



2016 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY
First Quarter: January – March 2016

|| *Lake Tahoe*



45
YEARS
OF PROGRESS

TAHOE
REGIONAL
PLANNING
AGENCY

Photo by Tom Lotshaw

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STRATEGIC INITIATIVES

TRPA staff is moving forward with strategic initiatives identified in 2015 by the Governing Board as priorities over the next five years. These initiatives align directly with the four objectives in the Agency's Strategic Plan. At a strategic planning retreat in March 2016, the TRPA Governing Board reaffirmed support for these high-priority initiatives and reviewed work plans and timelines for completion.

COMMODITIES SYSTEM CHANGES

The systems for allocating development commodities and transferring development rights are central to the Tahoe Region's growth management system and an important strategy used to attain multiple environmental thresholds. TRPA's commodities initiative will reexamine the effectiveness of the regional commodities system in encouraging beneficial environmental redevelopment to accomplish Regional Plan goals. While retaining growth limits for Tahoe, the complex and confusing impediments that discourage needed environmental redevelopment will be evaluated and possible alternatives will be considered. The initiative will also look at financing concepts and funding sources for "buying-out" excess development.

Strategic Initiative Desired Outcomes: Facilitate greater understanding of Tahoe's growth management system. Assess and update the commodities growth management system with the goal of encouraging environmentally beneficial redevelopment of legacy properties and removal of development from sensitive lands. Involve relevant stakeholders with the goal of mutual and inclusive engagement.

Commercial Floor Area/Tourist Bonus Unit Conversion Pilot Program

In January 2016, the TRPA Governing Board took a small step toward improving the commodity system's incentives for regional plan implementation. The Board approved a pilot program for the transfer of existing development to help increase certainty about the availability of bonus unit incentives and to accelerate environmental restoration.

The 2012 Regional Plan seeks to accelerate the retirement of potential and existing development on environmentally sensitive and remote lands using enhanced transfer incentives in the form of "bonus units." For example, to encourage a motel with 10 tourist accommodation units to be removed from a stream environment zone, 20 tourist bonus units could be awarded for this transfer only onto high capability land in already existing town pedestrian and transit friendly town centers. The bonus unit incentives are awarded from finite pools held by TRPA.

This three-year pilot program will be monitored and evaluated to help inform broader policy updates as part of the larger strategic initiative now getting underway to reevaluate the effectiveness of the commodities system.

Parties interested in restoring stream environment zones where there are existing motels could not make their project work due to insufficient supply of tourist bonus unit incentives. These types of impediments slow the removal of legacy development from sensitive lands, the restoration of stream environment zones, and redevelopment of town centers. Implementation of the pilot program and making additional bonus units available will more effectively implement the Transfer

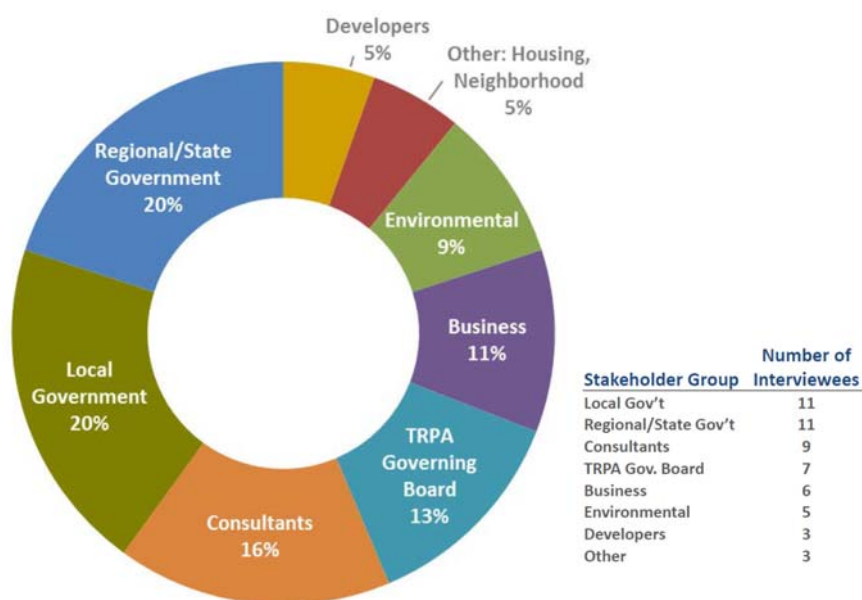
of Development Rights Program and provide incentives to remove legacy development from sensitive lands for a few projects.

Commodities Stakeholder Interviews

During the first quarter of 2016, TRPA staff took the first step in reexamining the effectiveness of the regional commodities system by completing a comprehensive stakeholder assessment. Interviews with stakeholders tapped into the working knowledge of varied interest groups to get a current snapshot of the issues surrounding commodities in the Tahoe Region.

Surpassing the goal to interview 30 stakeholders, TRPA staff interviewed 55 diverse stakeholders representing more than 30 different groups across public and private sectors. Analysis of the responses revealed common issue themes and responses were summarized to show trends and frequency.

Five themes were identified from comments in the interviews:



1. **Theme One: The commodities system does not support environmental redevelopment.** Stakeholders noted that costs and barriers to redevelopment are greater than the existing incentives for redevelopment. Also, the system does not provide adequate incentives for redevelopment and area plan policies should better support redevelopment.
2. **Theme Two: The commodities system is too complex to use or understand.** Stakeholders noted that the existing commodities policies and Code of Ordinances are difficult to understand and use, the commodities information on TRPA's website needs to be improved, and additional education is needed about the commodities system.
3. **Theme Three: The system constrains the use and movement of commodities.** Stakeholders noted that the tourist accommodation unit system is not working and that access to commercial floor area is constrained and overly complex. They also noted that more conversion allowances are needed.
4. **Theme Four: The commodities system should be evaluated for comprehensive change.** Comments from interviews noted that the original purpose of the system must be reevaluated and alternatives examined.
5. **Theme Five: The commodities system contributes to housing problems.** Stakeholders noted that there is a lack of attainable and diverse housing in the Tahoe Region. There are blurred lines between residential and tourist uses and hotel units operate as substandard housing units.

Overall, comments from stakeholders indicated that the current commodities system does not support redevelopment needed to accomplish regional plan goals. It was also concluded that there is a need to reexamine the commodities system and consider options to improve its effectiveness.

The results of the assessment were presented to the Advisory Planning Commission and Governing Board in March 2015. The Governing Board had an interactive discussion of the commodities system at the Board's strategic planning retreat in March and indicated broad support to move forward with the commodities strategic initiative.

FOREST HEALTH

TRPA's forest health initiative includes two objectives consistent with the Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy: Completing fuels reduction treatments in the wildland-urban interface by 2020, and extending forest management actions into the threat zone and general forest zone to accomplish watershed-scale, multi-benefit restoration through a collaborative, multi-agency process.

***Strategic Initiative Desired Outcomes:** Reduced threat of fire in the wildland-urban interface and restore the forest beyond that into the threat zone.*

Federal Funding for Forest Health/Fuels Reduction Projects

The continued success of the Tahoe Basin fuels reduction/forest health program depends on sustained funding. In January, the latest round of funding through the U.S. Bureau of Land Management's Southern Nevada Public Land Management Act (SNPLMA) was awarded, including more than \$3 million for projects to help reduce wildfire risk in Lake Tahoe communities.

Lake Tahoe fire districts and land management agencies are receiving SNPLMA funding for projects to remove hazardous fuels from the Tahoe Basin's extensive forested lands. Projects will reduce wildfire risk for communities, watersheds, and natural resources, improve forest health, and educate people about fire adapted communities and the need to create defensible space on their properties. Specific funding awards from this \$3,000,000 include:

- **U.S. Forest Service Lake Tahoe Basin Management Unit** is receiving \$1,094,000 to reduce hazardous fuels on 2,300 acres of land between Crystal Bay and Incline Village, south to Spooner Summit and Zephyr Cove, and another \$470,000 to prepare a plan to remove hazardous fuels from the urban lots it manages.
- **Lake Valley Fire Protection District** is receiving \$290,490 to reduce hazardous fuels on 93 acres of land in its service area.
- **Tahoe Douglas Fire Protection District** is receiving \$308,760 to reduce hazardous fuels on up to 100 acres of land around Kingsbury Grade communities so firefighters can more safely protect life, property, and the environment in the event of a wildland fire.
- **The State of Nevada** is receiving \$120,500 to reduce hazardous fuels on approximately 70 acres of urban lots and open space in communities on the east shore of Lake Tahoe.
- **California State Parks** is receiving \$261,940 to reduce hazardous fuels on 107 acres of land and restore and improve forest and watershed resources at D.L. Bliss State Park.
- **North Tahoe and Meeks Bay fire protection districts** are receiving \$450,000 to reduce hazardous fuels on up to 514 acres of private and local government-owned land in Kings Beach, Tahoe Vista, Carnelian Bay, and Meeks Bay. The two fire protection districts will also

host educational workshops with local students and community members about the importance of fuel reduction projects and creating fire adapted communities.

- **North Lake Tahoe Fire Protection District** is receiving \$200,000 to reduce hazardous fuels on up to 544 acres of local government owned land in Incline Village. The fire protection district will also host educational workshops for community members to learn more about the importance of fuel reduction projects and creating fire adapted communities.

The TFFT is applying for additional funding for fuel reduction projects at Tahoe through SNPLMA (White Pine Bill) Round 16. This is an expedited round of White Pine Bill SNPLMA funding and proposals are due by the end of April 2016.

Since becoming law in 1998, SNPLMA has raised money from public land sales in the Las Vegas Valley. Through SNPLMA, the Bureau of Land Management has provided \$300,000,000 in federal funding for projects at Lake Tahoe. The funding has paid for water quality projects, bike paths, habitat restoration, hazardous fuels reduction, aquatic invasive species prevention, public recreation enhancements, planning, and scientific research.

California Funding for Fuels Reduction/Forest Health Activities.

During the past quarter, the California Tahoe Conservancy awarded Proposition 1 funds to the National Forest Foundation for the Lake Tahoe West Collaborative, a multi-jurisdictional landscape restoration strategy. The award of \$849,100 is for the development of an interagency plan to restore and protect forest health and key watersheds from Emerald Bay to Tahoe City.

California Tahoe Conservancy Proposition 1 funds were also awarded to the Lake Valley and North Tahoe fire protection districts for the Lake Tahoe Basin Wildlife Protection and Water Quality Enhancement Project. The awarded amount of \$850,000 will develop a plan to streamline permitting of forest health projects surrounding Tahoe's urban and residential communities.

Tahoe Fire and Fuels Team Strategy Meeting

The Multi-Agency Tahoe Fire and Fuels Team (TFFT) held a two-day meeting in March to strategize upcoming fuel reduction/forest health projects and potential funding sources. The TFFT consists of representatives of Tahoe Basin fire agencies, CAL FIRE, Nevada Division of Forestry and related state agencies, University of California and Nevada Cooperative Extensions, the Tahoe Regional Planning Agency, the U.S. Forest Service, conservation districts from both states, the California Tahoe Conservancy, and the Lahontan Regional Water Quality Control Board. Working together through the TFFT structure is one of the hallmarks of success for the fuels reduction/forest health program in the Tahoe Basin.

AQUATIC INVASIVE SPECIES

Control of existing aquatic invasive species (AIS) is one of three core AIS programs, complementing the well-known efforts of prevention, as well as early detection/rapid response. Over the last year, TRPA set and met the goal of filling the AIS prevention program funding gap by securing stable funding from the two states to continue the boat inspection program. Now the primary need in the next five years is to secure AIS control program funding to prioritize and implement effective projects to push back existing populations of AIS.

Strategic Initiative Desired Outcomes: Secure funding for the AIS control program, establish an effective and prioritized implementation plan, and align control projects to reduce existing AIS. Control is important to enhance and restore Tahoe's unique ecosystem impacted by the introduction of AIS (e.g., weeds, clams, and fish). In addition to environmental protection, the program protects Tahoe's recreation and tourist-based economy.

Aquatic Invasive Species Program Funding

The California Tahoe Conservancy granted \$700,000 of Proposition 1 funds to the Tahoe Resource Conservation District for aquatic invasive weed treatments in numerous areas lake-wide. The proposal was supported by the Aquatic Invasive Species Coordinating Committee and follows the recommendations of priority species and locations recommended in the recently released Tahoe AIS control implementation plan. Funding proposals submitted during this past quarter include:

- Nevada Division of State Lands License Plate Grant: \$5,000 to upgrade to new technology to improve data collection at watercraft inspection stations.
- California Department of Fish and Wildlife Quagga Fee: \$76,000 to expand and improve the Truckee Watercraft Inspection Station
- California Tahoe Conservancy S.B. 630 funds: \$100,000 for the development of a lake-wide effectiveness monitoring plan, including standardized protocols to determine effectiveness of control projects.

80 Boat Inspections Completed

The AIS prevention program continues to operate in the winter months with one station open to accommodate boaters during the slower season. Eighty boats were inspected and none needed decontamination.

TRPA, Partners Attend National Invasive Species Awareness Week Events in Washington, D.C.



TRPA Aquatic Resources Program Manager Dennis Zabaglo (left) with U.S. Senator Dean Heller and Karen Vargas, Nevada AIS Coordinator, Nevada Department of Wildlife in Washington DC

In February, AIS program staff and western AIS partners visited legislative offices in Washington, D.C., during National Invasive Species Awareness Week to provide information to elected officials regarding invasive species issues, the impacts AIS have in their jurisdictions, and what elected officials can do to help from a legislative and funding perspective.

During the visit, the U.S. Fish and Wildlife Service announced that funding through the Aquatic Nuisance Species Task Force that has typically been set at \$1,000,000 is being increased to \$2,000,000. Increasing the amount of funding available through the task force has been a goal of TRPA and partners during previous trips to Washington.

Tahoe Keepers Program Training Video

A new Tahoe Keepers training video was released this past quarter. The video includes updated information, is in high definition, and is an overall higher quality product. Tahoe Keepers is a free self-inspection and decontamination training program that provides paddlers and hand-launched watercraft users with the information needed to help stop the spread of aquatic invasive species. The video can be



viewed at <http://tahoeboatinspections.com/tahoe-keepers/>. After watching the training video, viewers can take a quiz and then be registered as a Tahoe Keeper. Twenty-nine new Tahoe Keepers were registered during the first quarter of 2016.

STORMWATER MANAGEMENT OPERATIONS & MAINTENANCE

TRPA's stormwater initiative will improve water quality and advance threshold attainment by supporting the establishment of a sustainable structure and funding source for operations and maintenance of parcel-level, area-wide, and transportation-related stormwater facilities and programs. It complements the ongoing EPA-funded strategy being administered through the Tahoe Resource Conservation District (TRCD). TRCD's stakeholder assessment is being used to develop a financial outlook and unified action plan for California local governments to fund long term stormwater operations and maintenance. TRPA is assisting stakeholders from Nevada into the process.

***Strategic Initiative Desired Outcomes:** A sustainable structure and action plan to secure regional funding for stormwater management system operations and maintenance that will help to maintain threshold and federal water quality standards.*

BMP Certificates Issued

TRPA issues best management practices (BMP) certificates to recognize a parcel's compliance with BMP requirements pursuant to Section 60.4 of TRPA Code of Ordinances. TRPA continues to issue certificates in both California and Nevada, and this past quarter saw more Nevada parcels certified. The Stormwater Management Program targets properties for BMP compliance in coordination with the local jurisdictions to achieve the greatest pollutant load reduction. This includes focusing on commercial and large multi-family (six units or more) properties which the TMDL shows generate more pollutant load compared to single family residential properties.

BMP certificates issued from January 1 to March 31, 2016					
California	Land Use	Total Certificates Issued	Certificates Issued Through Permitted Projects	Certificates Issued Through Voluntary Compliance	Certificates Issued Through Enforced Compliance
	Single Family Residential	33	32	1	0
	Multi-Family Residential	0	0	0	0
	Commercial	1	0	1	0
	California Total	34	32	2	0
Nevada	Single Family Residential	6	4	1	1
	Multi-Family Residential	0	0	0	0
	Commercial	61	0	0	61
	Nevada Total	67	4	1	62
	Total Certificates Issued	101	36	3	62

Phase One of the Stormwater Strategic Initiative Completed

In 2015, the TRPA Governing Board identified a priority initiative to address long term stable funding for stormwater operations and maintenance. Maintenance of stormwater facilities is necessary to ensure stormwater infrastructure continues to reduce pollutant loads as originally designed.

Staff presented progress on the “Road to Blue” long term funding strategy for stormwater operations and maintenance to the TRPA Governing Board in February and to the Tahoe Interagency Executives Steering Committee in March. Next steps include coordinating with partners in other resource areas and working with the consulting team to develop a public poll to evaluate support for different funding strategies.

Interagency Coordination through the Parcel BMP Working Group Meeting

The BMP Working Group regularly coordinates work on stormwater management issues. Topics addressed at the February meeting included:

- An update on 2015 Stormwater Management Program accomplishments and 2016 priorities.
- Information to be shared at jurisdictional training sessions with El Dorado County and Placer County staff.
- Review and discussion of a draft charter for the Parcel BMP Working Group. The charter was also presented to and approved by the Stormwater Quality Improvement Committee. The Parcel BMP Working Group will operate as a subgroup of the larger group.
- Demonstration of a new BMP mapping tool.

Lake Friendly Business Program

The Lake-Friendly Business Program encourages local businesses to install and maintain BMPs and supports local jurisdictions in achieving total maximum daily load reduction requirements.

A revised ad for the 2016 spring season ran in the Tahoe Mountain News in January and March, and in the North Lake Tahoe Bonanza in February. In addition, the Lake-Friendly Business Program continues its presence on the TRPA Facebook page. Community awareness of the program has increased through boost posts on the TRPA Facebook page. Six new members were added during the first quarter of 2016 (two in Nevada and four in California). As of March 31, there are 55 Lake-Friendly Business members. An interactive map with location, address and website of all Lake-Friendly Businesses can be found at:

<http://www.tahoebmp.org/LakeFriendlyBusinesses.aspx>



Jurisdictional and Real Estate Professional BMP Training Sessions

TRPA provides BMP training to MOU partners so that projects permitted through delegation MOUs include the best designed BMPs. Training for real estate professionals ensures they communicate accurate BMP information at the point of sale.

In March, Stormwater Management Program staff held two jurisdictional trainings on BMP planning, design, and use of the BMP calculation spreadsheet, one at the TRPA's south shore office and a second at the Placer County Offices in Tahoe City. We also presented an overview of BMP requirements at a workshop for real estate professionals in March.

Stormwater Program Funding

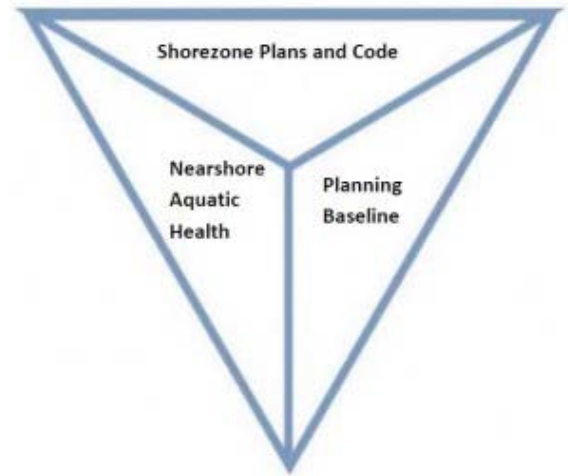
TRPA's Stormwater Management Program operates with grant funding. During the past quarter, staff applied for added grant funds from the Nevada Lake Tahoe License Plate Fund and the Tahoe Fund.

TRPA is working with Tahoe Resource Conservation District and local jurisdictions in California on a planning grant for State Water Resources Control Board Proposition 1 funds to complete a storm water resource plan needed in order to apply for further California stormwater funds.

SHORELINE INITIATIVE

TRPA's shoreline initiative is underway with important but distinct components:

1. The shorezone plan and code update will address the dated prohibition on new structures in fish habitat and policies governing access and recreation. If necessary due to continuing drought conditions, public safety and health-related access issues will be addressed on an accelerated schedule.
2. Nearshore water quality is also being assessed. Ongoing research and monitoring will enhance the understanding of the ecosystem dynamics of the nearshore needed in order to explore potential policy changes, especially given alternative climate change scenarios. TRPA is working with other nearshore agency and science working groups and will engage the new Bi-State Science Advisory Council on nearshore science inquiries.



Baseline information on shoreline conditions will be gathered, likely including the most recent inventories of boat ramps, piers, buoys, permits, pier head line, dredging and related access data; climate change scenarios; and related information.

The planning baseline information will be compiled through collaborative joint fact finding and will use existing data sources.

Strategic Initiative Desired Outcomes: Updated policies and code to provide public access and an environmentally healthy nearshore under variable climate conditions.

Lake Tahoe Shoreline Planning Stakeholder Assessment Report and Work Plan

The shoreline planning initiative is a consensus based multi-stakeholder planning process initiated to bring closure to a contentious 30-year effort to update regulations related to accessing Lake Tahoe from the shoreline. Over the past quarter, a neutral third-party mediation and facilitation firm, the Consensus Building Institute, completed 21 in-depth interviews with 34 stakeholders and developed the Lake Tahoe Shoreline Planning Stakeholder Assessment Report and Work Plan.

The report will aid the design of the planning process for the shoreline initiative. The Stakeholder Assessment Report and Work Plan will be presented to the Governing Board in April.

Joint Fact Finding Committee and Shoreline Steering Committee Work Underway

CBI also coordinated with the TRPA project team, convened the multi-stakeholder Shoreline Steering Committee, initiated the Joint Fact Finding Committee, convened the Lake Tahoe Marina Association, and met with permitting agencies to gain consensus on a strategy for processing shoreline planning applications during the Shoreline Planning Initiative. CBI presented the

recommendations to the Tahoe Interagency Executive Steering Committee (TIE-SC). CBI and TRPA also began working on a public engagement plan to ensure transparency in the planning process.

Through the end of this calendar year, planning work will kick into high gear. A multi-stakeholder Joint Fact Finding Committee of the Shoreline Steering Committee will inventory existing information and gain agreement on the baseline information (e.g. appropriate scientific data, studies, number of current piers, buoys, boat ramps, etc.). This will be used to move forward with policy and Code development. The Steering Committee will then work together to explore and develop policy options and concepts that will be included in draft Plan and Code, as well as the environmental review. The goal of this phase is to explore the different stakeholder interests and determine possibilities that may serve the long-term needs of Lake Tahoe and the many stakeholder interests. Shoreline Steering Committee recommendations will be taken to the Stakeholder Advisory Forum and RPIC for public input at key milestones, including the development of the draft Policies and Code.

TRANSPORTATION UPDATES

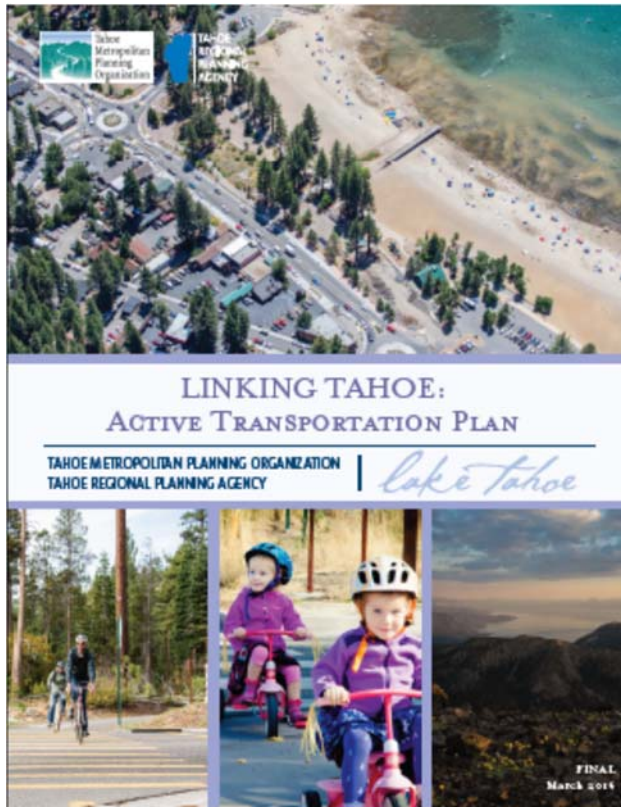
TRPA's transportation initiative involves updating the Regional Transportation Plan and leading implementation efforts to enhance the transportation system including key elements such as the pedestrian and bike trail system around the lake, improving public transit within the Region, and enhancing transit for those travelling to and from the Region.

***Strategic Initiative Desired Outcomes:** Accelerated threshold attainment by implementing the Regional Transportation Plan, and as a result reducing air pollution, improving water quality and enhancing recreational opportunities and mobility, and achieving a specific modal shift to biking, walking, and transit use.*

Active Transportation Plan Approved by the Tahoe Metropolitan Planning Organization

The Tahoe Metropolitan Planning Organization board approved the Linking Tahoe: Active Transportation Plan on March 23. The plan was developed through an extensive public outreach process involving cities, counties, state transportation departments, bicycle advocacy groups, and community members. More than 600 people completed surveys to share their input about bicyclist and pedestrian needs in Lake Tahoe communities.

The Active Transportation Plan seeks to improve transportation in the Tahoe Region through an updated, expanded, and community-driven bicycle and pedestrian network. Active transportation refers to any form of human-powered transportation, including walking, cycling, using a wheelchair, in-line skating or skateboarding.



The Active Transportation Plan fully updates the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan, and is also an important component of the Lake Tahoe Regional Transportation Plan. The plan helps to identify and implement the key strategies that shift residents and visitors out of their cars and into active modes of transportation that reduce environmental impacts to the Region while providing additional economic, health, and social benefits. In addition to outlining proposed infrastructure and programs, the document itself serves as a compendium of tools on how to tackle the pressing issues facing local jurisdictions as they work to improve conditions for bicycling, walking, and other forms of active transportation. The plan also serves as a stand-alone document which supports grant applications and project coordination.

The plan is a comprehensive document that serves the needs of local jurisdictions, state agencies, and community members. The plan ensures previous coordinating efforts are not

lost and that new partnerships and ideas have room to grow.

The goal is to build a multi-modal transportation network around Lake Tahoe, connecting trails, sidewalks, bike lanes, and public transit routes so people can safely and efficiently get to school, work, shopping centers, and recreation sites without having to drive a motor vehicle. Local governments have built more than 35 miles of bicycle and pedestrian improvements since the Active Transportation Plan was last updated in 2010.

Performance Assessment for the 2016 Regional Transportation Plan

TRPA is creating a transportation performance assessment to clearly link transportation capital investments to regional and community goals. This past quarter, TRPA contracted with consultant experts to help develop the performance assessment process.

Desired outcomes include two elements: A performance assessment to screen and prioritize regional transportation projects; and the graphic interface tools needed to engage the public in the process.

THRESHOLDS UPDATE

The majority of the threshold standards adopted in 1982 are based on science that is now over 30 years old. In addition, even with fiscal year 2015-16 budget enhancements, the cost of fully and consistently monitoring and measuring the existing threshold system has proved unsustainable. A broad bi-state consensus supports considering updates to the thresholds and monitoring systems. TRPA will be working with the new Bi-State Science Advisory Council and science community to create a sustainable, prioritized, and relevant monitoring plan, and to review and consider

modifying the threshold standards to reflect the latest science and the significant values in the Region.

***Strategic Initiative Desired Outcomes:** Relevant and scientifically rigorous threshold standards and a cost-efficient, feasible, and informative comprehensive monitoring and evaluation plan.*

Peer Review of the Draft 2015 Threshold Evaluation Report

A draft of the 2015 Threshold Evaluation Report will be completed in the upcoming quarter. The Tahoe Science Consortium led an independent peer review of the last threshold evaluation. To ensure the scientific rigor and credibility of the 2015 Threshold Evaluation Report, it will also be reviewed by independent scientists. A request for proposals from vendors to lead the peer review was posted this past quarter. TRPA is in the process of contracting with an independent vendor to lead the peer review, which is scheduled to start in May.

The purpose of the independent peer review is to determine whether appropriate scientific methods and the best available science have been applied to evaluate the status and trends of standards established in TRPA Resolution 82-11, and to ensure the reporting requirements described in the TRPA Code of Ordinances Chapter 16 have been fulfilled.

A peer-reviewed draft of the 2015 Threshold Evaluation Report is expected to be released for public comment this summer, with the final report going before the Governing Board in December.

Thresholds Update Initiative

A briefing of the proposed approach to update the thresholds was presented to the Governing Board's Regional Plan Implementation Committee in January. The first step in the update process will be assessing existing standards based on criteria and compliance with best practice in establishing environmental objectives:

1. Is it measurable? Are we able to measure progress towards achievement?
2. Is it specific? Is it defined the same way by all people?
3. Is it impact oriented, with a focus on "what" is to be achieved, not the process for "how" it will be achieved?
4. Is it practical? Is it able to be accomplished?

The assessment process will allow TRPA to identify which standards are well formulated and which could benefit from additional review and strengthening.

While there are many models for best practice in standard development, there is no universally agreed upon set of criteria for standard formulation. A TRPA contractor recently completed a review of over 20 national and international models for standard development to identify those criteria most relevant to an assessment of the TRPA standards.

At the April 2016 meeting of the Tahoe Interagency Executives Steering Committee, the executives agreed that the first priority for engagement with the Tahoe Science Advisory Council would be on the review of the threshold standards. TRPA will present an overview of the threshold standards and the strengthening assessment framework at the first meeting of the Tahoe Science Advisory Council in May to begin the dialogue with the science community.

ONGOING INITIATIVES AND ANNUAL ACTIVITIES

LONG RANGE PLANNING DIVISION

Long range planning priorities are established by TRPA's Governing Board annually and reviewed based on evaluations every four years of progress toward achieving and maintaining environmental Threshold Standards.

Area Plans

TRPA staff continue to work with Placer County staff on development of the Placer County Tahoe Basin Area Plan. TRPA is emphasizing the need to incorporate updates to reflect transportation and transit plans, projects, and commitments.

Area plan adoption furthers the goals and objectives of the Regional Plan and forthcoming consideration of the Placer County Tahoe Basin Area Plan will be the culmination of a multiple-year, collaborative community planning process encompassing a significant portion of TRPA's jurisdiction.

TRPA staff is coordinating with Placer County and Ascent Environmental to prepare the draft environmental document for the Placer County Tahoe Basin Area Plan. Its public release is anticipated during the next quarter for a 60-day public comment opportunity.

CURRENT PLANNING DIVISION

The Current Planning Division implements the 2012 Regional Plan by providing timely and consistent review of project applications to achieve environmental improvement and economic investment consistent with the Regional Plan and TRPA Code of Ordinances. The division supports local governments and other public and quasi-public entities to implement the Regional Plan and facilitate removal of development and development rights from sensitive and remote lands through a system of transferring and retiring development commodities.

The following table is a status report on application processing times. Having consistent review times creates trust in the application process and fosters applicant cooperation in project compliance and implementation needed to deliver environmental improvements.

Measure	2014/2015 Actual	2015/2016 Target	YTD
Number of applications	699	800	681
Percent of applications deemed complete/not complete within 30 days.	99%	100%	100%
Percent of applications requiring Hearing Officer review completed within 45 days of application being deemed complete.	78%	90%	82%
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%
Percent of applications requiring Governing Board review with an environmental impact statement completed within 120 days of application being deemed complete.	100%	100%	100%
Percent of all applications reviewed within 120 days of application being deemed complete.	98%	100%	100%
Percent of surveyed customers rating their overall experience with the Customer Service Counter as good or exceptional (4 or 5 on a scale of 1 to 5).	100%	80%	100%

Permitting Assistance/Welcome Mat Development

Current Planning completed a number of activities as part of the permitting assistance “Welcome Mat” initiative. The goal is to promote integrated permitting processes that are consistent, predictable, transparent, and streamlined with partner agencies.

Stakeholder interviews, coordinated with the commodities strategic initiative, sought current information about the existing permitting system. The interview responses revealed seven themes:

1. **Theme One, Predictability:** Interviewees thought that the permitting process from start-to-finish is not clear, especially when multi-agency review is required. There is variation in review timelines, staff expertise, and conditions of approval, and existing code language is subject to conflicting interpretations.
2. **Theme Two, Application Requirements:** Existing permit application checklists contain too much information that is perceived as inapplicable and applicants do not understand the purpose behind some application requirements.
3. **Theme Three, Incentives:** Existing incentives are not well understood and upfront complexity discourages applicants from completing “good” projects.
4. **Theme Four, Multiple Agencies and Jurisdictions:** Better coordination is needed between regulatory agencies and the delegation process is not meeting its full potential.

5. **Theme Five, Education:** Information on parcels and permitting processes is not readily accessible or understandable. Land use definitions are confusing and the purpose behind land use regulations is not well understood.
6. **Theme Six, Regulation Complexity:** Applicants feel the need to hire consultants due to a lack of accessible information, regulation complexity, and process uncertainty.
7. **Theme Seven, Cost:** Costs and financial risk are a barrier for local business and redevelopment.

The results of the interviews were presented to the Governing Board in March. To address some of these themes TRPA staff are already working on improvements, including:

- An internal TRPA survey to identify needed educational materials.
- A literature review for Welcome Mat-related recommendations.
- Compiling potential solutions and recommendations and creating a strategic road map for implementing priority tasks and short-term improvements.
- Improved navigation to parcel and permit records on TRPA's website.
- An electronic sign-in at the front counter (user-friendly, instant notifications, and data collection).
- New field technology for inspectors.
- Updated Accela workflows and improved project review status tracker.
- Over-the-counter historic resource determinations.
- Participation in Tahoe Talks, a forum for property owners to ask questions about permitting in the Lake Tahoe Basin.
- Facilitating an informational session with local Realtors on TRPA permitting and property information.



New electronic sign in at the TRPA Front County tracks visitors by category and jurisdiction.

Cave Rock Tunnel Expansion Approved by TRPA Hearings Officer

The Nevada Department of Transportation (NDOT) will be constructing a water quality improvement project on U.S. Highway 50 from Cave Rock to Spooner Summit and a safety project on U.S. Highway 50 at the Cave Rock Tunnel. The water quality portion of the project will decrease the annual estimated sediment load discharged from the U.S. Highway 50 right-of-way. The safety portion of the project will construct a 60-foot long tunnel extension rock fall shelter on the north side of the westbound Cave Rock Tunnel to protect the public from large rock falls while traveling through this



Simulation of the Cave Rock tunnel extension as viewed from Lake Tahoe.

section of the tunnel. The outside of the tunnel extension will be faced so that it blends in with Cave Rock and the natural environment.

NDOT analyzed several alternatives to mitigate the rock fall hazard from Cave Rock. On the basis of consultation with the Washoe Tribe, U.S. Forest Service, and TRPA, the tunnel extension was identified as the best alternative. Other safety improvements include improved signage prior to the tunnel and lighting within the tunnel to make it safer for bicycles and vehicles. The TRPA Hearings Officer approved the project in March 2016 and construction is planned for the 2016 and 2017 construction seasons.

ENVIRONMENTAL IMPROVEMENT PROGRAM ADMINISTRATION

The Environmental Improvement Division leads and coordinates implementation of the Tahoe ecosystem restoration, the EIP. The division provides leadership within the EIP partnership to develop new financing strategies for future projects and programs and sets priorities so that limited funding is applied so as to achieve maximum threshold gain. The division also identifies and builds new associations beyond the Tahoe Region to strategically leverage new funding sources. The External Affairs team works with EIP staff to secure new funds for high priority programs.

2015 EIP Project Reporting Season Complete

The new EIP Project Tracker is online and fully implemented. With this new streamlined process, TRPA was able to collect EIP project accomplishment and expenditure data for the previous year earlier and more efficiently than ever before.

The EIP reporting season kicked off on November 1 and ended January 15. Twenty-one agencies reported expenditures and accomplishments for EIP projects underway in 2015.

Zach Hymanson Selected to Coordinate the Work of the Bi-State Science Council

Mr. Hymanson, the Placer County lay member of TRPA's Advisory Planning Commission, was selected by both the California Department of Natural Resources and the Nevada Department of Natural Resources and Conservation to administer and coordinate this important effort. The Bi-State Science Council will play an integral role in the EIP as it works to promote and enhance the use of the best available scientific information on matters of interest to both states.

Tahoe Interagency Executives Steering Committee Meetings

The Tahoe Interagency Executives Steering Committee met monthly this past quarter to review priorities in the EIP focus areas. At the end of 2015, the Tahoe Interagency Executives, who provide guidance and leadership to the EIP, agreed to increase oversight of EIP programs in 2016 to strengthen the relationship between EIP working groups and the steering committee, review program priorities, and revisit short-term and long-term goals for the steering committee and the EIP.

At meetings held in the first quarter of 2016, EIP working groups including the Tahoe Fire and Fuels Team, the Stormwater Quality Improvement Committee, and members of the Tahoe Transportation District presented upcoming priorities and needs in each EIP program area.

RESEARCH & ANALYSIS DIVISION

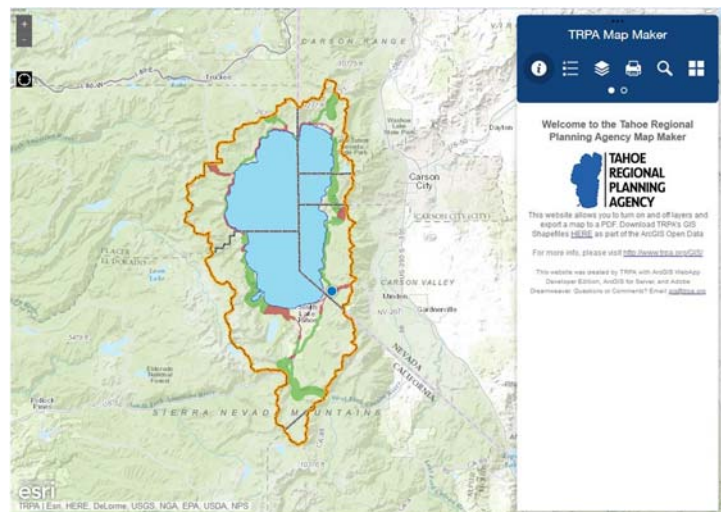
To continually assess progress and effectiveness of regional partners, TRPA is charged with monitoring and measuring hundreds of threshold standards, Regional Plan performance measures, and management actions at a regional cost of millions of dollars. The Research and Analysis Division brings all data systems and monitoring, evaluation, and reporting resources together for more efficient response to continually growing information needs for decision making. The division manages both internal and external coordination among TRPA, partner agencies and the scientific community on applied research, status and trend monitoring related to TRPA standards, and partner agency data needs.

TRPA Map Maker

The TRPA Map Maker is a new easy to use web-based interactive map developed in-house using TRPA geographic information systems (GIS) data. The website will provide the public with a self-service tool to answer questions such as:

- Is my property within the Tahoe Basin?
- Is my property located within an area or community plan?
- What land capability districts intersect my property?

There are many different TRPA-hosted GIS layers that can be toggled on or off and



Screenshot of the new TRPA Map Maker.

the user can select from different base maps depending on what information is desired. The website also can be used to create a printable map with different layout options.

The Map Maker is one of the ways TRPA is improving our application process. Property owners who understand our land use regulations and how a property can be developed – such as location on Lake Tahoe’s shoreline, community and area plans, and land capability, can be more responsive. The new interactive Map Maker provides a user-friendly tool for applicants to self-educate about regulations and better understand a parcel in context. The Map Maker can be accessed at <http://gis.trpa.org/mapmaker/>.

Bicycle and Pedestrian Monitoring Plan

The agency is improving monitoring coordination and effectiveness. The Research and Analysis and Transportation/Long-Range Planning divisions coordinated an effort to implement a robust bicycle and pedestrian monitoring plan. In March TRPA purchased 10 permanent bicycle and pedestrian monitors that will be installed by bike trail partners around the basin. Transportation planners for decades have monitored vehicles on roadways but bicycle and pedestrian monitoring has often been left to sporadic, one-day hand counts. The new permanent monitoring equipment elevate non-motorized transportation in the basin and recognizes bikers and walkers as a critical



Bike trail monitors installed on a bike trail in Montreal, Quebec similar to ones that will be used in Tahoe this summer.

component of the overall Regional Transportation Plan. The monitors will accurately measure the number of non-motorized users and detect changes in usage over time. Finally, the data collected will support continued investment in the basin’s Active Transportation Plan and put Tahoe side-by-side with bicycle and pedestrian leaders worldwide such as Portland, Oregon and Auckland, New Zealand in the utilization of new technologies to support better planning. Look for these monitors to pop up on bike trails around Tahoe this summer and know that every time you pass one you are one more count towards a more bicycle and pedestrian-friendly Lake Tahoe.

Streamlined Permitting Work Flows Implemented

Over the last year, TRPA has been working to improve the internal workflow processes for planning staff. During the past quarter, TRPA implemented new streamlined processes for a number of additional permitting workflows in Accela, TRPA’s permitting software system. This will save planners time when reviewing projects. The new workflows are for:

- Verification and banking of uses and coverage
- Lot line adjustments and subdivisions
- Sign permits
- Temporary use permits

- Underground tank removal permits
- Scenic assessments
- Grading exception requests

Additionally, TRPA continues to enhance tools for field inspectors. A new GIS feature has been installed to assist staff when in the field. These GIS features are helpful to locate and identify properties, boundaries, and other map details while in the field.

FINANCE, INFORMATION TECHNOLOGY, HUMAN RESOURCES, & FACILITIES UPDATE

The Agency support departments – Finance, Information Technology, Human Resources and Facilities Management – work continuously to assure the availability of adequate funding, systems, and facilities to accomplish the Bi-State Compact’s mission.

TRPA’s Finance Department completed all fiscal year quarter two invoices and status reports for grantors. Preparation of the TRPA fiscal year 2016-17 budget has begun, and will be completed in the upcoming fiscal quarter. The fiscal year 2016-17 budget will be presented to the Governing Board for approval in June. TRPA senior staff has met with the Nevada Department of Administration Budget Division to begin coordination with Nevada’s work on that state’s next biennial budget.

TRPA has a new human resources and organizational development director, Susan Strating, who has hit the ground running. At this time, TRPA has two open full time positions and has begun recruiting for five seasonal positions. The Human Resource department’s focus for the upcoming quarter will be to fill openings and to capitalize on new features of its human resources information system, or ADP. The Department has upgraded key ADP software to the most current version and is adding capabilities for recruiting, performance management, and online human resources information system documentation.

TRPA has now fully leased surplus space in its office building and routine BMP maintenance projects will be completed in the next quarter. Repairs have been completed to the solar panels located on the roof of the TRPA office building.

Information Technology continues migrating key TRPA services to cloud-based systems. Email has been fully transitioned to a Microsoft 365 subscription which combines cloud hosted email with Office 2016 software. In conjunction with the Research and Analysis Division, TRPA is updating its key planning software, Accela, to the latest version, and that activity should be completed next quarter.

EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the 2012 Regional Plan. The External Affairs team leads public engagement initiatives in collaboration with a wide variety of agency and nonprofit stakeholders. During this past quarter, TRPA continued ongoing education and outreach in the Lake Tahoe Region to raise public awareness about issues at Lake Tahoe and improve public understanding about the role of TRPA.

Tahoe Partnership Visit to Washington, D.C.

In late February, External Affairs Chief Julie Regan joined members of the Lake Tahoe Partnership advocating for the Environmental Improvement Program on Capitol Hill. The legislative agenda for the trip revolved around the Lake Tahoe Restoration Act and the urgent need to reauthorize this

critical bill for restoration funding for the basin. The partnership visited all offices of Lake Tahoe's House and Senate delegations. In addition to staff meetings, the partnership met with U.S. Senator Harry Reid and U.S. House Representatives Mark Amodei and Tom McClintock. While in Washington, Regan joined Aquatic Resources Program Manager Dennis Zabaglo and a delegation of invasive species experts from the Western U.S. to help raise the profile of the issue in the nation's capitol. TRPA's collaboration with this invasive species coalition helped double national funding for aquatic invasive species plans in the current federal budget.

Epic Winter Snowshoe Program

External affairs staff secured grant funding from Vail Resorts to take 305 fifth-grade students to the top of Heavenly Mountain to learn about Tahoe's winter environment and mountain safety and inspire the next generation of environmental stewards. This educational program was designed in collaboration with Heavenly Mountain Resort, Lake Tahoe Community College, Lake Tahoe Unified School District, Sierra Avalanche Center, South Tahoe Environmental Education Coalition, Tahoe Institute for Natural Sciences, and U.S. Forest Service Lake Tahoe Basin Management Unit. News coverage of the program is available online at https://youtu.be/U1cTIMn3_uE.



External Affairs Chief Julie Regan with Steve Teshara of Sustainable Community Advocates and Darcie Collins of the League to Save Lake Tahoe in Washington, D.C., during the Lake Tahoe Partnership's visit.



Fifth grade students at Heavenly Mountain Resort during the Epic Winter Snowshow Program in January.

External Affairs staff continued ongoing education and outreach work in the Lake Tahoe Region to raise public awareness about environmental issues at Lake Tahoe and improve public understanding about TRPA's role. During the first quarter of 2016 staff:

- Participated in the annual Science Expo, reaching 15 regional schools and thousands of elementary school students.
- Hosted a workshop for Lake Tahoe Realtors to learn more about the agency and its strategic initiatives.
- Participated in Operation Sierra Storm, a collaborative event that brings journalists and meteorologists to Lake Tahoe to learn more about climate change.
- Spoke at the monthly Breakfast Club meeting on the North Shore about TRPA's priority initiatives.
- Hosted a workshop and training for all TRPA staff to improve writing and public communication skills.

NEW TRPA STAFF



Alyson Borawski, Current Planning

Aly Borawski started with TRPA in October as the new front counter planner. Aly was lucky enough for her first six months to work with and learn from Gary Weigel who recently retired from TRPA after 11 years. Aly now will be the friendly face you see when you visit the TRPA. She most recently worked with Vail Resorts in Guest Insights as the marketing research regional manager. She also has over 10 years of experience designing, installing, and maintaining landscapes in the Tahoe Basin. She has a degree in landscape architecture and a minor in forestry from UC Berkeley. Go Bears!

Rebecca Cremeen, Long Range and Transportation Planning

Rebecca Cremeen started at TRPA last November as an associate planner in the Long Range and Transportation Planning Division. Prior to arriving at TRPA, Rebecca's work was focused on land use planning and conservation in the Central Sierra and included positions with Yosemite National Park, conservation based nonprofit organizations, the consulting firm PMC, and Tuolumne County. She has experience with CEQA and NEPA and watershed and cultural resource preservation planning. She has a bachelor of arts degree in geography from U.C. Santa Barbara and a master's degree in city and regional planning from Cal Poly. She will be working on the shoreline and commodities strategic initiatives, the Regional Transportation Plan update, tracking code updates and maintenance, and working with the City of South Lake Tahoe on its next area plan.





Susan Strating, Human Resources and Organizational Development

Susan Strating has joined TRPA as the director of human resources and organizational development. Susan comes to TRPA from NeuroSense Consulting, a leadership coaching and strategic human resources consulting firm, and received her coaching training from the NeuroLeadership Institute. Prior to founding NeuroSense, she held human resource leadership positions in large high tech companies including HP, Agilent Technologies, and Kodak, and also served as human resources manager and director for two green energy startup firms. Her depth of human resources expertise is in training and development, coaching, succession planning, and talent engagement. Susan has a bachelor's degree in psychology and a master's degree in education, both from Colorado State University. She moved to Nevada from Colorado three years ago and makes her home in Carson City with her husband, two dogs, a bird, and a koi pond.

Caroline Stutzman, Finance Department

Caroline Stutzman joined TRPA in February as a senior accountant. Caroline has an audit background and most recently worked at Barton in the orthopedics and sports medicine practice. She has a bachelor of music in cello performance, an MBA in accounting, and enjoys running and hiking. She has lived in Tahoe for just over one year with her energetic six-year old daughter, Emily, and two dogs. Caroline will be in charge of accounts payable and payroll.

