

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

Via GoToWebinar

December 16, 2020

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Yeates called the meeting to order at 10:30 a.m.

Members present: Ms. Aldean, Mr. Beyer, Ms. Berkgigler, Mr. Bruce, Mr. Cashman, Mrs. Cegavske, Ms. Faustinos, Ms. Gustafson, Mr. Hicks, Mr. Friedrich, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates

Mr. Yeates introduced new Governing Board member John Friedrich, City of South Lake Tahoe representative.

Mr. Friedrich said he was recently appointed to the city council and was appointed to TRPA's Governing Board yesterday. He's been a resident of South Lake Tahoe since 2005 and has a daughter in the ninth grade. He's met many of the Governing Board members in other capacities including when he was the Program Director for the League to Save Lake Tahoe. He's served on the Tahoe Fund board, worked at Liberty Utilities managing their electric vehicle and renewal energy and efficiency programs before starting a green job workforce training project this year which is a project of the Tahoe Prosperity Center.

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

Ms. Marchetta said Consent Calendar Item No. 5, Altnow Multiple-parcel pier designation and expansion has been continued. Mr. Yeates deemed the agenda approved as amended.

IV. APPROVAL OF MINUTES

Ms. Aldean said she submitted some changes to Ms. Ambler and moved approval of the November 18, 2020 minutes as amended.

Motion carried.

V. TRPA CONSENT CALENDAR

1. November Financials
2. Resolution of Enforcement Action: Walter Fisher; Unauthorized Tree Removal, 200 Edgewood Drive, Placer County, CA, Assessor's Parcel Number 093-370-017 & 093-450-007
3. Resolution of Enforcement Action: Dave Navarro; Unauthorized Watercraft Launching without an inspection, 746 Lincoln Highway, Douglas County, NV, Assessor's Parcel Number 1318-10-310-002

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4. Annual Local Government Coordination Report and Action on Recertification of City of South Lake Tahoe's, El Dorado County's, and Placer County's Permit Delegation Memorandum of Understanding
5. Altnow Multiple-parcel pier designation and expansion El Dorado County APNs 032-110-004 & 032-110-024 3021 & 3023 Jameson Beach Road, El Dorado County, CA TRPA File number ERSP2020-0167 **(Item continued)**

Mr. Bruce said on item number two, the Legal Committee recommended Governing Board approval on the proposed settlement agreement with two modifications. A) Increase the fine from \$7,000 to \$8,500 all which is to be paid to TRPA with \$1,500 of the \$8,500 going to the Sugar Pine Foundation; B) Require that a newly planted tree be replaced if the newly planted tree is likely to die within the two year period as opposed to the tree actually dying within the two year period. With respect to item number three, the Legal Committee recommended approval of the proposed settlement amount.

Mr. Marshall said staff has also checked with Mr. Fisher on the committee's recommendation for the amendments to item number two. He agreed with the increase to \$8,500 and the terms of replanting a tree as articulated by Mr. Bruce.

Items one and four were not reviewed by any committee.

Public Comments & Questions

None.

Ms. Aldean moved approval of the consent calendar as amended.

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mrs. Cegavske, Ms. Faustinos, Ms. Gustafson, Mr. Friedrich, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates

Motion carried.

VI. ADMINISTRATIVE MATTERS

- A. Best in Basin Awards

TRPA team member Mr. Cowen provided the presentation.

Mr. Cowen presented on a group of projects completed in 2019 that are being recognized as Best in the Basin. These exhibit outstanding planning and execution and lead the way in environmental stewardship in the Lake Tahoe Region. This marks the 29th consecutive year of the Tahoe Regional Planning Agency Best in the Basin awards. This is a moment to appreciate the hard work, masterful planning, and the collaboration that goes into projects happening in the region every day. Award winners this year are projects ranging from landscape-scale forest resilience projects to trash pickups.

Sustainability Actions category:

The Tahoe Blue Crew program that was particularly crucial in the basin this year given the unprecedented rise in litter at public recreation areas. In 2019, the League to Save Lake Tahoe created the Tahoe Blue Crew program to help address litter problems around the region by organizing groups, families, and organizations who commit to regular trash cleanups and to measuring what they retrieve.

This year, the number of Blue Crews grew from 18 to 89 and crews conducted more than 400 cleanups, netting over 5,000 pounds of trash. Data collected from Blue Crews can be used to enact change as well. Litter data proved instrumental in passing a polystyrene ban, a plastic bag ban in the City of South Lake Tahoe and supported an Incline Village ban on smoking at beaches.

The initiative inspired TRPA staff to be inducted into the program and to create a Blue Crew of our own this summer.

Marilee Movius, League to Save Lake Tahoe thanked Loretta Friedel for the nomination. The program was launched in Fall of 2019 and has turned out to be the perfect program during the pandemic. With resources spread thin with the land managers, they were able to step in with the blue crews to combat litter in the Basin. They thanked the US Forest Service for partnering with them so volunteers could adopt National Forest lands and look forward to continuing to work with other land managers such as the California State Parks. They're also forming new partnerships such as the Heavenly Mountain Resort. There're too many individual crews to list today but gave a special shout out to TRPA for adopting Zephyr Shoals this year. A full list of the Tahoe Blue Crews adopted areas and activities can be found at www.keeptahoeblue.org/tbcmmap

Fuel Reduction and Defensible Space category:

Last year the Nevada Tahoe Resource Team wrapped up this landscape-scale forest resilience project near Spooner Lake that breaks the mold of forest fuel reduction work.

As part of the Tahoe Region's climate change resilience strategy, fuel reduction projects like the Spooner Lake Project are reaching further into the forest and combining multiple goals to protect communities, recreation, wildlife habitat, species biodiversity, cultural resources, and improve drought tolerance and water quality.

The Spooner project balanced each of these goals on 300 acres of Lake Tahoe Nevada State Park near the highly used Spooner Lake recreation area. The fuel reduction work was immense and connected to other previously treated areas. Helicopter yarding of large trees was necessary throughout the project to minimize disturbance. Visual quality of the project was a high priority as well. The team retained many large diameter trees, left vegetation in random clumps, and cut stumps close to the ground. The project improves habitat diversity by selectively leaving down logs and nesting trees and improves the health of underrepresented Aspen stands in riparian areas. The team worked with the Washoe Tribe and archeologists to identify several clusters of cultural resource sites around Spooner and Marlette Lakes and ensured the project would avoid them. Overall, the project increases the resilience of the landscape to drought and wildfire while emphasizing many other priorities.

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Charlie Donohue, Nevada Division of State Lands said the Nevada Tahoe Resource Team is housed at NDSL. It is a unit within state government that worked collaboratively with the partners in the Basin but also with the agencies within this department; the Division of Forestry, the Division of State Lands, the Division of State Parks, and the Department of Wildlife. One of the elements that made this project successful was the work that all the members of that team did. It varied from pedestrian control and working with the critical partners such as TRPA and the Department of Transportation who allowed them to use one of their sites just outside the Basin for the servicing of the helicopter. The team and in particular Mr. Shaw did a great job in respecting the cultural elements of the park.

Public Projects category:

The Pioneer Trail Utility Undergrounding project converted a multitude of overhead utility wires to an underground conduit bank in a TRPA-defined scenic corridor along Pioneer Trail between Black Bart Avenue and Golden Bear Trail in South Lake Tahoe. El Dorado County and multiple utility companies partnered in the project to improve the scenic quality of the corridor, enhance utility reliability, and increase wildfire safety. The project relocated 5,800 feet of overhead power lines and communication lines underground.

This project was made possible through California Public Utilities Commission Rule 20.a, which began in 1967. Each year, the rule allocates funding to counties from small surcharges on utility bills to move overhead utilities underground. Strong partnerships between the county, city, and utility providers are essential to prioritize projects and to ensure equitable use of the funds.

While it is hard to notice what isn't there, over the years sections of utility underground projects have made substantial scenic and safety improvements throughout the Tahoe Region.

Dan Kikkert, El Dorado County said these underground projects were a long time coming with each of the jurisdictions and their critical improvements in the Tahoe Basin. They couldn't have been completed without the partnership that they have between the local jurisdictions with the City of South Lake Tahoe, El Dorado County, Placer County, as well as the utility providers; Liberty Utilities, AT&T, and Charter Communications. It's a key partnership between them to get these utility districts established and then to get the overhead utilities placed underground. This provides a benefit to the scenic resources in the Tahoe Basin. Pioneer Trail is deemed a scenic corridor by TRPA. This was the second phase with one left that hopefully will be completed in the next five years. Thank you to the utility providers and staff to getting this complete.

General Construction category:

The Bow Bay residential project in an idyllic bend in the shoreline of Rubicon Bay and is a standout project for historic renovation. Owners John and Heather Mozart recognized the historic significance of the Julia Morgan-designed home in Rubicon Bay and engaged a design team to renovate the residence and guest house, while honoring its original form.

Built in 1944, the estate known as Bow Bay was designed by famed American architect Julia Morgan with her signature sensitivity to the surrounding topography and environment. The trusses were designed like a ship's hull as a homage to bow-shaped bay where the property is located.

Morgan was best known for her work on Hearst Castle, but designed more than 700 buildings in California during an illustrious and award-winning career.

The renovation maintained historic integrity while incorporating fire protection measures, significant landscaping, and more modern erosion control Best Management Practices. Under a separate project on the neighboring parcels, another historic building was deconstructed and donated to the Tahoe Cross-Country Ski Education Association for future adaptive reuse use as a lodge facility.

Wyatt Ogilvy on behalf of owners John and Heather Mozart, Rickenbach Construction, and the design team he's pleased to accept this award. The renovation of this historic residence is wonderful preservation of a unique period in Lake Tahoe's history dating back to the 1930s when folks took a train from the Truckee River and ventured to their property by boat. Thank you to staff and the board for this recognition.

Public & Environmental Improvement Program Projects category:

This initial, three-mile segment of the Lake Tahoe East Shore Trail is helping to address a host of issues on one of the busiest and most impacted travel corridors in the basin. Nevada State Route 28 between Incline Village and Stand Harbor Nevada State Park is a two-lane highway used by nearly 2,000 pedestrians and bicyclists on peak days. The corridor sees 2.6 million vehicles per year and is the only access route for over one million recreators to an iconic stretch Tahoe shoreline.

The shared-use path is providing safer recreation access, connections between recreation areas and transit, an unparalleled recreation experience, fewer accidents, reduced car emissions, and reduced erosion and fine sediment run-off to protect the lake clarity. The roadway is also designated as a National Scenic Byway and the project had to meet high standards of scenic design.

The Nevada Department of Transportation, Tahoe Transportation District and 11 other public and private entities collaborated to deliver this high-priority project of the Lake Tahoe Environmental Improvement Program. Work on the East Shore Trail continues with a transportation corridor management plan to further address parking demand and recreation access.

Future trail connections to Spooner Summit will create parking areas and transit stops and more opportunities for dispersed recreation. The East Shore Trail will help connect the north and south shores as part of the East Shore Stateline-to-Stateline bikeway and is a major step in creation of a multi-use trail circling Lake Tahoe that will connect communities, parks, beaches, and businesses.

Nick Johnson on behalf of the Nevada Department of Transportation, Jacobs Engineering, and Granite Construction said thank you for the recognition and this award. This stretch of trail had been planned for decades and are honored to have had the opportunity to work on and deliver this legacy project. Through the engineering, innovation, and construction they were able to make this a reality. Granite Construction was able to build this trail with minimizing the disturbance, no environmental issues or challenges, and keeping everyone safe and the traffic

flowing. He also acknowledged the partners, the 12 agencies, and the Tahoe Fund for the support and working with the team an effort amongst all the agencies drove getting this project done.

Public & Environmental Improvement Program Projects category:

The Sierra Boulevard Complete Streets project is providing tremendous benefit to the community while addressing numerous TRPA Regional Plan and environmental threshold goals. This was a multidisciplinary project for full rehabilitation of Sierra Boulevard between in the City of South Lake Tahoe. Complete Streets programs encourage planners across the nation to design streets to prioritize safety, comfort, and access to all who use the street, especially underrepresented groups.

More than one half-mile of Class 1 bike trail was added along Sierra Boulevard as a critical link to the California Tahoe Conservancy's Greenway Bike trail and the City's core trail system extending from Stateline to Meyers and to Camp Richardson and beyond. The project stabilized areas of highly disturbed soil and directed run-off to regional stormwater treatment facilities. It improves energy conservation and reduces greenhouse gas emissions by promoting non-motorized travel between neighborhoods and commercial centers. In keeping with Complete Streets priorities, intersections are safer with improved visibility and the entire right of way is designed to prioritize slower speeds and safety for all who use the road.

Stan Hill, City of South Lake Tahoe said he was the project manager for the City on this project and Mark Frisina was the resident engineer inspector during construction. They thanked NCE design consultant for submitting the application for the Best in the Basin award. It was a collaborative effort involving various agencies, consultants, contractors, project funders, and city staff. Some of the agencies involved were TRPA staff Shannon Friedman, Taylor Currier, Judy Weber, Michelle Glickert, and former employee Morgan Beryl. Others assisting the City were staff from Caltrans, El Dorado County, Donaldo Palaroan, and Elizabeth van Diepen of the Lahontan Regional Water Quality Control Board. Consultant NCE assisted with the construction drawings, environmental permitting, and providing assistance with negotiating through Caltrans and the Federal Highway Administration. Thank you to Jack Norberg, former NCE employee, Christian Hinebaugh, Kirk Howell (NCE) and their design group, environmental permitting team and subconsultants who assisted. Many thanks to Herback General Engineering and their subcontractors who did all the work on the ground. Their team of Greg Herback (owner), Tyler McCarther and office crew led by Peter Griffin. There were quite a few funding categories involved such as Congestion Mitigation Air Quality program, Surface Transportation Block Grant funding and State funding through the Air Resource Control Board (Greenhouse Gas Reduction Fund) which was distributed to local agencies through the Caltrans Active Transportation Program. In addition, there was local CIP funding. He thanked Mark Frisina for his resident engineering and inspector work. Lastly, thank you to TRPA for providing a means to acknowledge all individual agencies and companies that were involved to make the Project a success.

Public & Environmental Improvement Program Projects category:

The Incline Creek Restoration project is a capstone of four prior projects on Third and Incline creeks in Incline Village, Nevada. Both creeks were severely impacted by earlier practices that deepened and straightened the stream channels, removed floodplains, and blocked fish passage with bridge culverts and steep drops.

The project reduces erosion from stream banks with rock stabilization, alder, and willow revegetation and improves water quality in Lake Tahoe by reducing fine sediment and restoring flood plain terrace for natural filtration.

Most notable is the return of spawning fish to the creek which have been absent for decades. . The project replaced a culvert from the 1950s with a modern steel truss walking bridge, regraded sections of the stream channel, and constructed rock-step pool structures to allow for fish passage to return continuity to the stream channel.

Nathan Chorey, Incline Village General Improvement District said they're honored to receive this award and to participate in this project to restore stream continuity to allow fish passage further up Incline Creek. They thanked all partners including funding partners the Nevada Division of Environmental Protection through the Environmental Protection Agency's Water Act 319 funding and the Nevada Division of State Lands through the Lake Tahoe License Plate grant program. The design was completed by Cardno and the construction by Aspen Developers. Without these partners involvement this project would not have been possible.

Mr. Cowen thanked the Best in the Basin judges. The panel of experts were from both the private and public sectors assembled in an online format this year to assess each project in the safest setting possible. Judges were Kristina Hill, Hill Planning Incorporated, Wyatt Ogilvy, Ogilvy Consulting, Beth Vollmer, TRPA Environmental Analyst, Shannon Friedman, TRPA Senior Planner, and Kat McIntyre, TRPA Forest Ecosystem Health Program Manager.

Presentation can be found at:

[Agenda-Item-No.-VI.A-Best-in-Basin-Awards.pdf](#)

Board Comments & Questions

None.

Public Comments & Questions

None.

Board Comments & Questions

Ms. Aldean said all of these recipients are deserving of being recognized. We all appreciate their diligence and efforts to improve the Tahoe environment.

Mr. Friedrich said he's seen many of these projects on the ground and as a "blue gooder" with the League and regularly use the City's Sierra Boulevard new amenities. These are all impressive

projects that have added significantly to the quality of life and environmental protection to the Basin.

Ms. Gustafson agreed with Ms. Aldean and Mr. Friedrich's comments. Specifically, on the Bow Bay it's been tremendous to see what the private sector is doing in addition to the governmental and non-profit agencies. She always encourages the private sector and individuals to step in as well.

Ms. Novasel congratulated all the winners. These are outstanding projects and appreciated the presentation and the work of staff and the volunteers to judge this.

Mr. Lawrence agreed with all the comments from fellow board members. These are all outstanding projects, and this is his favorite board meeting. It's nice to see all these great projects and all the great work that happens in the Basin. A special shout out to the Nevada Tahoe Resource Team for the Spooner Project. He knows there was a lot of struggles, coordination, and collaboration to get that off the ground including working with finance offices to get the funding in place.

Mr. Bruce said these are wonderful projects that make Tahoe the best it can possibly be. Thank you to everyone.

Ms. Berkbigler said ditto! Great projects and very nice that the private sector is doing all that its doing as well as the government agencies.

Mrs. Cegavske agreed with all the comments made and congratulated and thanked everyone.

Mr. Yeates said these were excellent projects and are significant improvements.

Mr. Cashman congratulated all the winners. These are wonderful projects. He highlighted the role that the Nevada Department of Transportation played in the East Shore Trail. They jumped in at a critical time and took ownership of the project. If they had not done that, the project would still be on the drawing board.

B. Election of Governing Board Chair and Vice Chair Effective January 1, 2021

Mr. Yeates made a motion to nominate Mr. Bruce as Chair and Ms. Gustafson as Vice Chair for 2021/2022.

Board Comments & Questions

Mr. Rice thanked Mr. Yeates for his service and agreed with the nomination.

Ms. Novasel said these are two excellent choices and thanked Mr. Yeates for his leadership.

Mr. Cashman said those are wonderful selections.

Mrs. Cegavske agreed with the nominations and thanked Mr. Yeates for his service.

Public Comments & Questions

None.

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mrs. Cegavske, Ms. Faustinos, Ms. Gustafson, Mr. Friedrich, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates

Motion carried.

Ms. Marchetta said Mr. Yeates came to TRPA's board as one of drafters of the California state policy that married transportation and land use to reduce reliance on the automobile. He's sincerely carried that passion and expertise through his tenure. He started by setting a vision to expand TRPA's committee structure and its membership and have indeed strengthened the position of both transportation and housing and our committee structure making sure every board member had a solid and active role. Mr. Yeates also took on an active role in the transportation bi-state consultation. There's been approval of several transportation corridor plans and key transportation projects such as the Highway 89 Emerald Bay corridor, State Route 28, and the Main Street Management Plan. He's encouraged staff to make first priority in the threshold system update the remake of vehicle miles traveled. Mr. Yeates is also an honorary captain of the TRPA boat crew! On behalf of staff and the board Mr. Yeates was presented a photo.

In addition to this framed photo, staff has put together a photo montage get well card as part of TRPA's Random Acts of Kindness day on November 3. The card reads "In appreciation of your leadership and commitment to Lake Tahoe. To TRPA Board Chair, William "Bill" Yeates we want to express our sincere appreciation for you and to insist on your speedy recovery to full health. Thank you for being a genuinely kind human being who is also a leader, a deep thinker, a persuader, and a success. You are admired by all of us at TRPA. Get well soon."

Mr. Yeates said it's been a great experience being on the TRPA board and was nice to be chair during this odd bifurcated two year period. Staff has always made his job as chair pretty easy because they're so very good. He enjoys working with such a dedicated group as well as his colleagues on this board. We just roll up our sleeves and work together straight forwardly. We take on tough issues, we accommodate each other and respect everyone's different positions between a local official and public member. In his eight years on the board, he's never seen anyone try to drive a wedge that would divide us. Instead, everyone works collaboratively. He's appreciated all the get well cards and emails.

- C. Resolution recognizing Governing Board member Marsha Berkbigler, Washoe County Commissioner

Mr. Yeates read the resolution into the record.

Ms. Berkbigler said serving on TRPA has been a pleasure. There's nothing more important than Lake Tahoe. It's been a pleasure to be able to participate in all the various issues that good solid attention. Working with all of the board she's learned a lot about the Lake and the environment and will take this with her in the future.

Board Comments & Questions

Mr. Bruce said he's been a resident of Washoe County since 1979 and has seen a lot of people come and go. He doesn't know anyone who has cared for and loved Washoe County and North Tahoe as much as Ms. Berkbigler. He appreciated all that she's done and thankful for their relationship and what she's taught him.

Mrs. Cegavske said it's been a pleasure and she's learned a lot from Ms. Berkbigler's expertise in Washoe County. Thank you to her for her wisdom and always having a smile.

Ms. Faustinos said Ms. Berkbigler was so welcoming to her when she joined the board and misses seeing her at the meetings. She's always valued her input and will miss her.

Mr. Hicks said from another resident of Washoe County he thanked Ms. Berkbigler for all that she's done not only for TRPA but for the county. It will be a loss for the county and TRPA's board.

Ms. Novasel said she appreciated everything she did for TRPA, the Tahoe Transportation District, and the Tahoe Basin.

Mr. Lawrence said as another Washoe County resident, it's been a pleasure to serve on the board with her and thanked her for the dedication and passion to Lake Tahoe, TRPA, NTRPA, and Washoe County.

Ms. Gustafson said it's been phenomenal to work with Ms. Berkbigler on north shore issues, she's done a great job representing that community. She always appreciated her positive and upbeat attitude.

Ms. Aldean said one of Ms. Berkbigler's traits is her effervescent personality. She appreciated that attitude and willingness to always smile and look for positive outcomes.

Mr. Cashman said it was a pleasure to work with Ms. Berkbigler for over 35 years.

Mr. Beyer said after working with Ms. Berkbigler on the board for the past seven years, he's enjoyed her candid humor and go forward attitude.

Mr. Yeates said Ms. Berkbigler always had a smile and positive attitude at the board meetings. She was a help to him during the early days on the board with all the acronyms and how everything worked.

Board Comments & Questions

Mr. Cashman made a motion to approve the Resolution recognizing Governing Board member Marsha Berkbigler, Washoe County Commissioner.

Motion carried.

- D. Resolution recognizing Governing Board member Tim Cashman, Nevada At-Large Member

Mr. Yeates read the resolution into the record.

Mr. Cashman said it's been a pleasure for the past 11 years working with a TRPA's dedicated staff and board members. We've accomplished a lot since 2009 such as the Regional Plan Update, the Shorezone Plan, the Main Street Management Plan, and the road changes in Kings Beach was the first real controversial issue that the board took up. One of the most interesting and important accomplishment was we did all this together as a board. He thanked the staff and is proud of the work that everyone in this organization has done. In particular, Ms. Marchetta who worked hard to build staff morale and development, and customer service to TRPA's constituents through some difficult times. She's changed the public perception and morale of the agency and is proud of what she's accomplished. He thanked the NTRPA for letting him serve for 11 years.

Board Comments & Questions

Mrs. Cegavske said she's known Mr. Cashman for many years and appreciated his assistance when she joined the Governing Board and thanked him for his wisdom and friendship over the years.

Mr. Lawrence said 11 years ago he was the Administrator for the Division of State Lands which serves as the staff the Nevada Tahoe Regional Planning Agency (NTRPA). He remembers Mr. Cashman's interview and thought what a good fortune it would be to have him on the NTRPA and TRPA board. Then later in his career, he had the honor to serve with him on the NTRPA, TRPA, and Tahoe Fund boards. He knows what Mr. Cashman does behind the scenes to make everything happen. It's with sincere appreciation for everything he did for Lake Tahoe and Nevada.

Ms. Gustafson said Mr. Cashman is always calm but precise in his questioning and thought process. He's brought great financial and operational expertise he's brought to TRPA and the Tahoe Fund. She appreciated his leadership through the East Shore Trail Project and assistance to resolve issues as they arose.

Ms. Novasel said it was a pleasure serving with him on the Governing Board and wished him good luck.

Mr. Bruce said Mr. Cashman has such a vast goodness that he bestows on Nevada. When he thinks of him, he thinks of somebody who loves Nevada and not in a selfish or divisive way but in a very servant like way. He took 120 trips from Las Vegas to Reno and sometimes harrowing drives up Mount Rose to the Basin to attend the meetings. He never knew what Mr. Cashman's comments would be at a meeting but knew that they would be thoughtful and help the group understand the matters before the board a lot better.

Ms. Berkbigler thanked Mr. Cashman for his participation in Incline Village issues. They'll miss him in Nevada, as he's been a long time special advocate for this state.

Mr. Hicks said Mr. Cashman is an amazing Nevadan. He's been very generous with his time and

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his fortune. He remembers when he gave the state of Nevada a customized Harley Davidson for the Sesquicentennial celebration. He's learned a lot from him during the Governing Board and Operations and Governance Committee meetings.

Ms. Faustinos expressed her appreciation for all of Mr. Cashman's service to the board. She admired all what he did for Lake Tahoe and Nevada. We're fortunate to have people of his caliber serving in these type of public service opportunities.

Mr. Beyer said when he joined the Governing Board a little over 11 years ago, Mr. Cashman was one of first people who walked up to him and recognized that he was a native of Nevada. He was a constant leader not only on the Nevada side but understood the politics of California. When Mr. Beyer was board chair, he always would think what would Mr. Cashman do with this project or policy. He was always straightforward with his response and relied on him greatly as a mentor.

Ms. Aldean said there wasn't any competition with Mr. Cashman's yearly reappointment when the Nevada At-Large Member was being considered. This is a testament to how well liked and respected he is. Mr. Cashman was very instrumental in helping to secure some funding for an organization that she helped to found. She knows that it was largely because of his urging that the Capitol City Circles initiative received some very important financial support. He was extremely well balanced in his success as a private businessman but also his involvement in organizations like TRPA and all the various philanthropic causes.

Mr. Friedrich said he served with Mr. Cashman on the Tahoe Fund Board about ten years ago. As a new member, Mr. Friedrich will appreciate his legacy that he's created and thanked him for all of his service.

Mr. Yeates said Mr. Cashman held the "center" ever since Mr. Yeates joined the Governing Board. Whenever he spoke, he had great questions of staff. He's grateful for the opportunity to have served with him.

Ms. Berkbigler made a motion to approve the Resolution recognizing Governing Board member Tim Cashman, Nevada At-Large Member.

Motion carried.

- E. Resolution recognizing Governing Board member Brooke Laine, City of South Lake Tahoe Representative

Mr. Yeates read the resolution into the record.

On behalf of Brooke Laine: "I am sorry that I am not able to be with you this morning. I want to thank my colleagues for welcoming me to the board over 2 years ago.

I never aspired to join the TRPA Governing Board. I am grateful for the experience.

Who would have known of the importance of understanding the details of TMDL, ADU, BMP, VMT, VHR, AIS, Shorezone, Transit, Hwy 50, Mainstreet.....WTF!!!!!!

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I am so grateful. The staff of TRPA is well entrenched, professional, knowledgeable, and kind.

The leadership of TRPA is beyond words. Marchetta - Forward thinker, wise, strong; Hester - Experienced and passionate; Marshall - straight shooter, experienced, confusing!!!!; Regan - clone her!!!!

My takeaways: The idea that 2 states (California & Nevada) would work together cooperatively to form an even more powerful alliance that would garner the support of the federal government is a game changer.

The alliance between the local government, private sector, state governance, in addition to the federal government is the key to preserving the pristine, magnificent, natural wonder that we call Lake Tahoe.

There were many before us and there will be many after us that will continue to work towards preserving the environment while supporting the economic base that allows us to continue to call Tahoe our home and our playground.

Carry on! Continue to be an example of cooperation and collaboration. Together we can do this!

All my best, Brooke.”

Board Comments & Questions

Ms. Novasel said Ms. Laine is witty and a personable person. She'll be missed and always had wonderful input during the time that they served together on the board.

Mr. Friedrich said he wanted to TYBL for her service to SLT and TRPA. If there's a political dynasty in South Lake Tahoe, it's the Laine's with Brooke and Del Laine both serving as Mayors twice. She always did her homework with reading materials for the City Council and TRPA Governing Board meetings. She's been a tremendous resource to him while getting going. Ms. Laine is widely respected in the South Lake Tahoe community and is grateful for her service and mentorship.

Mr. Yeates said he read an article in the Tahoe Daily Tribune in a tribute to her father. It talked both about her dad and mom and their involvement in South Lake Tahoe.

Ms. Aldean made a motion to approve the Resolution recognizing Governing Board member Brooke Laine, City of South Lake Tahoe Representative.

Motion carried.

Public Comments & Questions: Agenda Items VI. C, D, & E

Steve Teshara said he's a veteran of many TRPA meetings and probably knowing every Governing Board member back to the early 1980s. He served with Ms. Berkbigler on the Tahoe Transportation District Board and thanked her for her service on both the TTD and TRPA Governing Boards. To Mr. Cashman who chaired many Operations and Governance Committee

meetings and always asked Mr. Teshara if he had any comments. To Ms. Laine which he attended many City Council meetings during her tenure as Mayor and Council Member. Her mother Del, was a great Mayor of the City of South Lake Tahoe and Chair of the Tahoe Transportation District Board for many years in the 1980s. He congratulated Mr. Bruce on being appointed TRPA's chair and to Ms. Gustafson as vice chair for the next two years. He thanked Mr. Yeates for his tremendous service over the past two years as the board chair.

VII. PLANNING MATTERS

A. Briefing on 2019 Threshold Evaluation and TRPAs Digital First Initiative

TRPA team member Mr. Kasman provided the presentation.

Mr. Kasman said the Digital First Initiative is an organization wide initiative that is going to span multiple years and is about creating an efficient, innovative, and creative agency by automating the processes. It expands on how we collaborate internally and externally with customers and partners. This builds upon the strategic plan for TRPA which has two key pillars; one to operate as a high performance organization and two, to use best information data and science for decision making, accountability, and transparency. This initiative looks at all of our digital information resources from maps, to case files, data, and images. It looks at both internal systems as well as the customized basing tools like Lake Tahoe Info. TRPA is well positioned for this digital initiative.

Today's discussion will focus on what Research and Analysis and the Current Planning teams have been doing. Digital transformation is a buzz word but what it means to TRPA is digitizing the over 50 years of paper records and doing the data entry necessary to capture that information to utilize it in the decision making. It's also about digitalizing the systems and processes, converting to paperless processes, creating new records electronically, connecting the data basis and information platforms. Also using tools such as electronic meetings and webinars to gain public input. It's also about transforming agency practices and framing them in a digital first way.

Prior to Covid, there were eight applications available for electronic submittal using the Citizens Access site. When the building closure happened due to Covid, staff immediately pivoted to prioritizing customer service and using these tools for an expansion of the electronic submittal options. Today, there are 33 different project types available for electronic submittal. The 2020 real estate market has been incredible. Estimates are that property sales are up between 50 to 80 percent in parts of the Lake and applications to TRPA were up 13 percent year to date compared to this time in 2019, and project applications are up 33 percent. The phone calls to planners have increased by 40 percent.

They've seen the electronic submittals change the way that we work. Seventy-four percent of project applications came in electronically during the third quarter and 93 percent of the tree removal applications. This continues to be a shining example of being able to accept, process, and permit electronically. These reviews are more efficient, It saves time for staff, customer's time of making a trip to office, paper, and overall costs. In addition, the field inspectors using iPads and other digital tools were able to process more than 2,100 inspections and investigate more than 100 complaints this year despite the Covid protocols.

The GIS team of Research and Analysis have produced web maps, story maps, and other tools for the public and planners to perform their responsibilities electronically. Other Research and Analysis members handle data collection, analysis, and field monitoring for environmental condition as well as the transportation system, support the planning teams and respond to customer inquiries. They've scanned more than 12,000 project files in the past several years and updated more than 25,000 parcels on the Lake Tahoe Info Parcel Tracker. This team is leading that work for digitization and digitalization of the systems and processes. The team also leads the Lake Tahoe Info development overall.

Lake Tahoe Info started with the Environmental Improvement Program Project Tracker. It built upon the earlier failures of the Tahoe Integrated Information Management System (TIIMS) that was trying to be everything for everyone. Staff took a different approach by starting small and built modularly. As they've continued to use those systems and tools, they've invested in maintaining and updating the tools such as the overhaul of the EIP Project Tracker to reflect the new action priorities of the EIP.

They took a novel approach to expanding and developing the EIP Project Tracker by placing an open source license on it. The open source version of the tool is called ProjectFirma. Working with Sitka Technology Group, other agencies are able to use the tools using the open source license. In exchange, TRPA receives features back from Sitka when they invest in new developments. Today, there are nine agencies in five states that are currently using ProjectFirma for project tracking. It includes local and regional sites such as the Clackamas Partnership and the Puget Sound Partnership. Statewide tools like the California Resource Conservation District Project Tracker and the Forest Health tool for the state of Washington. The US Bureau of Reclamation has an endangered species act project tracker for the Columbia River Basin using this platform. In total these agencies have invested over \$3 million in developing these tools and in exchange TRPA has received more than \$90,000 in functionality back into our system as a result of the open source license. They meet quarterly with this community of users many of whom have modeled their programs after the Lake Tahoe EIP and use us an example for developing their focus areas, project tracking, and performance measures. They also discuss progress and identify collective goals of how they want to continue to enhance the system.

Something they've seen as a need and continue to build into Lake Tahoe Info is this ability to connect actions to outcomes. To look at the indicators, monitoring data and connect them to the goals. The four year Threshold Evaluation is that opportunity to assess the ecosystem health in region by looking at the more than 150 threshold standards in the nine threshold categories. TRPA will release the seventh comprehensive Threshold Evaluation in early 2021 and it reflects the monitoring work of our federal, state, and local agencies, universities, and private partners. It's a comprehensive overview of the environmental health of the region. Taking the cues from the digital first initiative this Threshold Evaluation will look different from the past. It will have an online interactive dash board. It will reflect the best practice informing the public, decision makers, and stakeholders. In an opportunity to collect input from the public using these tools they believe it will be much more digestible and better link the regional actions to the outcomes. The new site will be interactive, and the nested format enables stakeholders to easily get as little or as much detail wanted. The Threshold Evaluation and the dashboard will be released in early 2021 as well as an executive summary. Long term progress in the region is slow but each of the prior six Threshold Evaluations have indicated that incremental progress towards threshold attainment

was seen and anticipate that this one will show the same. The evaluation will identify areas of need particularly in areas where the region is responding to change in climatic conditions.

Presentation can be found at:

[Agenda-Item-No.-VII.A-Digital-First-Initiative.pdf](#)

Board Comments & Questions

None.

B. 2020 Monitoring Program Update

Mr. Tevlin provided the presentation.

Mr. Tevlin said today he'll review some of the highlights from the 2020 field season. Today's presentation will also focus on how the monitoring is used to inform management decisions.

This field season with Covid staff implemented the proper safety protocols and were able to get out in the field when many others in the Basin were unable to. Not only did they complete their own data collecting but took over some monitoring from partners who were unable to get into the field.

They collected data for wildlife, noise, air quality, bicycle, pedestrian, Tahoe Yellow Cress, streams, and stream environment zones.

Wildlife: TRPA is directly in charge of monitoring three different special interest species; Osprey, Bald Eagle, and Peregrine Falcon. Osprey's nesting numbers were steady this year. While the Bald Eagle numbers were also steady, there was a new nest near Camp Richardson which was the first new successful nest in a long time. The Peregrine Falcons continue to recover. In 2008 there were zero, that went back 50 years when there was no nesting and now there are five active nests. In 2019 and 2020, the big story was working with the climate and hiking community to reduce impacts at Castle Rock. Because of the monitoring efforts with partners, they were able to see that due to increased climate and hiking around Castle Rock, the nest failed multiple years in a row. They implemented an action plan with some follow up monitoring where they posted signs during the nesting season. Because of this, there's been a successful nest that produced fledglings.

Noise: They did standard noise areas in the plan areas and highways that are mandated every year. There are 40 noise monitors installed. The big item for noise in 2020 was that they continued to increase noise monitoring for shorezone enforcement. This is the second year for the Shoreline Plan implementation and a large part of the shoreline plan is to reduce noise impacts from boats. With the monitoring and working with the boat crew they were able to identify 38 likely noise violators this year and the enforcement team is sending notices to these boat owners that they need to come into compliance, or they're not welcome back on the Lake. In 2020, overall, they haven't seen a large change yet. The numbers are low but as we continue this program and implement some of the enforcement actions with the monitoring, they hope to see the numbers decline.

Air Quality: They continued the regular maintenance and operation of multiple air quality sites around the Tahoe Basin. They monitored five different pollutants such as carbon monoxide and particulate matter. The takeaways from 2020 is that overall trends continue to get better. However, extreme events, the 24 and 1 hour maximums are getting worse from fires outside the Basin. Air quality is a long term game so there's nothing you can do right away to make an impact, but it does highlight the importance of these forest health initiatives. Because most of the problems are from fires and fires outside the Basin, forest health is important not only for Tahoe but outside of the Basin as well.

Bicycle/Pedestrian: TRPA monitors around 30 counters around the Basin. In 2020, despite Covid, the counts were similar to 2019 counts. The summer of 2020 was less busy than the summer of 2019. However, the fall of 2020 was busier than 2019. The normal visitor drops in the fall didn't happen as much this year. The South Shore was less busy in 2020 than 2019. However, some of the non-urbanized sites on the North Shore were universally busier in 2020 than 2019. The data was used by recreation partners to help manage recreation sites. It's also being used to help justifying more investment in bicycle and pedestrian infrastructure. When the Meeks Bay Trail segment from Sugar Pine to Meeks Bay was completed it had over 24,000 users per day and prior to being built there were about 6,000 users per day in 2019. The monitoring data is now being transformed digitally and is available on Lake Tahoe Info. Data is updated about once per month as data is collected.

Tahoe Yellow Cress: This year there was a lack of partner staff to do the annual survey. Usually this is led by the Forest Service but because of Covid and fires, TRPA and others stepped in to assist in completing the survey. In 2020, the numbers continue to be reduced mostly due to high lake levels. In 2020, it was the lowest number of sites since 2000. It's not surprising considering this is also the first time we've had consistently high lake levels multiple years in a row. This typically leads to lower numbers. When there are low numbers like 2020, it initiates protection actions under the Tahoe Yellow Cress action plan which everyone in the Basin has signed onto.

Streams: For 2020 they continued normal their bioassessment program at 40 plus sites looking at the macroinvertebrates in the stream to see how healthy the biotic integrity of the stream was. The bioassessment program is being used more and more by project planners to assess restoration effectiveness and project impacts. For example, they have multiple sites with the Forest Service at some of their large fuel reduction projects in the stream to ensure their projects are not having an overall harm on the biotic health of the stream. In 2020, they also sampled seven sites on old and new stream restoration sites. Six were in the very healthy category. Partners are using this data more to show that the projects are having a positive impact on the biotic health of the stream.

Stream Environment Zone Monitoring: Its focus is on meadows, marshes, wetlands, riparian areas, fens, and streams. In 2020, they completed a three year project to assess the current SEZ conditions across the entire Basin. This is known as the SEZ Baseline Condition Assessment. As part of the management decisions the results of this baseline condition assessment are going to be used to set a new science based SEZ threshold.

After the last Threshold Evaluation in 2016 it became clear that there was no basin wide monitoring of SEZ. They simply report on the number of acres restored which wasn't a very scientific way to assess SEZ conditions on a basin wide scale. They needed to start a monitoring

program to be able to obtain an Environmental Protection Agency grant in 2017 to start this program. As part of the grant, they initiated a technical advisory committee that help develop this monitoring assessment program for SEZ. With the grant they'll also be able to bring in some local experts that provided technical assistance in developing these programs. TRPA staff have spent the past two summers in the field collecting data to complete this baseline condition assessment. To help with the management decision they're going with the understanding to set a new SEZ threshold they need to understand the current SEZ conditions. This assessment is going to document those current SEZ conditions. The SEZ stakeholders such as the Forest Service, the Army Corps of Engineers, Nevada Resource Conservation District have all been involved in this project. There's been four SEZ Technical Advisory Committee meetings since 2017. In addition, there's been individual meetings held with all the partners every step of the way.

The first step to assess current SEZ conditions was to get agreement on what were the most important functions SEZs provide. Items such as reducing sediment nutrient pollutant loading, monitoring water temperature, etc. Second, is choosing measurable indicators that relate to those SEZ functions. They start with about 25 potential indicators and then narrow it down to the 10 most critical ones. They range from items such as headcuts, vegetation vigor, channel incision, invasive plants, ditches/gullies, conifer encroachment, channel stability, biotic integrity, habitat fragmentation, and fish passage. The third step was choosing methods to measure these indicators. The methods had to be repeatable and feasible given budget and staff restraints. Whenever possible, they used existing methods and protocols from other programs. Wetland, stream, and meadow monitoring is not necessarily a new science, so they didn't reinvent the wheel. Next is going out to gather the data. They use a combination of field data and remotely-sensed data. There is a lot of technology that allow for remote-sensing which is collecting data from the computer that one would normally have to go out into the field to collect. It means that there is less staff time needed to go out and collect this data and cover a larger area with less people. There's lots of existing SEZ data from partners. Some partners have studied different SEZ in the Basin very well over the past few years, therefore, they were able to incorporate the partners data into it. Lastly, is TRPA staff going out to gather data at hundreds of sites to fill in all the data gaps.

The final step is taking the raw data and scoring it with an a, b, c, d rating system. "A" is good and "D" is bad. Then there's a score card for each SEZ in the Basin. A=12, B=9, C=6, D=3 so there's an overall score and percentage for each SEZ in the Basin which is now what we have. The data is now final, and they now have the first ever baseline condition assessment of SEZ in the Tahoe Basin. Now they can assess the current conditions of stream environment zones on a basin wide scale with scientific evidence. In the past, there's been numbers thrown out about how 25 percent were degraded, 10 percent was degraded, etc. but there was never a map that showed where the degradation was or scientific evidence to back up those claims. There's about 49 percent in the A-very healthy category, 23 percent were in B category, 8 percent was C, and 17 percent in D. They have data now to look at restoration effectiveness to look at current conditions of sites that were restored 5, 10, 20, 30 years ago. They can also look at a map to see where all the degraded SEZs are in the Basin. This Baseline Condition Assessment lays the ground work for a science based SEZ threshold update.

In addition to the full report, information can be found on a story map.

Presentation can be found at:

[Agenda-Item-No.-VII.B-2020-Monitoring-Program-Update.pdf](#)

Board Comments & Questions

Mr. Yeates said he's impressed with the level of research that was done.

Ms. Faustinos said congratulations on establishing the baseline conditions. This is huge.

Public Comments & Questions for Agenda Items VII.A & B

None.

VIII. PUBLIC HEARINGS

A. 2021 Watercraft Inspection Fee Structure

Ms. Marchetta said the good news that we continue to lead and operate one of highest profile protection programs against new aquatic invasive species infestation in the west and perhaps even in the country. This is the twelfth year with continued success and no new invasions. The program is recognized by the states as a standout and to be emulated and our congressional delegation is also highly supportive and continues to support us with funding authorizations and appropriations. As a measure of that continued success, we intercepted double the number of infested boats this season from past years.

Like everything else that's changed this year, we are facing some new pressure in the prevention program. There is a growing gap between the costs and revenues. Some of that gap is due to escalating staff costs, staffing cost for the inspection stations, and the need to pay higher wages to attract and retain qualified and well trained inspectors. The success of this program is highly dependent upon quality staffing. The added pressure this year is also coming from some expected budget cuts. The agency is looking at \$100,000 to \$150,000 reduction from state appropriations. In addition, there is added pressure in the operations of the inspection stations, most notably in the form of the boaters who are demanding a greater service orientation. They want certainty in the inspection process. Staff will be presenting on a new reservation system that will add some reliability but will add an increment of costs. Another growing pressure is they're seeing an increase in boaters and more Tahoe In and Out boats which has led to more time consuming decontaminations. There's a cost gap that has to be filled to continue to operate this program at its top tier and without cutting any corners.

On the cost side they looked at how to close a gap on these escalating costs of operations when it's weighed against the expected revenues. Not beginning to address those escalating costs turns this small incremental problem into a growing large problem. Staff will come back to the board at a later date with a longer term financial strategic plan for the aquatic invasive species prevention program looking at more efficient operation assumptions.

The second part of the perspective that staff took was on a value side proposition. How do we give our boaters the certainty that desired in the inspection process with a time certain and guaranteed experience.

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It is a convenience fee system, similar to other systems such as a Southwest Airlines convenience fee. Consumers are willing to pay a small sum for certainty and convenience. Mr. Boos will present the proposal which staff felt was a minimal fee increase. Staff is proposing single year proposal and once the pandemic is behind us staff plans to bring forward a longer term financial strategy, so we no longer need to draw on reserves to operate this program.

TRPA team member Mr. Boos provided the presentation.

Mr. Boos said this is high priority program in the Basin. It's a gold standard in the nation and we haven't had any new invasions in 12 years since the program began. TRPA partners with the Tahoe Resource Conservation District to implement the program. The successes that we've had are directly related to that partnership.

The Aquatic Invasive Species Watercraft Inspection Program requires an inspection and the purchase of a sticker to launch onto the Lake solely to prevent the introduction of any new aquatic invasive species. The fee categories for the stickers are based on boat size and they ask for fees for both inspections and decontaminations. There are three types of stickers: Tahoe only, boats that don't leave Lake Tahoe; Tahoe In and Out is an annual fee and inspections are unlimited; and a Single Pass good for 7 days. There's only been one fee increase in the past eight years.

This has been an unprecedented year with the watercraft inspection program having to overcome many challenges. Overall, the program was highly successful and a lot of that was due to the partnership with the Tahoe Resource Conservation District and all the launch facilities around the Lake. At the beginning of the season, they started with a phased approach trying to minimize the number of boats that were coming through the station to ensure that the staff and public was safe from Covid concerns. Following that all inspections were done by appointments except for the July 4th weekend. With the inability to hire staff they only opened three stations. A couple of times they used TRPA staff to fill that need based on demand. It was a record year with more boaters visiting. There were a lot more newer boats which meant they needed to be inspected and potentially decontaminated. This season they had more interaction with the boaters than ever before because they implemented this new system. There was a lot of time spent on phone calls and speaking with people at the inspection stations as many were confused with this seasons system. People want certainty and convenience.

The controlled setting that was created by the appointments addressed the Covid concerns. They were able to social distance and ensure there was time in between boats to properly sanitize items. The morale at the inspection stations was incredibly high and excellent quality of work. One reason was that they were able to have some competitive wage management in the past to entice good people but more so, the program managers invested a lot of time in the site supervisors to empower them to be better leaders. Another lesson was that the risk continues to grow with recommendation to recreate outdoors and that the regular boaters were out there a lot more. They saw a huge influx of interstate travel and an uptick of boats being purchased by people in the Basin in states that are very high risk. Looking ahead, they're preparing for that long term demand in response to 2020. Multiple partners all expressed how busy this season was, every weekend was like the 4th of July until October.

The appointment system allows better outreach to the boaters because there potentially could be more time than normal. For example, if a inspection took less time than scheduled, inspectors could spend time with the boater to educate them on the value of coming to the station clean, drain, and dry and the impact that aquatic invasive species can have on the Lake. Program costs are increasing and is critical to maintain competitive wages. Annual operation costs are increasing, and the inspections and decontaminations are the most important work that we do and is the most time consuming. In the past, they've looked at the program to come up with efficiencies such as equipment improvements and staff investments. They're continually and actively seeking outside funding sources to supplement the program. Revenues are also decreasing with the unexpected state appropriation cuts and there is an unknown with the 2021 Covid impacts. Today, we're talking about adaptations that can be made for 2021 and then discuss the long term solutions in the future.

Some of these adaptations based on the lessons learned while assessing the program this last year, is that they have to continue to invest in the staff. That increased leadership role of the site supervisor led to great successes at the inspection stations. They also need to keep those wages competitive to entice good people to stick around for a while. Also, maintaining a high level of customer service is what they heard from the boaters this year. They'll be consolidating resources with the operation of three stations this next season as they did this past one. With having three stations and that capacity they were able to pretty much do what they do in a normal year because of the appointment system. They'll take the Truckee station equipment which is not going to be operational and move it to the Alpine station. That will then have the capacity of four stations but will need fewer staff to operate.

They did what they could operationally to decrease costs without impacting the effectiveness but more needs to be done to fill that cost gap. Staff is proposing an appropriate fee increase to reflect those services. They'll also enhance services by offering an appointment system as well as the traditional walk in system that they've had. Operational adjustments have been made to try and minimize that fee increase as much as possible.

Each station has the ability to work on two boats. There'll be one line dedicated to appointments and one for the on demand service for walk ins. They'll be able to address the Covid concerns by minimizing the number of boats at a station at any one time and somewhat have the set number of boats planned for the day. It also helps manage the high demands. They hope to spread the flow between the stations. Something they saw this year with the appointments was that if Meyers was booked out four weeks, Spooner may have only been booked out two weeks. It will help spread the flow between the stations and spread the flow throughout the week to minimize the weekend demands. Forty-one percent of the inspections take place on Friday and Saturday and they would like to flatten that peak and believe appointments can accomplish that. The goal is to maximize the capacity of the staff at every station to do inspections and decontaminations.

They listened to the customers that they want convenience and consistency and looked at other successful programs and developed a program similar to the Southwest Airlines early bird check in fee. Staff is proposing a convenience fee of \$15 for the appointment. They believe this is reasonable because it needs to be low enough, so people are willing to make an appointment but high enough for people to keep their appointment. No shows were a big problem last season. On average across the stations there were nine per day and some stations alone that

had seven to nine per day which impacted service while there was still a back log of boats waiting to get inspected.

The fee increase for inspections are being proposed at a five dollar increase for Tahoe In and Out and single inspection boats. This is where the bulk of the work is, and the fees need to accurately reflect the costs to operate the program. Tahoe only boats generally don't need inspections and the focus is how to best cost manage the gaps. Similarly, with the fee increase proposal for decontaminations there is three categories; a single system decontamination has a proposed increase of five dollars from \$15 to \$20, a complex decontamination of multiple systems is from \$40 to \$50 and attached mussels from \$200 to \$250. The single and complex decontamination reward boaters who try to be clean, drain, and dry.

These proposed increases will help fill the gap for the short term of 2021. They estimate about \$57,000 for the inspection and decontamination fees and about \$73,000 for the appointment and convenience fee.

The program made some changes considering these budget concerns facing us. It's clear that we need to maintain the highest level of protection for the Lake as one of the high priority programs in the Basin with providing that excellent customer service that people expect. Competitive wages are critical to get dedicated and well trained staff and will pay dividends in the long term from the programmatic standpoint by investing in staff and ensuring that they have buy in for the program.

Presentation can be found at:

[Agenda-Item-No.-VIII.A-AIS-Fees.pdf](#)

Board Comments & Questions

Ms. Aldean said since the complex decontaminations are the most labor intensive part of the program, has thought been given to temporarily excluding boats that originate from highly infested bodies of water to encourage greater compliance with the clean, drain, and dry protocol?

Mr. Boos said they haven't considered that they want people to be able to recreate. When the last fee increase was proposed, they went down that path but wanted to be equitable to everyone and feel that they can accomplish that with this fee schedule.

Mr. Zabaglo said part of what makes the program successful is that there is an ability to come to the Lake and get on the water the same day. While it is a challenge to conduct some of those decontaminations on boats that have mussels on them, the beauty of the program is having that level of service.

Ms. Marchetta said Ms. Aldean's suggestion is how we might create two classes of boaters. Part of the success of the program is the willingness to comply. If we create too much desinence around the haves and the have nots, the risk is that the compliance goes down. We're making sure that this program operates in a way where we're ensuring the highest level of protection to the Lake. She's not sure that creating two classes of boaters at this point is how well could we implement it and two, that it wouldn't be counterproductive in creating more desinence around

the program. We have very good compliance right now and do a good job with outreach on the clean, drain, and dry. This past season, Covid introduced an element of chaos because there were a lot of new boaters. Hopefully, once the pandemic settles down, we'll go back to higher compliance that we previously had with clean, drain, and dry.

Ms. Aldean said she's concerned that despite our diligence, something could slip by us and then there'll be an infestation. There are lakes that haven't done as diligent a job in preventing new infestations and need to come to terms with their less than diligent efforts. She doesn't want to see Lake Tahoe suffer from that. She's not trying to create two "social" classes but is trying to think of other ways to further promote the program of giving preferential treatment to people who are diligent about not having an infested boat. This year was unusual for a variety of reasons but there's certainly no paucity in people visiting the Lake and is not sure that it would be a deterrent to the local economy. We're living on borrowed time, to the extent that other bodies of water are not as aggressive as we are, to the extent that boaters are not as diligent that perhaps we would like them to be, and we shouldn't take that option off of the table even though we made not be prepared to implement today.

Mr. Marshall said that maybe something to consider as a separate matter as this isn't agenzied to take that up at this point. This is just a fee discussion as opposed to substantively determining what boats can be put on the Lake. If the board wants to bring that up at a subsequent meeting on substantive requirements of the program, we can discuss that.

Mr. Hicks said he shares the same concern as Ms. Aldean. Regarding the appointment fee of \$15, he recognizes that there a lot of subjective determinations that have to be considered but is that enough? A \$25 or \$30 fee wouldn't be unreasonable and would help with the no shows. He asked staff how they arrived at that amount.

Mr. Boos said the \$15 was agreed upon through discussions with the program managers. It was a balance between reasonable to make an appointment but also enticing them to show up. It's consistent with something that's been successful with Southwest Airlines early bird check in fee.

Mr. Hicks suggested that it be considered again when they are planning for the long term.

Public Comments & Questions

None.

Board Comments & Questions

Ms. Aldean made a motion to adopt the proposed Resolution (Attachment A) approving the 2021 Watercraft Inspection Fee schedule and proposed watercraft inspection operations including changes to the resolution amending the effective dates to read December 2020 to December 2021 in the heading and in the Now, Therefore, Be it resolved provision. (Effective dates were revised in an errata on December 14, 2020)

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkgigler, Mr. Bruce, Mr. Cashman, Mrs. Cegavske, Ms. Faustinos, Ms. Gustafson, Mr. Friedrich, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates

Motion carried.

IX. REPORTS

A. Executive Director Status Report

Ms. Marchetta thanked the Governing Board for all their resilience and support in what has been a challenging year. We'll miss Marsha, Tim, and Brooke, best wishes to them. They've been a part of an epic period of the Governing Board where we've demonstrated this ethic of collaboration and cooperation. It's become our signature strength and the board plays that out at every meeting. We appreciate all the contributions they've made to our success. Stay safe and be well. She thanked Mr. Cashman for his kind words and has always considered him a mentor and leader.

She also thanked staff this year for everything that they've done. We have been in the midst of an especially challenging work program. Because of so many of our policy initiatives, transportation funding, the Tahoe Keys weeds challenge, shoreline, visitation management, sustainable recreation, affordable housing, workforce housing, we're advancing the region into the needs of the future. These important policy initiatives would be hard in any normal year and she's exceptionally appreciative that every member of staff has handled this with grace, resilience, kindness, competence, diligence, and focus. They brought all their essential qualities when we needed it despite a chaotic year where we faced constant change.

Mr. Yeates thanked Ms. Marchetta for her leadership during this tough year. She had to make some tough decisions. It was different having to gear up to do these virtual meetings. It's a testimony to your organizational skills that we were able to make this transition where people can work from their home and hardly skip a beat. Some staff members have had to juggle children and work schedules but every time he's in a virtual meeting with staff they're on top of it. Everyone is doing the best that they can and are doing very well. Ms. Marchetta has built a great team and the Agency, and the Lake all benefit from that.

B. General Counsel Status Report

Mr. Marshall extended his gratitude to Tim, Brooke, and Marsha. We have three outstanding pieces of litigation that will become active during the first quarter of 2021. The Garmong v. TRPA litigation is back in the District Court. We're briefing on motions to dismiss, a preliminary injunction, and summary judgment. He hopes this case will be resolved sometime the beginning of next year at least in the District Court. The Gonowabie litigation over the lot line adjustment has had the briefing commence on the merits of that case and we have a settlement conference in early February. On the Mountain Addiction enforcement case, the two defendants moved to cross claim against the California Tahoe Conservancy. CTC has now built a fence separating their property from the Mountain Addiction property which is creating some distress on behalf of Mountain Addiction. We moved to dismiss that cross claim and that's currently pending. The discovery will commence as soon as the Eastern District Court of California resolves that motion. The other two cases are in the District Court in Reno.

X. GOVERNING BOARD MEMBER REPORTS

Mr. Lawrence said the Nevada Tahoe Regional Planning Agency met this month and selected Ms. Hayley Williamson for the Nevada At-Large Member. She currently chairs the Nevada Public Utility Commission and has extensive history in environmental issues.

Ms. Aldean said she wanted to promote a worthy cause by encouraging Governing Board members to consider making a donation to some important environmental education programs such as the Tahoe In Depth, Eyes on the Lake, and the Take Care Tahoe Program. When you donate \$125 or more, you'll be eligible to receive as a thank you gift, a fine silver Lake Tahoe Collectors Coin recently minted at the historic coin press number one at the Nevada State Museum. Orders can be placed through the Parasol Tahoe Community Foundation or at www.trpa.org/coin. There are only a little less than 300 coins left.

Ms. Gustafson said yesterday, the Placer County Board of Supervisors initiated the process with the North Lake Tahoe Resort Association to form a Tourism Business Improvement District. The businesses will contribute one percent of their revenues into the North Lake Tahoe Resort Association program. They'll bring up two percent of their collections for the transient occupancy tax. This takes a number of hearings and anticipates by March that they'll be able to form the district and it will free up to \$4 to \$5 million that has been designated for transportation and housing in the Tahoe Basin. The businesses are to be commended to agreeing to assess themselves in order to find solutions in those areas. Placer County will work closely with TRPA to make sure that we implement these projects along with the Tahoe Transportation District to ensure it compliments all the other good work being done in transportation and housing.

She truly honored to be nominated as the Vice Chair. There are a lot of great leaders to follow in their footsteps.

Mr. Yeates said he was pleased that Placer County was being proactive in coming up with funding for transportation and housing.

He said the last two years has been great and appreciated everyone who took their different roles in committees. Four years ago, he finished the Boston Marathon and was shocked about his health issues this past year. We tackled the Event Center project and then after that we went into the Covid virtual process. We've done quite well, and you all made it easy for his chairmanship.

XI. COMMITTEE REPORTS

A. Local Government & Housing Committee

Ms. Novasel said the Local Government and Housing Committee will be hosting a workshop on January 6, 9:30 a.m. on how to better encourage a range of different workforce housing types in the multi-family neighborhoods and town centers. Opticos Design will make a presentation on the missing middle used to define a range of multi-unit housing types.

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B. Legal Committee

None.

C. Operations & Governance Committee

Ms. Aldean said early next year there'll be a review of our audit and a meeting with the investment advisors.

D. Environmental Improvement, Transportation, & Public Outreach Committee

None.

E. Forest Health and Wildfire Committee

Mr. Hicks he'll be working with staff to see what needs to be done before the next fire season.

F. Regional Plan Implementation Committee

Mr. Yeates said the committee recommended approval of the proposed amendments to the Tahoe Valley Area Plan. This will go to the Governing Board along with the Sugar Pine project for affordable housing in January. The Transportation Technical Advisory Committee met last week and there will be further work done on the vehicle miles threshold and mitigation measures during January and February. Some of this work will go before the committee. The Regional Transportation Plan will also be following that same track.

Mr. Hester said the Placer County Area Plan Amendments and the Washoe County Area Plan will also be coming to the committee early next year.

XII. PUBLIC INTEREST COMMENTS

Julie Regan wished everyone happy holidays! She wished Tim, Marsha, and Brooke all the best and thanked the Governing Board for all of their service and Mr. Yeates for his leadership.

Nicole Zaborsky, Board member of the Tahoe Coalition for the homeless. She thanked Ms. Marchetta and the organization for supporting housing for locals in the most vulnerable. The Tahoe Coalition got together six years ago to help people with the need for shelter. This year things will look differently due to the Covid restrictions. Instead of mass sheltering they've launched an intensive campaign to secure much needed affordable housing. They applied for Project Homekey funding and received an award to purchase three single room occupancy properties. To date, two of the properties have closed escrow. "Upon welcoming folks to their homes this past week, each of them cried. One of them asked so when do I need to leave, to which staff replied you can stay indefinitely you just signed a lease."

Mr. Yeates thanked everyone for their support the past couple of years and wished everyone safe and happy holidays.

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XIII. ADJOURNMENT
Ms. Novasel moved to adjourn.

Chair Mr. Yeates adjourned the meeting at 2:23 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marja Ambler". The signature is written in black ink and is centered on the page.

Marja Ambler
Clerk to the Board