

2017 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY
First Quarter: January – March 2017



TAHOE
REGIONAL
PLANNING
AGENCY



Photo by Mike Vollmer

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TRPA STRATEGIC INITIATIVES

The Tahoe Regional Planning Agency (TRPA) is moving forward with strategic initiatives the Governing Board identified in 2015 as priorities over the next five years. These initiatives align directly with the four objectives in the agency's Strategic Plan.

THRESHOLDS UPDATE STRATEGIC INITIATIVE

Most of the threshold standards TRPA adopted in 1982 are based on science that is now over 30 years old. The cost of fully and consistently monitoring and measuring the existing threshold system has also proved unsustainable. A broad bi-state consensus supports considering updates to the thresholds and monitoring systems. TRPA is working with the new Bi-State Tahoe 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 Lake Tahoe Region.

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

Assessment of Threshold Standards

The first phase of the initiative underway now is a comprehensive assessment of existing threshold standards against best practices, to identify aspects of the system that are well-designed and potential improvements. The assessment will provide an evidence base from which we can make informed suggestions for review and modification of the threshold standard system. A draft process to guide this comprehensive assessment is included in the 2015 Threshold Evaluation Report, released in December 2016.

The Tahoe Science Advisory Council reviewed the draft assessment proposed in the 2015 Threshold Evaluation Report, the comments of the peer reviewers on the draft report, and the feedback received from stakeholders. Based on the review, the Council provided guidance to TRPA on the revision of the threshold assessment process and endorsed the threshold assessment as a logical first step. TRPA revised the assessment in response to the feedback and presented the revised assessment to the Council for review at its March 2017 meeting.

TRPA and the Tahoe Science Advisory Council also worked together to scope a survey that will examine the approaches taken by resource management programs around the country and identify best practices and methodologies to help advance TRPA's threshold evaluation system. The council will present the findings of its survey to partners in the Lake Tahoe Basin in June.

In the first quarter of 2017, TRPA also provided an overview of the proposed process and timeline for the first phases of the threshold assessment to the Tahoe Interagency Executive Committee and the Advisory Planning Commission.

SHORELINE INITIATIVE



TRPA launched the shoreline initiative to enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for potential future development in the shorezone. TRPA and partner agencies initiated planning by engaging the Consensus Building Institute (CBI), a third-party mediation firm, to convene stakeholders and complete a stakeholder assessment. The assessment aided the development of a planning process and work program accepted by the TRPA Governing Board in April 2016.

The shoreline plan scope of work focuses on the extent of allowed development of shoreline structures (marinas, piers, buoys, slips, and boat ramps) to support water-dependent recreation and effective resource management to ensure threshold attainment. The scope of work is provided in more detail in the scope memo on www.shorelineplan.org.

Strategic Initiative Desired Outcomes: *The shoreline plan initiative will result in updated goals and policies in TRPA's Regional Plan and new regulations in the TRPA Code of Ordinances (Chapters 80 to 86) aimed at enhancing recreation and protecting the 72-miles of Lake Tahoe's shoreline.*

Shoreline Steering Committee Update

Last fall, the Shoreline Steering Committee began developing recommended policy proposals for consideration by the Regional Plan Implementation Committee (RPIC). At the November and January RPIC meetings, TRPA staff presented the proposed project scope and policy proposals related to low lake level adaptation, buoys, and piers. RPIC voted to advance the proposed scope for the shoreline plan. RPIC also advanced the preliminary low lake level adaptation policy recommendations directing access toward marinas and public ramps, overarching principles for boating facilities, and preliminary policy proposals regarding buoys and piers. The scope and policy proposals endorsed by RPIC are in policy memos on www.shorelineplan.org: Scope Shoreline Plan, Low Lake Level Adaptation, Boating Facilities, and Piers Issues.

DEVELOPMENT RIGHTS STRATEGIC INITIATIVE

Private sector investment in environmentally beneficial redevelopment is critical to implementing the Regional Plan. The development rights initiative is evaluating the effectiveness of the transferable development rights system in accomplishing Regional Plan goals. The initiative is considering potential changes to the development rights system to better manage growth, support environmentally beneficial and economically feasible redevelopment, and improve the effectiveness and predictability of the development rights system. This initiative is evaluating commercial, tourist accommodation, and residential development units; the timing of 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.

The working group held its third meeting on Feb. 24, 2017. At the meeting, TRPA staff presented an update on the project and reviewed the outcomes of the density analysis based on zoning. The working group asked for further density analysis using coverage limitations in addition to zoning

[illegible]

A consulting team led by Steve Gunnels at Placeworks and Rick Pruetz presented a best practices report. The report includes 24 features of various development rights systems from around the country and how those features could be implemented in the Tahoe Region. Ideas supported by the working group included the use of a single commodity for all development and eliminating the ability of local governments to veto inter-jurisdictional development rights transfers. These proposals are being further refined by TRPA staff and the consulting team for consideration at the next working group meeting.

Fiscal Impact Analysis

Work started this quarter on a fiscal impact analysis of alternative growth patterns that reflect potential changes to the development rights system. The analysis is possible through a technical assistance grant from the California Strategic Growth Council Proposition 84, Sustainable Communities Planning and Monitoring Program.

More information about the development rights strategic initiative is on the project website at: <http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/development-rights/>

TRANSPORTATION STRATEGIC INITIATIVE

TRPA's transportation initiative will enhance Lake Tahoe's transportation system with improved trails, transit, and technology. Completing the 2017 Regional Transportation Plan, Linking Tahoe, is a first essential step.

***Strategic Initiative Desired Outcomes:** Accelerate threshold attainment by implementing the Regional Transportation Plan, reducing air pollution, improving water quality, enhancing recreational opportunities and mobility, and shifting people to biking, walking, and transit use.*

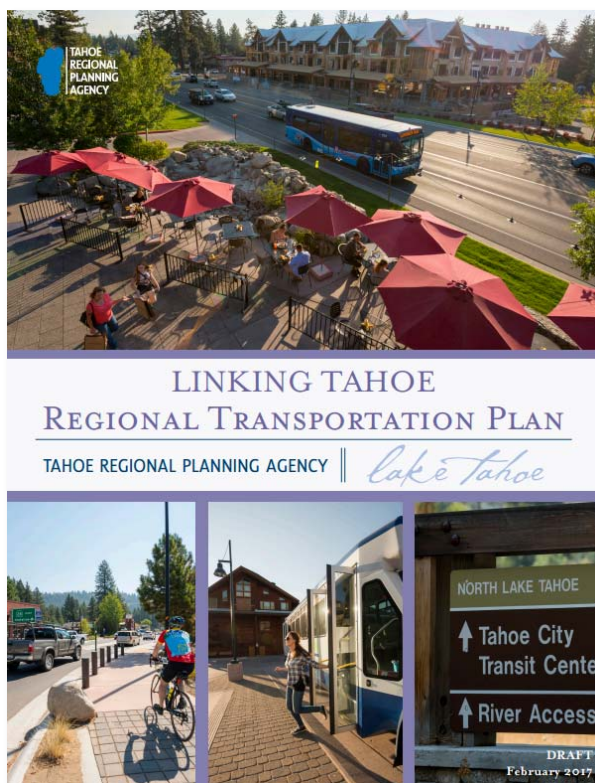
Draft 2017 Regional Transportation Plan Released

TRPA released the draft 2017 Regional Transportation Plan for public comment in February. TRPA updates the long-term plan every four years as a blueprint to prioritize and guide investments that will improve Lake Tahoe's transportation system over the next 20-plus years.

The major focus of the 2017 update is providing seamless, more frequent, and free-to-the-user bus transit service throughout the Lake Tahoe Region, as well as major improvements to Lake Tahoe's active transportation network of trails, bike lanes, and sidewalks. TRPA produced the plan through significant collaboration with the Tahoe Transportation District and other local, state, and federal transportation partners, as well as public input from stakeholder groups and hundreds of Lake Tahoe residents.

New data show that upwards of 10 million vehicles travel to Lake Tahoe each year. This amount of visitation puts significant pressures on Lake Tahoe's limited roadways and causes traffic congestion during times of peak visitation as people drive up from nearby metropolitan areas such as the San Francisco Bay Area, Sacramento, and Reno.

Managing that traffic congestion will take time and a phased approach to transportation improvements that focus on providing more travel options, not major roadway expansions. The 2012 Regional Transportation Plan focused on the creation of walkable, bikeable, and transit-served



community centers at Lake Tahoe. Five years later, significantly more residents and visitors are using these non-automotive travel options for shorter trips within community centers. The draft 2017 Regional Transportation Plan builds on that phased approach, now focusing intensely on transit, trail, and technology improvements that can work together to provide non-automotive travel options throughout the Lake Tahoe Region, particularly between community centers and high-use recreation destinations. The goal is a more efficient transportation system with improved transit services and trail networks that give residents, visitors, and commuters new travel options to get to, from, and around the Lake Tahoe Region. Implementing the regional transportation plan will help the Lake Tahoe Region meet mandatory greenhouse gas reduction targets.

Electric Vehicle Readiness Planning

TRPA received a \$104,000 grant from the California Energy Commission this quarter to begin implementation of the Tahoe-Truckee Plug-In Electric Vehicle (PEV) Readiness Plan. The goal of the readiness plan is to establish the Tahoe-Truckee Region as an electric vehicle destination, gateway, and leader in mass deployment supported by robust education and engagement, a convenient network of charging infrastructure, streamlined charger installation, and standardization of policies. Deliverables for the grant include site-specific analysis of potential charger locations, public outreach, and permit streamlining activities. This grant will identify locations, partners, and funding for the construction of charging infrastructure.

2016 Bike and Pedestrian Monitoring

TRPA released the winter, spring, and summer 2016 count results for the Lake Tahoe Region Bicycle and Pedestrian Monitoring Program. Data is compared with historical trends and used to plan and apply for construction grant funding for bicycle and pedestrian projects and programs in the Tahoe Region. In 2017, this data will be used to update the Bike Trail User Model and forecast estimated use through project delivery.

Mega-Region Partnerships and Collaboration

For better management of visitors and congestion, TRPA is extending its transportation planning to the greater region. TRPA convened a collaborative meeting to address transportation issues in the greater “mega-region” from Sacramento to Reno. Outcomes included agreement on the need for greater coordination, use of technology, sharing of data, and transportation system management. Work is underway on a coordinated “app” for travel information.

TRPA is also learning from others’ best practices. Senior transportation planner Morgan Beryl facilitated transportation sessions at the 2017 Mountain Town Planners Summit in Jackson Hole, Wyoming. The summit brings together planners from mountain resort communities across the country and serves as a collaborative partnership-building opportunity for TRPA and Lake Tahoe.

STORMWATER MANAGEMENT OPERATIONS & MAINTENANCE STRATEGIC INITIATIVE

TRPA’s stormwater initiative will improve water quality and advance threshold attainment by helping local governments establish sustainable long-term funding for stormwater operations and maintenance. A Tahoe Resource Conservation District stakeholder assessment is being used to develop a financial outlook and unified action plan for California local governments to fund stormwater operations and maintenance. TRPA is assisting stakeholders from Nevada that want to join the process.

***Strategic Initiative Desired Outcomes:** A sustainable structure and action plan to secure regional funding for stormwater management 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 under Section 60.4 of TRPA Code of Ordinances. 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 that the Total Maximum Daily Load Program shows generate more pollutant load compared to single family residential properties.

BMP Certificates issued from January 1 to March 31, 2017					
California	Land Use	Total Certificates Issued Year to Date	Certificates Issued Through Permitted Projects	Certificates Issued Through Voluntary Compliance	Certificates Issued Through Enforced Compliance
	Single Family Residential	3	3	0	0
	Multi-Family Residential	11	11	0	0
	Commercial	1	0	0	1
	California Total	15	14	0	1
Nevada	Single Family Residential	0	0	0	0
	Multi-Family Residential	0	0	0	0
	Commercial	0	0	0	0
	Nevada Total	0	0	0	0
	Total Certificates Issued	15	14	0	1

Lake-Friendly Business Program

The Lake-Friendly Business Program encourages local businesses to install and maintain their BMPs, supporting local jurisdictions in achieving pollutant load reduction requirements. At the end of March, 74 businesses were members of the Lake-Friendly Business Program. The program recognizes local businesses that install and maintain their BMPs by publicly acknowledging them as good stewards of the lake through print advertisements and social media campaigns. Stormwater Management Program staff attended the 2017 Lake Tahoe Business Expo in March and networked with existing and potential Lake-Friendly Business members.



FOREST HEALTH STRATEGIC INITIATIVE

TRPA's forest health strategic 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 and extending forest management actions into the general forest to accomplish large, landscape-scale, multi-benefit restoration through a

collaborative multi-agency process. Other objectives include building a shared vision for forest management in the Tahoe Region, making Tahoe a good investment for the public and private sector for forest/watershed restoration, and identifying and addressing current and future threats to Tahoe's forest and watersheds.

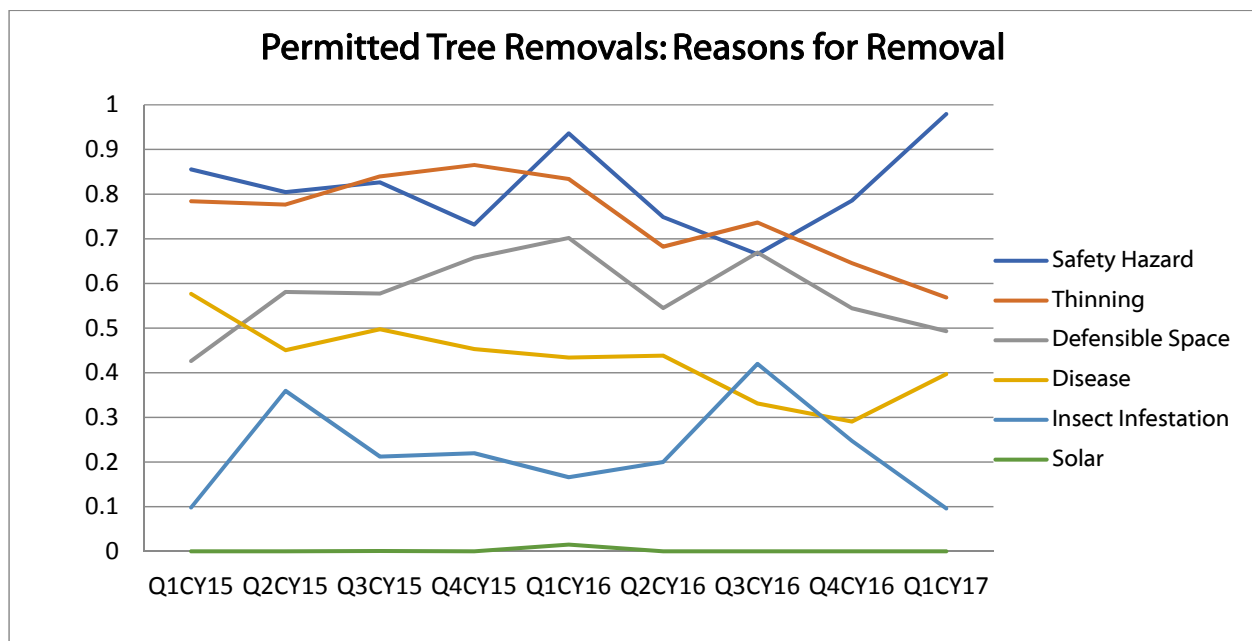
Strategic Initiative Desired Outcomes: *Reduce the threat of fire in the wildland-urban interface and implement forest restoration at a large-landscape scale.*

Urban Forestry/Tree Removal Permits

TRPA foresters provide expertise in tree risk assessment and serve the Tahoe Basin with thorough tree evaluations. The table below summarizes tree removal applications by quarter since the beginning of 2016. In the first quarter of 2017, TRPA received 47 tree removal applications.

**Summary of TRPA Tree Removal Application and Permitting Activity
Q1 2016 through Q1 2017**

	Q1 CY2016	Q2 CY 2016	Q3 CY2016	Q4 CY2016	Q1 CY2017
Tree Removal Applications Received	57	243	259	120	47
Number of Trees Permitted for Removal	265	995	1,172	485	146
Percent Applications Submitted Online	58%	65%	59%	60%	49%
<u>Source:</u> TRPA Accela Permit Records					



Tahoe Fire and Fuels Team SNPLMA (White Pine Bill) Round 16 Projects and Preparing Round 17 Proposals

The continued success of the Tahoe Basin fuels reduction/forest health program depends on sustained funding and project implementation. As reported in 2016, six projects were awarded Southern Nevada Public Land Management Act (SNPLMA) – White Pine Bill funding (Round 16) for \$25,757,018. These projects are in planning stages and preparing for implementation in 2017. Tahoe Fire and Fuels Team partners are working collaboratively on preparing SNPLMA Round 17 proposals.

Lake Tahoe West Collaborative Update

The Lake Tahoe West Collaborative is a multi-jurisdictional large landscape initiative planning large landscape forest restoration on the West Shore of the Tahoe Basin. The California Tahoe Conservancy, California Department of Parks and Recreation, USDA Forest Service Lake Tahoe Basin Management Unit, and National Forest Foundation initiated the project to implement this landscape-scale restoration strategy. TRPA is a member of the Lake Tahoe West Core Team, and this quarter, the Agency accepted roles as the co-lead of the Permitting and Documentation Team and lead of the Interagency Design Team. To date, the collaborative teams have completed a comprehensive scenario planning exercise that will be used to inform landscape resilience assessment, essential management question development and other elements of the Lake Tahoe West Restoration Partnership.

Lake Tahoe Basin Tree Mortality Task Force Incident Action Plan

The Lake Tahoe Basin Tree Mortality Task Force Incident Action Plan developed by the Tahoe Fire and Fuels Team, CAL FIRE, the U.S. Forest Service, and TRPA, addresses the developing tree mortality issue in the Tahoe Basin. Basin organizations and stakeholders have formed the Lake Tahoe Basin Tree Mortality Task Force to implement measures to help prevent large-scale infestations and actively treat infested areas at risk of tree mortality. Despite this winter's record precipitation, land managers expect to see continued effects of tree stress from the drought. The task force's work on this important issue will continue throughout 2017.

AQUATIC INVASIVE SPECIES STRATEGIC INITIATIVE

Control of existing aquatic invasive species (AIS) is one of three core AIS programs, complementing the well-known prevention program as well as early detection/rapid response. Last year, TRPA successfully filled the AIS prevention program funding gap by securing stable funding from California and Nevada to continue the boat inspection prevention program. The primary need going forward is to secure AIS control program funding to implement Tahoe's science-based AIS Control Implementation Plan and prioritize effective projects to push back existing populations of AIS.

***Strategic Initiative Desired Outcomes:** Secure funding for the AIS control program, implement the 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 invasive weeds, clams, and fish. In addition to environmental protection, the program protects Tahoe's recreation and tourist-based economy.*

AIS Program Funding

This quarter, the AIS program received funding from multiple sources for both prevention and control. TRPA secured approximately \$131,000 from the California Division of Boating and Waterways to continue to develop process improvements for watercraft inspection and decontamination and to replace aging decontamination equipment. Program partners including

the Tahoe Resource Conservation District secured California Tahoe Conservancy SB630 funds to implement an innovative trial that will test the use of ultra-violet light to control invasive aquatic weeds at the Lakeside Marina in summer 2017. The League to Save Lake Tahoe conditionally agreed to provide funding to help pay for AIS weed control in the Tahoe Keys.

AIS Program Coordination and Outreach

TRPA staff gave a presentation at the California Fish & Wildlife Quagga Summit, highlighting Lake Tahoe's AIS program achievements, coordination in the West and at the federal level, and the agency's leadership role in working with the boat industry to design and build boats with AIS prevention in mind. A federal task team is being initiated by the National Invasive Species Council, which has asked TRPA to serve as a technical expert on the movement of watercraft, and challenges related to regulation, enforcement, and funding. TRPA staff continues to lead the coordination with the boat industry on AIS issues. Most notably, Volvo Engines has developed dedicated ports on its engines designed specifically to facilitate easier decontamination.

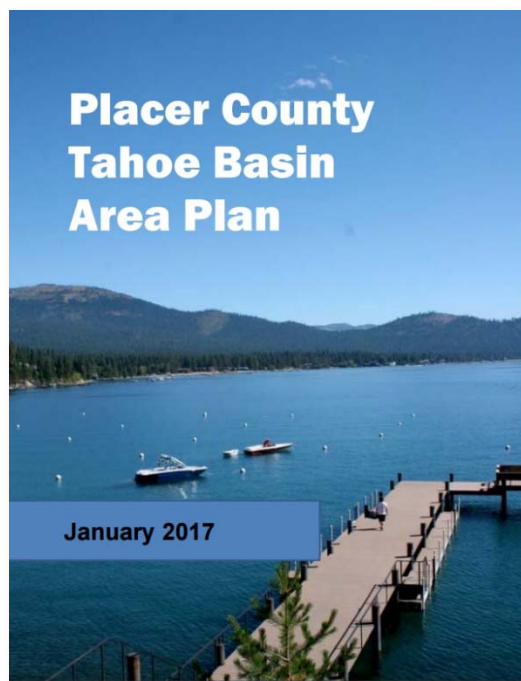
ONGOING INITIATIVES AND ANNUAL ACTIVITIES

LONG RANGE PLANNING DIVISION

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

Tahoe Basin Area Plan Adopted

The TRPA Governing Board unanimously approved Placer County's Tahoe Basin Area Plan in January 2017. This area plan is the culmination of a multiple-year collaborative planning process encompassing the Placer County portion of the Tahoe Basin. The plan consolidates six community plans and 50 plan area statements into one cohesive area plan.



The plan creates several new programs in Placer County. To help address affordable housing needs and provide greater housing options, the plan allows property owners to build secondary dwelling units on their parcel regardless of the size of the parcel. The units must be deed restricted affordable housing and cannot be used as vacation rentals. The plan also allows the limited conversion of existing development to new uses to promote redevelopment and revitalize communities. Through this conversion program, existing commercial floor area can be converted into tourist accommodation units if the new use includes sidewalks and BMPs, is in a designated town center, and is within a quarter mile of transit service. The Tahoe Basin Area Plan also includes measures to address traffic and congestion, including parking management strategies, wayfinding signage, trip reduction and transportation demand management plans, and adaptive traffic management plans for state Routes 267 and 89.

The Placer County Tahoe Basin Area Plan is on Placer County's website at:

<http://www.placer.ca.gov/departments/communitydevelopment/planning/tahoebasinareaplan>.

Meyers Area Plan

El Dorado County completed a draft Meyers Area Plan and environmental documentation that TRPA staff is reviewing. This area plan is the first for El Dorado County and aims to revitalize the community of Meyers, which is the gateway to Lake Tahoe.

Sustainable Communities Program

This quarter, TRPA began co-leading the Sustainable Recreation Working Group with the U.S. Forest Service through the Tahoe Interagency Executive Steering Committee. The group is a multi-sector partnership formed to increase coordination and alignment around sustainable recreation in the Tahoe Basin. The group will begin developing a framework to make Lake Tahoe a world-class recreation destination and a global leader in environmental stewardship.

The Lake Tahoe Sustainability Collaborative presented a proposal to the City of South Lake Tahoe to pledge to achieve 100 percent renewable energy by 2030 and implement multiple actions of the Sustainability Action Plan. The city has committed to the proposal and will pass a resolution adopting the pledge in the coming months.

TRPA worked with 30 students at Sierra Nevada College to research the Sustainability Action Plan and provide updates to specific actions outlined in the plan. Their research and recommendations will be used to update the plan.

CURRENT PLANNING DIVISION

TRPA achieve environmental threshold benefits through project implementation by the public and private sectors. The Current Planning Division reviews applications in a timely and consistent manner to serve the public and help facilitate environmental improvement and economic investment in Lake Tahoe communities.

Tahoe City Lodge Project Approved

The TRPA Governing Board approved the Tahoe City Lodge project in January. The project was reviewed and approved as an example of how the Placer County Tahoe Basin Area Plan can be used to revitalize communities and restore the environment. The 118-unit Tahoe City Lodge Project will redevelop a blighted building at the Tahoe City Golf Course into a Leadership in Energy and Environmental Design (LEED) level hotel. The hotel will include a mix of hotel rooms and one- and two-bedroom suites, a ground floor restaurant, a rooftop pool and bar, conference



A rendering of the proposed Tahoe City Lodge project that was recently approved by the TRPA Governing Board.

facilities, a new clubhouse for the golf course, and parking lot charging stations for zero-emission electric vehicles. The project will reduce coverage at the site by 10,080 square feet and restore 1.7 acres of stream environment zone.

Permit Application Review

The number of permit applications received this quarter is slightly down compared to the same time in 2016.

Summary of TRPA Application and Permitting Activity Q1 2016 through Q1 2017

	Q1 CY2016	Q2 CY 2016	Q3 CY2016	Q4 CY2016	Q1 CY2017
Applications Received¹	166	235	291	187	152
Residential Projects ²	37	38	45	27	34
Commercial Projects ²	2	2	3	1	3
Recreation/Public Service Projects ²	16	10	9	5	10
Environmental Improvement Construction Projects	2	3	1	2	6
Shorezone/Lakezone Projects ²	2	14	6	5	9
Grading Projects	4	14	18	2	3
Verifications and Banking ³	78	116	166	119	63
Transfers of Development	6	20	25	6	10
Other ⁴	19	18	18	20	14

Notes:

- 1 Does not include Exempt projects, Qualified Exempt declarations, Tree Removal applications, or Administrative applications.
- 2 Includes New Development and Additions/Modification
- 3 Includes Soils/Hydrology Verifications, IPES, Land Capability Verifications, Land Capability Challenges, Verifications of Coverage, Verifications of Uses, Site Assessments and Standalone Banking Applications
- 4 'Other' includes Historic determinations, Lot Line Adjustments, Temporary projects, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Sign, Allocation Assignments, and other miscellaneous project types

Source: TRPA Accela Permit Records

Permitting Assistance/Welcome Mat Development



TRPA launched the "Welcome Mat" initiative in fall 2015 to improve customer experiences and streamline permitting in the Tahoe Basin.

Permitting process improvements are not only "good business," they help to get environmentally beneficial projects on the ground and spur our local economies. The Current Planning Division views this initiative as an iterative process where staff will continuously work to identify needed improvements in collaboration

with stakeholders and local partners, prioritize and refine solutions, and implement projects to reach our goals.

Welcome Mat projects and improvements during the last quarter include:

- The start of bi-monthly meetings with local jurisdictions to coordinate permitting process improvements. These important meetings will continue throughout the year.
- New online access to file documents and site plans for all TRPA acknowledged permits.
- A site visit to the City of Roseville Development Services Department to learn about key best practices used there.
- “Level Up: Doing Business with the City” community forum with the Tahoe Chamber and City of South Lake Tahoe.
- Web-based customer service surveys.

ENVIRONMENTAL IMPROVEMENT PROGRAM ADMINISTRATION

The Environmental Improvement Division leads the Lake Tahoe Environmental Improvement Program (EIP), a collaborative public and private, multi-jurisdictional capital investment program to conserve and restore Lake Tahoe’s environment and enhance public recreation opportunities. The Division leads the development of new financing strategies for future projects and programs, sets priorities so limited funding achieves maximum threshold gain, and builds new associations beyond the Tahoe Region to improve implementation and leverage new funding sources.

EIP Priority Project List for Potential Lake Tahoe Restoration Act Appropriations

This quarter, EIP partners collaboratively developed an Environmental Improvement Program project priority list for potential 2017/2018 Lake Tahoe Restoration Act (LTRA) appropriations. The newly passed LTRA requires a list of priority EIP projects to be submitted to Congress every two years. The submitted list includes 22 high priority projects in the EIP focus areas of forest health and water infrastructure; aquatic invasive species; stormwater management, erosion control, and watershed restoration; and program performance and accountability.

New EIP Working Groups Developed

In response to growing attention on recreation visitation to Tahoe, two new EIP working groups formed this quarter: Sustainable Recreation and the Take Care Stewardship Group. The Sustainable Recreation Group, led by TRPA and the U.S. Forest Service, brings agencies, recreation providers, and interested stakeholders together to begin to develop a basin-wide vision for sustainable recreation, coordinate development and implementation of recreation projects, identify barriers and challenges to implementation, and address funding needs.

The Take Care Stewardship Group, chaired by TRPA, is working to improve environmental education and stewardship at Lake Tahoe through greater collaboration and consistent messaging among those involved in environmental education in the Region. The group will adopt and expand the “Take Care” messaging developed by the Tahoe Fund.

Both groups have identified the need to review and develop improved metrics to better track results of their respective programs, which could inform the threshold update strategic initiative and updated EIP performance measures.

Unused SNPLMA Funds Approved for Priority EIP Projects

As projects funded by the Southern Nevada Public Land Management Act (SNPLMA) continue to be completed, many have been able to return funding that was unspent for a variety of reasons. The

Bureau of Land Management maintains a list of “secondary projects” that are eligible for the remaining funding. The Lake Tahoe Federal Advisory Committee met this quarter to prioritize projects eligible for this funding. The top priority projects recommended for funding by the committee include the Upper Truckee River restoration, continuing the erosion control grant program for local governments, and science projects for nearshore water quality and sustainable recreation.

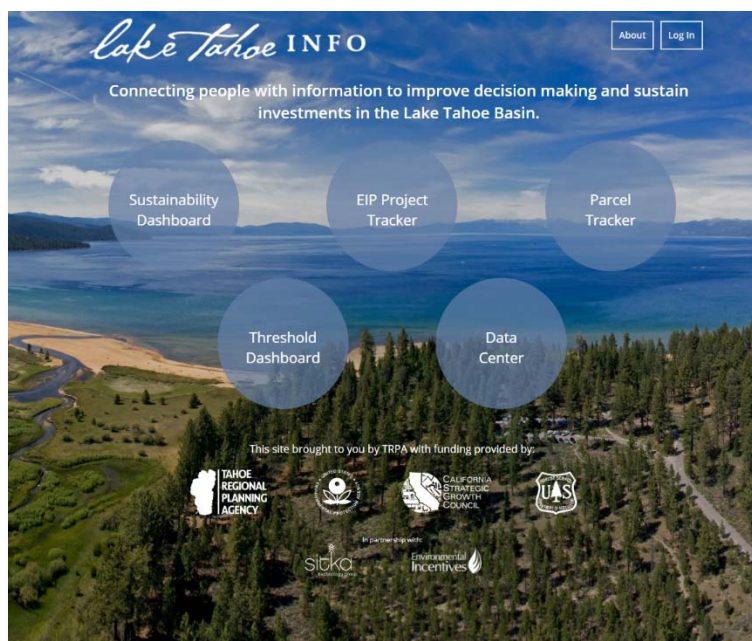
RESEARCH & ANALYSIS DIVISION

TRPA monitors hundreds of environmental threshold standards, performance measures, and management actions for progress and effectiveness. The agency formed a Research and Analysis Division to strengthen its relationship with the science community and provide the best possible information for policy decisions, operations, and accountability.

LakeTahoeInfo.org Development

TRPA continued to develop the laketahoeinfo.org website this quarter. Highlights and new features include:

- A new version of the EIP project fact sheets. New fact sheets outline the benefits of projects and show the unfunded need to allow EIP partners to use these fact sheets when requesting funding for EIP projects.
- The Parcel Tracker now has information on 20,503 parcels in the Tahoe Region. Available information ranges from basic site status like an Individual Parcel Evaluation System score to a detailed ledger of development rights transferred to or from a parcel.
- The system has 218 users, with new users added every week. Over half of the users have logged into the system within the past six months to report project information or update parcel information.



www.Laketahoeinfo.org home page.

- Lake Clarity Crediting Program Stormwater Tools are being built on laketahoeinfo.org as part of the Tahoe Total Maximum Daily Load Program. The tools will allow stormwater jurisdictions to track and report load reductions from implementation of pollutant controls using the platform. This information can be used throughout the website in the EIP Project Tracker and through the Threshold Dashboard, allowing easier reporting for the local jurisdictions.
- The EIP Project Tracker software is available as open source and any added improvements to the site are added to the tracker at no charge to TRPA. The Clackamas Partnership in Oregon is in the initial stages of developing a project tracker on its website modeled after the EIP Tracker. Improvements to the EIP Tracker have already been realized, such as enhanced mapping capabilities. Other groups have expressed interest in using the software.

Permit Analysis

Research and Analysis staff recently analyzed TRPA-issued permits that have utilized a new Code of Ordinances provision allowing land coverage exemptions. With the Regional Plan Update in 2012, a new code section (Section 30.4.6) was added allowing exemptions and partial exemptions for certain types of land coverage. To use these exemptions, properties are required to have functioning BMPs and must mitigate all legally established excess land coverage. This analysis of permits issued from January 2013 through December 2016 found that 95 permits utilized these new coverage exemptions. Of these permits:

- 53 included pervious coverage, such as paver stone driveways or walkways that allow water to infiltrate
- 61 included pervious decks with gaps that allow water to pass freely
- 7 included coverage exemptions for facilities that required compliance with the Americans with Disability Act
- 16 were for non-permanent structures such as temporary sheds less than 120 square feet

Many of these permits used more than one of the coverage exemptions. Environmental benefits are realized because these properties are required to install BMPs, or, if they already had a BMP certificate, demonstrate that existing BMPs have been maintained and are still functioning. If the parcel has legally established excess land coverage (land coverage that was existing before the 1987 Regional Plan), it must be fully mitigated through payment of an excess coverage mitigation fee. These excess coverage mitigation fees are distributed to the California Tahoe Conservancy and Nevada Division of State Lands to purchase and retire land coverage within the Tahoe Basin. Since 2013, TRPA has issued 14 permits that required the applicant to mitigate excess parcel coverage. Amounts collected ranged from \$1,660 to \$287,720, with the average excess coverage mitigation fee for coverage exemption projects being \$31,268. Permits issued by local jurisdictions on behalf of TRPA through a memorandum of understanding were not included in this analysis but will be tracked and reported for future reports.

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. Over the 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 of the agency's role.

Legislative Affairs

The External Affairs Team actively engaged with members and staff of the California and Nevada Legislatures during the first quarter. Both state legislatures are currently in session. TRPA's budget is the highest priority for current state legislative outreach. Budget hearings in both states moved smoothly through various procedures and hearings complete with stakeholder support for augmented funding for the shoreline initiative.

Environmental Education

External Affairs staff continued the successful snowshoe outreach program this winter. The team helped fifth-grade students from around the South Shore get a unique perspective on Lake Tahoe's winters through the Epic Winter Outdoor Education Program. The program has students strap on snowshoes to learn about environmental restoration, snowmaking, winter wildlife survival techniques, and avalanche safety. TRPA coordinates the program with the South Tahoe

Environmental Education Coalition, Lake Tahoe Unified School District, Heavenly Mountain Resort, Tahoe Institute for Natural Science, Sierra Avalanche Center, and U.S. Forest Service. The program is possible through funding from the Vail Resorts EpicPromise grant program.

Public Outreach

The Take Care Tahoe Committee became the latest Environmental Improvement Program Working Group in March when members approved a charter. The group, chaired by TRPA staff, is dedicated to increasing collaboration among groups and agencies offering environmental education in the Lake Tahoe Basin, and to expanding a culture of stewardship among residents and visitors.

External Affairs staff attended the 2017 Business Expo in March where more than 1,500 community members gathered. Staff initiated conversations with dozens of residents and business owners, updating them about TRPA programs and environmental issues at Lake Tahoe.

Cashman Good Government Award Finalist

External Affairs team members coordinated the award entry for the Nevada Taxpayers Association's Good Government Award. TRPA was recognized at the Association's annual dinner in February as one of three finalists for this prestigious award.

EXECUTIVE, LEGAL, FINANCE, INFORMATION TECHNOLOGY, HUMAN RESOURCES, & FACILITIES

2017 Advisory Planning Commission Workshop and Governing Board Retreat

The Governing Board held its annual strategic planning retreat in February. The APC also held a priority setting workshop in February. Both strategic planning sessions facilitate the efficient execution of TRPA's initiatives and foster positive relations between the board, commission, and staff.

Finance Update

TRPA continues to work with the states of California and Nevada on budgets for the upcoming fiscal year. This year's budget requests include supplemental funding to support the shoreline strategic initiative. TRPA's Finance Department completed all fiscal year quarter two invoices and status reports for grantors. The department's current focus is completing the indirect cost plan for submission to California Department of Transportation.

Facilities Update

TRPA is exploring options to reduce or refinance its long-term debt. If successful, this will significantly reduce the annual debt service expense. The earliest opportunity to call the outstanding debt is in the next quarter, but substantial work was completed this quarter to prepare for that opportunity. The debt was used to finance the purchase of the TRPA office building. The building is now fully leased with no available space.

Human Resources Update

TRPA hired Michelle Glickert as the agency's new principal transportation planner, bringing the full-time headcount to 59 staff. A positive trend in employee retention that started in 2016 continued with no staff turnover during the first quarter of 2017. Human resources recruited a team to design and implement a more robust summer intern program to strengthen bonds with key universities and provide for both short-term work needs and long term talent growth. Work continued to redesign TRPA's compensation program, with the design of new pay ranges for all agency positions. Several individuals received pay adjustments based on these updated market-based ranges.

Continuing the agency's focus on professional development, 15 staff attended an on-site "Human Factors of Project Management" workshop to enhance their project leadership skills. The TRPA Leadership Team participated in a mini-workshop on "Collective Impact" facilitated by Kim Caringer. The communications team hosted a lunch workshop on writing skills for agency employees.

NEW TRPA STAFF

Mason Bindl, GIS Analyst

Mason started working with TRPA's Research and Analysis Division in October. Mason previously worked as a GIS specialist for the Eldorado National Forest and as a GIS technician for various local and federal government agencies. He has an extensive background in geospatial analysis, mostly working on forest health projects for the El Dorado National Forest and risk assessment projects for Burn Area Emergency Response teams. He has also worked for the U.S. Forest Service Lake Tahoe Basin Management Unit. Mason is responsible for maintaining, organizing, and analyzing TRPA data, particularly parcel data and jurisdictional and ownership information. He is also responsible for creating and updating GIS data layers and expanding existing tools to enable more users to easily create, save, and print maps. Mason received a bachelor of science degree in geography-geographic information science from University of Wisconsin-Milwaukee.



Michelle Glickert, Principal Transportation Planner



Michelle Glickert began working at TRPA in March as a principal transportation planner in the Long Range and Transportation Planning Division. Michelle, an Oregon native, has worked the past 20 years as a transportation planner in Southern California. She began as an airport planner working on the LAX Master Plan and then transitioned to the Southern California Association of Governments (SCAG). Work at SCAG included getting consensus from the numerous transit operators in the region to prepare recommendations for the 2001 Regional Transportation Plan. Michelle then began working for the City of Santa Monica where she worked the public counter and eventually got to work on the city's General Plan Circulation Element. Most recently leading transportation planning capital projects, she helped with coordinating departments during the

planning phases and provided design support for bike and pedestrian improvements, helping implement over 100 miles of bikeways. Michelle earned her bachelor of science from the University of Oregon.