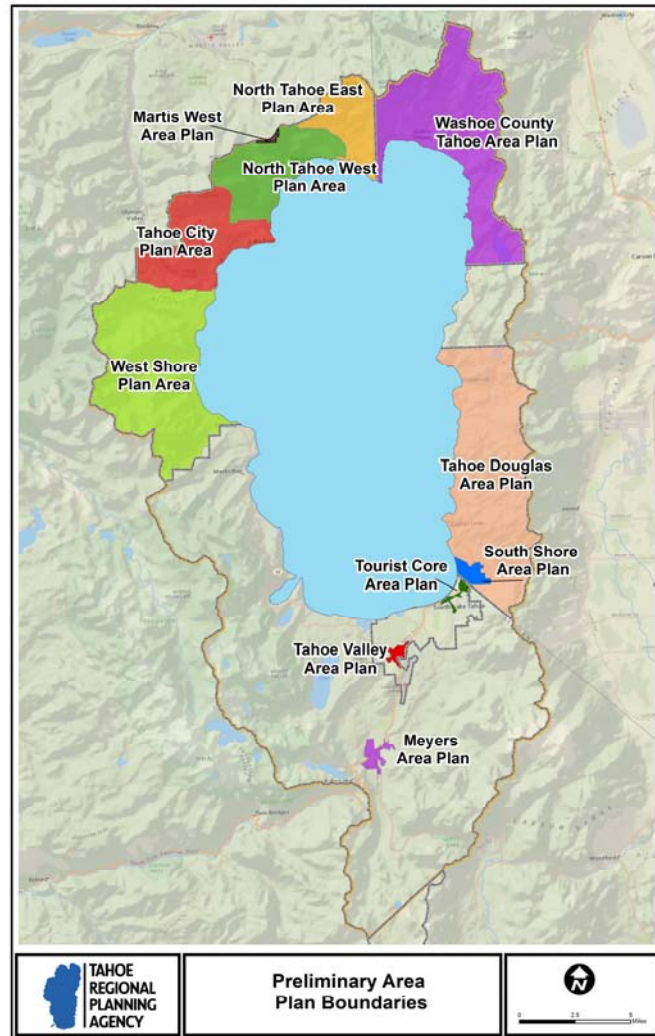
Area Plans

Area plans must be found in conformance with the Regional Plan to ensure that they are consistent with regional environmental goals, but they can be better tailored to meet each local community's unique needs. With a conforming area plan in place, TRPA can delegate additional projects to local jurisdictions for review. This will significantly streamline the permitting process by setting up one-stop shop permitting and inspections for most projects. Below is a list of the proposed area plans and the status of progress on each plan

- **Tahoe Douglas Area Plan** – The Tahoe Douglas Area Plan will include the remainder of Douglas County which was not included in the recently adopted South Shore Area Plan. The County is preparing a draft of the Plan with TRPA review and consideration of the Plan anticipated in the second half of calendar year 2014.
- **City of South Lake Tahoe's Tahoe Valley Area Plan** – The Tahoe Valley Area Plan includes the South "Y" area included in the existing draft Tahoe Valley Community Plan. The City is currently preparing a draft of the Plan and conducting a series of public workshops. TRPA review and consideration is anticipated in the second half of calendar year 2014.
- **El Dorado County, Meyers Area Plan** – This plan includes the Meyers Town Center and surrounding mixed-use, recreation, and conservation lands. The County is conducting the

environmental review and public involvement process. TRPA review is expected in the latter half of 2014.

- **Placer County Area Plans** – Placer County is preparing four individual area plans covering the majority of county lands within the Lake Tahoe Region. These plans will share one policy document to ensure a consistent policy framework. The four plans cover North Tahoe West, North Tahoe East, Tahoe City, and the West Shore. Numerous public meetings have been held and Placer County has prepared an existing conditions report and draft policy document for public review. TRPA staff has been meeting periodically with Placer County representatives to identify issues of concern and possible solutions.



- **Placer County, Martis West Area Plan** – A unique fifth area plan in Placer County covers slightly over 112 acres of privately-owned conservation and recreation lands near the Northstar ski resort. As part of a larger land conservation agreement outside the Lake Tahoe Region, the private applicant is working with Placer County to develop the public process and schedule for consideration of this limited portion of the larger plan. The area plan will include a proposed re-designation of the 112 acres as a resort recreation land use under the Tahoe Regional Plan.
- **Washoe County Area Plan** – This area plan will cover the entire portion of Washoe County within the Lake Tahoe Region. The planning process is underway and two community meetings have been held. TRPA and Washoe County staffs are coordinating on the development of the Plan and anticipate conformance review in 2015.

Housing Needs Program

On October 23, 2013 the Local Government Committee directed staff to use existing grant funding to develop potential Code or policy changes to address barriers to low or moderate-income

housing. Staff will present the draft Regional Housing Needs report to the APC and Governing Board in May 2014.

Coverage Transfers Across Hydrologic Zones

In January 2014, the Governing Board Regional Plan Implementation Committee endorsed a process, approximate schedule, and makeup of a working group to examine coverage transfer across hydrologic zones. The working group met on March 10, 2014 to recommend specific objectives and alternatives to consider. Staff is reporting back to the Regional Plan Implementation Committee in May 2014.

BMP Compliance Subcommittee

The Regional Plan Implementation Committee endorsed a process and schedule in January 2014 and appointed Governing Board Members Shute and Aldean to co-chair a working group to assist with this project. The working group met on March 12, 2014 to recommend specific objectives and topics to consider. Staff is reporting back to the Regional Plan Implementation Committee in May 2014. Although this group was originally charged with looking at accelerating BMP retrofit compliance rates using point of sale strategies alone, the work group agreed to look at BMP implementation strategies as a whole. As such, the working group will expand its focus and not be narrowly targeting any single strategy or compliance approach for only private parcel BMP retrofit.

Shorezone Regulations

TRPA staff is organizing a stakeholder working group to assist in the development of program alternatives to address the prohibition on shorezone structures in fish habitat. The prohibition is the last element not updated from the former 1987 Regional Plan as a result of litigation challenging the 2008 Shorezone Ordinance amendments. The process includes coordinating with the Lahontan Regional Water Quality Control Board staff to select a consultant to perform the required environmental analysis of potential TRPA shorezone Code amendments and corresponding amendments to Lahontan's Basin Plan needed to lift the fish habitat prohibition and develop standards for new structures in the shorezone in prime fish habitat. Staff anticipates providing additional briefings to the Governing Board and Regional Plan Implementation Committee on the shorezone ordinance update over the next several months.

CURRENT PLANNING

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 Regional Plan and Code. 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 commodities.

The following information represents a status report on the Current Planning Division application processing times. Having consistent and predictable review times substantially benefits project implementation needed to deliver environmental improvements, and Current Planning staff is working diligently to meet targets.

Measure	2011/2012 Actual	2012/2013 Target	YTD
Number of applications	819	1,000	592
Percent of applications deemed complete/not complete within 30 days	Not available	100%	100%
Number (percent) of applications requiring Hearing Officer review completed within 45 days of application being deemed complete	Not available	85 (90%)	20 (71%)
Number (percent) of applications requiring Governing Board review (excluding those requiring an environmental impact statement) completed within 60 days of application being deemed complete.	Not available	45 (90%)	0(0%)
Number (percent) of applications requiring Governing Board review with an environmental impact statement completed within 120 days of application being deemed complete.	Not available	2 (100%)	1 (100%)
Percent of all applications reviewed within 120 days of application being deemed complete	Not available	100%	100%
Percent of customers rating their satisfaction with the Customer Service Counter as "good" or "excellent" (i.e., 3 or 4 on survey)	Not available	75%	86%

2013 Delegation MOU Audit Results

In 2013, TRPA performed audits of jurisdictions that issue permits and perform compliance inspections in conformance with adopted TRPA Memoranda of Understanding (MOUs). Although no specific MOUs have been issued in accordance with adopted area plans, there are a number of delegation MOUs that have been in existence for many years and these are audited on an annual basis. Please note that Douglas County did not have a delegation MOU in 2013 therefore the results shown in the table below show TRPA's performance in issuing permits and performing inspections for projects in Douglas County. Results were based on two criteria: project review conformance and inspection results (winterization and security return inspections).

Jurisdiction	Project Review	Inspections
Douglas County	98%	95%
Washoe County	92%	96%
El Dorado County	91.5%	98%
City of South Lake Tahoe	96.25%	96%
Placer County	99%	92%

Major Development Projects under Review in Current Planning

- **Sierra Colina Plan Revision**

Revisions to the previously approved Sierra Colina project (approved by the Governing Board in June 2009 and challenged in litigation shortly thereafter) have been proposed. The plan revision reduces units to 47 market rate homes, with one small community building, located on the 16-acre parcel. The project also includes undergrounding of overhead utility lines, removal and stabilization of coverage in stream environment zone areas, and construction of a traffic-calming turn lane at the Highway 50/Lake Village Drive intersection. Offsite water quality contributions have already been constructed for the adjacent Lake Village area. All other previously-approved “voluntary components” in the original approved project (e.g. bicycle and pedestrian trails, moderate income housing, public open space) are no longer included in the revised project application in response to costs incurred from associated litigation. Actual project components are in negotiation, with approval pending. Staff anticipates bringing this project forward to the Governing Board sometime in the next quarter.

- **Edgewood Lodge Plan Revision**

The Edgewood Lodge project (approved unanimously by the Governing Board in August 2012), located within a 231-acre site on the Edgewood Tahoe Golf Course property, is now under construction. The new lodge complex brings with it significant environmental improvements, golf course realignment, new lakefront recreation and access, and the transfer of development rights and associated sending lot restoration as a community pocket park. The plan revision, approved by the Governing Board and staff in April, relocates a portion of a fairway into California.

- **Heavenly Epic Discovery Day Use Activities Project**

With shortened winter recreation seasons projected, this proposal brings enhanced summer recreation activities to the Heavenly Mountain Resort area. Three summer daytime activity nodes are proposed at the top of the Heavenly Gondola to create a non-skiing, family-oriented activity center. The activity nodes include the East Peak Basin located on the Nevada side of the resort, Sky Meadows Basin located at the bottom of Sky Express lift and Adventure Peak located at the top of the Gondola lift. These three activity nodes will act as access portals and hubs for new all year recreation activities. This proposal requires a

Master Plan amendment and staff anticipates bringing this to the Governing Board later in 2014.

- **United States Coast Guard State Pier Modification**

The project is located at the USCG Lake Tahoe Station near Tahoe City. It involves the upgrade of the existing boat launching facilities. The upgrade is needed to improve emergency response times for the vessel moored at a public launching facility some distance away. The upgrade will allow for the Coast Guard vessel to be moored at the Coast Guard station and will be accessible during periods when the lake level is low. The Coast Guard is preparing a joint environmental document which will evaluate five different design alternatives for the purpose of evaluating the potential direct and indirect threshold and environmental effects of the upgrade. Staff will be taking the Environmental Assessment and permit to the Governing Board for consideration this fall.



- **Horizon Casino Addition/Modification**

The proposed design elements bring the project closer to the vision of the South Shore Area Plan by incorporating natural elements throughout including the south east plaza. The towers are incorporating darker colors to make scenic threshold progress in the casino core. The TRPA Hearings Officer approved the project on May 1 as a special use in the South Shore Area Plan.

Residential Allocation Distribution Program Modifications

In 2012, the Governing Board put in place a temporary interim system for distribution of new residential allocations to local governments. Following a seven-month stakeholder process which did not achieve consensus on changes to the residential allocation program, the Governing Board invited the Advisory Planning Commission (APC) to develop new environmental linkage criteria for the Performance Review System to determine the distribution of residential allocations to local jurisdictions. At the March APC meeting, the APC held a workshop and agreed to conceptual changes that would streamline the annual review and create new opportunities for jurisdictions to earn allocations. For the next two months, staff will work with the APC on the recommendations with an anticipated decision hearing at the Governing Board in July or August 2014.

TRANSPORTATION PLANNING

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 US Forest Service, is the designated metropolitan planning organization (MPO) for the Lake Tahoe Region and the Transportation Division serves as the MPO staff. The Tahoe Metropolitan Planning Organization (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.

California Transportation Commission Visits Lake Tahoe

The California Transportation Commission held its meeting at Lake Tahoe for the first time April 7-9 with a two-day “Transportation is Transformation” theme. The meeting was an opportunity to showcase the importance of transportation programs and projects in meeting the environmental threshold goals of the Compact, the goals of California Senate Bill 375 and reductions in greenhouse gas emissions, and overall socioeconomic sustainability goals for the Region. The Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The Commission also advises and assists the Secretary of the California State Transportation Agency and the Legislature in formulating and evaluating state transportation policies and programs.

The presentations emphasized the strengths of the existing partnerships among agencies and implementers, and how the Region is poised to deliver transportation improvements. Lake Tahoe transportation partners presented a virtual tour of Lake Tahoe and highlighted transportation improvements on the first day of the conference. The second day focused on the Trans-Sierra Transportation Collaborative efforts to align adjacent transportation agencies in California and Nevada based on shared goals and identified needs. A consistent theme throughout the presentations demonstrated Lake Tahoe’s strategies to invest in alternatives to the automobile rather than increasing roadway capacity to reduce congestion.



On Our Way Grants

Plans are effective only if we can deliver the means to implement them. TRPA recently awarded six On Our Way grants. The purpose of the grant program is to help Lake Tahoe communities identify neighborhood-level transportation and community improvements to meet Region-wide sustainability goals:

- creating walkable, mixed use centers
- encouraging biking, walking, and transit use
- supporting economic vitality
- reducing impacts to the environment

Local jurisdictions, non-profit organizations, educational institutions, community groups, and government agencies were eligible to apply. The products of the On Our Way program take regional-scale planning down to specific implementation plans at the local level, and will be incorporated into the Regional Plan including the Regional Transportation Plan Update. These area and project scale efforts are intended to lead to construction of capital improvements or approval of new policies or programs.

Applicant	Grant Name	Awarded Amount
Lake Tahoe Unified School District	South Tahoe Middle School Area Connectivity Plan	\$153,625
Placer County Public Works	Tahoe City Mobility Improvements	\$73,469
El Dorado County	Meyers Sustainable Mobility Plan	\$200,000
Washoe County	SR 431 Mt. Rose Scenic Byway Corridor Management Plan (Lake Tahoe Portion)	\$46,733
Washoe County	Signage Master Plan for SR 28 National Scenic Corridor & NV Stateline to Stateline Shared Use Path	\$53,000
Tahoe Rim Trail Association	Connecting Tahoe Rim Trail Users to Transportation Alternatives	\$25,744
The following projects are on a waiting list pending additional availability of funds		
Douglas County	Lower Kingsbury Environment and Economic Gateway Project	\$77,860
Placer County Public Works	North Tahoe Shared-Use Trail	\$125,958

Work on some projects is already underway. As an example, the Lake Tahoe Unified School District held a Safe Routes to School Community Meeting April 30 to receive feedback on safety issues at elementary schools, opportunities to improve safe access to school, and ways to encourage more walking, biking and carpooling to school. On-site observations and audits of traffic conditions during peak drop-off/pick-up times were conducted at four elementary schools before the meeting. The results of this initial assessment will be used to apply for a large Safe Routes to School grant that will fund the planning, engineering, and design work for the highest priority projects identified across the schools.

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). The Division provides leadership within the EIP partnership for new financing strategies for future projects and programs, and leads the work of setting EIP program/project priorities to make sure that the limited funding for EIP projects is being used on those projects that will achieve maximum threshold gain. The Division also works to add new relationships beyond the Lake Tahoe Region to strategically leverage new and innovative funding sources.

ENVIRONMENTAL IMPROVEMENT PROGRAM SUPPORT

Lake Tahoe Restoration Act

During the first quarter of 2014, TRPA staff worked with the Lake Tahoe Partnership and the Nevada Shared Federal Framework to engage with congressional representatives in support of the Lake Tahoe Restoration Act. TRPA staff and Governing Board members met with congressional staff in Washington, DC in early March and participated in multiple briefings on Tahoe issues. This effort is part of an ongoing program by both the public and private sectors to educate members of congress on the importance of the Lake Tahoe Restoration Act to the regional environment and economy. TRPA staff worked extensively with legislative partners to advance a strategy for the bill's path through the House of Representatives. The bill is on target for a House legislative hearing in the Public Lands and Environmental Regulation Subcommittee of the Natural Resources Committee.

ENVIRONMENTAL IMPROVEMENT PROGRAM PROJECTS

The goal of project delivery within the EIP is implementation resulting in needed environmental gain across multiple thresholds to achieve the overall goals of the Compact. EIP projects to be constructed in the 2014 building season include:



Roadway Projects

Caltrans and NDOT have teamed up to produce a 2014 Construction Season Map. This map directs drivers to websites with the most up-to-date information about roadway construction activities. The websites are www.nevadadot.com and www.tahoeroads.com. Roadway projects are not merely for the purpose of transportation system improvements. They are among the most important and effective public sector projects delivering Compact threshold benefits across multiple resource categories.

- **Caltrans** will have five sections of the Lake Tahoe Region's highways under construction this summer for water quality and multi-modal measures:
 - State Route 89 from Emerald Bay to Meeks Creek Water Quality Improvement Project
 - California State Route 89 from the South Lake Tahoe Y to Cascade Road, Water Quality and Bicycle and Pedestrian Improvement Project
 - California State Route 89 from the Tahoe City Y to Tahoma includes water quality improvements and bike lanes
 - US Highway 50 from Johnson Pass Road to Incline Way (near Meyers) includes water quality improvements and bike lanes
 - US Highway 50 from South Tahoe Y to the Airport. Water Quality improvements, sidewalks and bike lanes
- **State Route 207 Road Reconstruction and Water Quality Improvement Project**
 The project is located in Douglas County Nevada, within NDOT's right of way on State Route 207 and extends from the State Route 207 intersection with Highway 50 to Daggett Summit. The project is scheduled to be constructed during the 2014 and 2015 grading seasons. The project includes reconstruction of the existing roadway, stormwater quality improvements,

and improved pedestrian and bicycle facilities for the State Route 207 corridor. The transportation corridor will be safer for motorists, pedestrians and bicyclists, and fewer pollutants will enter Edgewood Creek and Lake Tahoe as a result of the project.

- **Kings Beach Commercial Core Improvement Project**

Placer County began construction and staging of this project during the first quarter of 2014 and Board Chair Shelly Aldean was a featured speaker at the ribbon cutting ceremony on April 21, 2014.

The improvement project will transform a 1.1-mile section of State Highway 28 that runs through the center of this North Lake Tahoe community. The highway is being reduced to 3 lanes, allowing for attractive 10-foot wide sidewalks, pedestrian safety improvements, 2 roundabouts, landscaping, public gathering places, bike lanes, public parking lots, public art, and extensive water quality treatment facilities. The project will result in improvements to many TRPA threshold categories, most notably water quality, air quality, and scenic quality. It is estimated that the project will prevent on the order of 45,000 pounds of sediment from washing into the Lake annually.

Approximately seven public-private entities funded the \$45-million project, with the first phase of the project, The Core of the Core, taking two years and \$21-million to complete.

- **Harrison Avenue Streetscape and Water Quality Improvement Project**

Construction is underway on this project which is located in the City of South Lake Tahoe, California and includes the installation of erosion control and water quality improvements, streetscape improvements, improved vehicle, pedestrian and bicycle circulation, and parking improvements within the City's right of way and three public parcels. The project will reduce the volume and improve the quality of stormwater runoff discharging to Lake Tahoe by treating and infiltrating stormwater from streets and private properties. Harrison Avenue will be the first completed area-wide water quality treatment system within the City of South Lake Tahoe.

Bike Trail Implementation

This summer, El Dorado County will be constructing two Class One bike trail projects (Class One trails are off highways) which will fill missing links from Meyers to the South Lake Tahoe Y/High School area.

- El Dorado County's Sawmill 2b bike path and water quality improvement project
- El Dorado County's Lake Tahoe Boulevard bike path from Tahoe Mountain Road to Viking Way (High School)

The Tahoe City Public Utility District is also constructing a one-mile missing section of Class One bike trail this summer at Homewood.

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 along with a substantial reduction in funds to partner agencies and TRPA.

Best Management Practices Program Working Group (Strategic Plan Development)

During the first quarter of 2014, TRPA staff and BMP partners launched a new EIP Working Group to address implementation strategies for parcel-level water quality best management practices. This group is developing a strategic plan that will integrate TMDL policies and implementation plans with TRPA's basin-wide implementation program for BMPs. This group is providing information, data analysis, and support to the TRPA Governing Board BMP Compliance Working Group that is discussing policy issues related to BMP compliance.

California Clean Water Act Section 319(h) Award

In April 2014, our proposal submitted for California stormwater funding (CA-319) was accepted at a proposed funding level of approximately \$300,000. The California Non-Point Source Program annually allocates approximately \$4 million of Clean Water Act Section 319(h) funding from the U.S. Environmental Protection Agency to support implementation and planning projects throughout California that address water quality problems in surface and groundwater resulting from non-point source pollution. TRPA staff is collaborating with the EIP BMP working group to refine the scope and schedule for implementation of this grant to ensure that the funding is used on actions that target the greatest water quality benefit.

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 also promote ecosystem resiliency.

Presentation to Nevada Legislative Oversight Committee and Field Tour

On March 20th, TRPA staff participated in a field tour with the Nevada Legislative Oversight Committee members to review and experience fuels reduction work in the field. Presentations at the Committee hearing following the tour addressed various fire and fuels reduction topics in the Lake Tahoe Region. Mike Vollmer, TRPA's Vegetation and Forestry Program Manager, spoke on "The Ecological Basis for Fuels Reduction." Other presenters addressed issues related to the Nevada Fire Safe Council, the impact of fire in the Basin, an overview of the Nevada Network of Fire-Adapted Communities, and Nevada Division of Forestry's Wildland Fire Protection Program.

Staff is actively engaged with the ongoing work of the Nevada Legislative Oversight Committee in 2014 and is collaborating on agendas for upcoming meetings on June 20th and July 30th.

10-Year Strategy Update

TRPA Forestry and Vegetation staff is working closely with the interagency fire group on an update to the Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy, or the “10-Year Strategy.” This effort will include vital upgrades, including an accomplishment reporting protocol. The document is on track for completion this summer.

In conjunction with the update to the 10-Year Strategy, the Lake Tahoe Region fire agencies are also updating their Community Wildfire Protection Plans (CWPPs). TRPA participates in all of the public meetings for these efforts and provides support to the fire agencies for this important endeavor.

Tahoe Yellow Cress Conservation Strategy

Tahoe Yellow Cress (TYC) is a plant that grows on the beaches of Lake Tahoe and is considered a Tahoe “endemic,” meaning it only grows in the Lake Tahoe Basin. This unique-to-Tahoe plant has been studied and conserved through a multi-agency effort for well over a decade. In 2002, a TYC Conservation Strategy was created (funding provided through TRPA) and the TYC Adaptive Management Working Group has been using this Conservation Strategy as its guiding document. TYC has been a “candidate species” for listing under the Endangered Species Act for many years and the US Fish and Wildlife Service is required to make a decision on whether to list this species under the Endangered Species Act by December 2014. A TYC Conservation Strategy Update is underway to address the federal endangered species listing decision.

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.

Aquatic Invasive Species Prevention

The AIS boat-inspection program operates year-round, but only limited launch facilities are available during the winter and spring. Through Tahoe Resource Conservation District trained inspectors, more than 110 inspections were conducted during the first quarter of 2014, with one boat decontamination performed. All inspections were performed at Cave Rock and Lake Forest Boat Ramps due to winter operations. No infested boats were discovered.

At the March 2014 Governing Board Meeting, the Board reviewed and approved the 2014 boat inspection fee structure which maintained the 2013 levels for inspections, but raised the decontamination fee by \$10. The new fee for boats requiring decontamination will now be \$35. An additional \$10 will be added for boats with ballast systems.

TRPA is collaborating to find technological innovations to protect Lake Tahoe's waters from new infestations. Staff worked with the States of Colorado and California along with the Watersport Industry Association, researchers at University of Nevada, Reno and a private company Wake Worx to develop a filter system designed to filter water before it enters a ballast system. By filtering Quagga Mussel veligers at a 99 percent effectiveness rate, the results were encouraging. TRPA attended the annual Watersport Industry Association conference in February to showcase the filter and its effectiveness encouraging the industry to move forward using this system on boats. Indications are that the new filters will be used on boats starting this season.



Long-term stable funding for the AIS program is a critical challenge. Funding for this season's prevention program is secured. This boating season, the AIS Prevention Program will be funded with fees, projected to be \$745,000 and the remaining Southern Nevada Public Land Management Act funds, which are anticipated to be approximately \$650,000. TRPA also received approximately \$25,000 from the Federal Aquatic Nuisance Species Task Force and \$17,500 from the Nevada Division of State Lands Tahoe License Plate Program.

The Tahoe Keepers Program registered 32 new Tahoe Keepers during the first quarter of 2014 (1,595 total) and 48 new non-motorized watercraft (2,763 total).

The Tahoe Fund is actively fundraising for boat inspection stations to help TRPA close the pending funding gap for this high-priority program.

Aquatic Invasive Species Control

The Aquatic Invasive Species Coordinating Committee annually prioritizes projects for funding and implementation. With federal funds allocated to the program under the Southern Nevada Public Land Management Act sun-setting, no other federal funding is currently available for control. However, the Tahoe Resource Conservation District was awarded approximately \$64,000 from Nevada Division of State Lands License Plate Program for control work on the Nevada side of the Lake, which most likely will focus on small weed populations at Nevada Beach, Elks Point Marina, and possibly the Crystal Shores Marina. In addition, an aquatic invasive plant survey of the Nevada shore will be performed.

Funding for the continuation of Asian clam control work in Emerald Bay is being provided by California State Parks (approximately \$300,000) and the Tahoe Fund (approximately \$38,000).

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. The Region's monitoring and reporting programs are achieved through multi-sector partnerships and shared funding.

REGIONAL STORMWATER MONITORING PROGRAM (RSWMP) UPDATE

Grant funds from the U.S. Forest Service (through SNPLMA) and California Proposition 84 are being used by the Tahoe Resource Conservation District (Tahoe RCD) to lead a new TMDL effectiveness monitoring effort. The program will measure pollutants in urban stormwater runoff at Lake Tahoe to help evaluate the effectiveness of pollutant control projects and will track and report monitoring findings. This effort, known as the Regional Storm Water Monitoring Program (RSWMP), is a collaborative program supported by regulatory agencies, local government representatives, and scientists at Lake Tahoe.

With the adoption of the TRPA Regional Plan Update and the TMDL, the Lahontan Regional Water Quality Control Board, TRPA, and local government agencies are collaborating to evaluate how adopted plans and policies are affecting the Lake. The RSWMP is the newest critical component of the overall water quality monitoring program at Lake Tahoe.

The RSWMP project brings together the collective experience of academic researchers, environmental agencies, and private consultants to develop a scientifically sound and cost-effective regional stormwater monitoring approach. The project partnership will recommend several monitoring methods to guide urban stormwater monitoring including tracking the status and trends of urban stormwater pollutant loads, aiding our understanding of the effectiveness of Best Management Practices, and assessing permit compliance. Additionally, the RSWMP project will provide an administrative structure for prioritizing urban stormwater monitoring expenditures, recommending cost-effective monitoring methods, gathering data to answer key resource management questions, and tracking Basin-wide progress toward achieving Lake Tahoe clarity goals.

The Tahoe RCD has also initiated stormwater monitoring at several Tahoe Basin urban catchments and stormwater treatment facilities in 2013 to assess the effectiveness of pollutant load reduction efforts. Additional monitoring is planned at new locations this fall.

2014 ROADWAY NOISE STUDY

A mitigation identified in the 2012 Regional Plan Update Environmental Impact Statement (EIS) called for TRPA to develop and implement a Region-wide traffic noise reduction program to achieve adopted community noise equivalency level (CNEL) standards. To implement the mitigation measure, the TRPA Governing Board adopted a requirement that major roadway projects incorporate noise mitigating features in areas where CNEL standards are not in attainment. A one-year targeted transportation corridor noise monitoring study for individual roadway segments is underway to confirm with greater accuracy which roadway segments are out of attainment and to target mitigation efforts. TRPA has contracted with Bollard Acoustical Consultants, Inc. to conduct the noise study beginning this summer with a final report to be completed by December 2014.

RELATED LEGISLATIVE MATTERS

California's SB 630 authorized funds for invasive weed control work and Governor Brown's revised budget, released in May, contains a recommendation for \$150,000 for the California Tahoe Conservancy for this purpose. In addition, the Governor's budget includes \$150,000 for nearshore monitoring to be conducted by the Lahontan Water Board and \$150,000 for the establishment of a Tahoe Science Advisory Council once a bi-state agreement is signed between the States of Nevada and California.

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 is 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.

TRPA was notified at the end of May 2014 that the Strategic Growth Council did not recommend funding the TRPA/TMPO Round 3 grant proposal. The requested funds (\$1.15 million) would have funded the Lake Tahoe Sustainable Communities Program in Action.

COMMODITIES TRACKING AND EXCHANGE SYSTEM

During the past quarter the Commodities Tracking and Exchange System, which was funded by California Strategic Growth Council Round 1 and Round 2 grants, has been added to the TRPA website. Users, such as the California Tahoe Conservancy and Nevada Division of State Lands, have been loading information into the System. It is designed to make better information on available commodities to buyers and sellers and, as a result, accelerate the transfer of development and development rights out of sensitive and remote areas and into town centers.

ECONOMIC DEVELOPMENT INCENTIVES STRATEGY REPORT

The Economic Development Incentives Strategy Report, also a product funded by the Strategic Growth Council, is nearing completion. It includes the following components:

- Target Industries and Barriers to Success
- Case Studies and Inventory of Potential Incentives
- Regional Land Development Commodities Action Plan

The first two components were completed previously. The Regional Land Development Commodities Action Plan was prepared under the leadership of a Tahoe Prosperity Center committee. All of the recommendations from the three components will be included in the final

report. These recommendations are intended to help facilitate economic development and redevelopment that will result in improvements to the built and natural environments.

LAKE TAHOE SUSTAINABILITY ACTION PLAN AWARD

The Strategic Growth Council funded Lake Tahoe Sustainability Action Plan was awarded the Section Excellence Award for the category of Innovation in Green Community Planning by the Sacramento Valley Section of the California Chapter of the American Planning Association. The Plan has now been submitted for a State award.

“SUSTAINABILITY IN ACTION IN THE SIERRA” WORKSHOP

The Governor’s Office of Planning and Research, in conjunction with the Lake Tahoe Sustainable Communities Program, is holding a workshop entitled “Sustainability in Action in the Sierra”. It will be held at the Lake Tahoe Community College on June 4, 2014. It will feature presentations on the Lake Tahoe Sustainable Communities Program as well as an opportunity for public input on the draft Governor’s Environmental Goals and Policy Report.

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.

ORGANIZATIONAL DEVELOPMENT AND PERFORMANCE MANAGEMENT INITIATIVE

With the addition of the Agency's new Organizational Development and Human Resources Director, Janice Duis, new internal initiatives on performance management and organizational development are underway. The goal of these major new strategic initiatives is to inculcate high performance and excellent customer service throughout the Agency.

REORGANIZATION AND BUDGET

Many internal staff positions have shifted over the last few months. A new organizational chart is attached. A renewed internal focus on the integration of science and data drove the creation of a new Research and Analysis Division in the first quarter of 2014 by reorganization within existing budgets and resources. Ted Thayer is now the manager of this new division.

Chris Keillor, Finance Director, briefed the Operations Committee of the Governing Board this month on preliminary 2014-15 budget matters. Staff will present the full budget and work program, along with the strategic plan, to the Governing Board in June. For the first time in several years, TRPA's 2014-15 California appropriation will have no supplemental budget policy language attached, reflecting the hard work of several Governing Board members and TRPA executive staff.

COMMUNITY ENGAGEMENT

Staff continues to make community relations a high priority. Over the first several months of 2014, we've reached thousands of community members and stakeholders through various forums. Highlights of this engagement include.

- Leadership conference "Elevate Your View," presentations by TRPA staff along with an education booth; Earth Day functions; the Tahoe Chamber's Business Expo; as well as a myriad of other events.
- High-Stress Customer Service Training Seminar – External Affairs staff coached planners and other employees on how to deal with difficult customer interactions.
- Tahoe In Depth – production continues with new underwriters secured such as the Nevada State License Plate grant award of \$7,500.
- Environmental education – staff conducted ongoing outreach including Tahoe Expedition Academy field tours and lectures, UC Davis Tahoe Environmental Research Center's Children's Science Day, and South Tahoe Environmental Education Coalition activities resulting in growing environmental literacy in the Lake Tahoe Region.

- Presentation of the TRPA Regional Plan to the Nevada chapters of the American Planning Association and the American Society of Landscape Architects.