

TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION  
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the **Advisory Planning Commission** of the Tahoe Regional Planning Agency will conduct its regular meeting at **9:30 a.m.** on **Wednesday, April 13, 2016** at the **TRPA Offices**, located at **128 Market Street, Stateline, NV**. The agenda for the meeting is attached hereto and made a part of this notice.

April 6, 2016

A handwritten signature in blue ink, appearing to read "Joanne S. Marchetta", with a long horizontal flourish extending to the right.

Joanne S. Marchetta  
Executive Director

TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

TRPA  
Stateline, NV

April 13, 2016  
9:30 a.m.

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All items on this agenda are action items unless otherwise noted.

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. APPROVAL OF AGENDA
- III. PUBLIC INTEREST COMMENTS

Any member of the public wishing to address the Advisory Planning Commission on any item listed or not listed on the agenda may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chair reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Advisory Planning Commission. All such comments will be included as part of the public record.

*NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.*

- IV. DISPOSITION OF MINUTES
- V. PLANNING MATTERS
  - A. Briefing on US Highway 50 South Shore Community Revitalization Project **Informational Only**

VI. PUBLIC HEARINGS

A. Notice of Preparation for an Environmental Impact Report for the Proposed Kings Beach State Recreation Area General Plan Revision and an Environmental Impact Report/ Environmental Impact Statement for the Kings Beach Pier Rebuild Project

**Public Comment** [Page 1](#)

VII. REPORTS

A. Executive Director

**Informational Only**

1) Bi-State Science Council Update

**Informational Only** [Page 11](#)

2) 2015 Annual Report

**Informational Only** [Page 13](#)

B. General Counsel

**Informational Only**

C. APC Members

**Informational Only**

VIII. PUBLIC COMMENT

IX. ADJOURNMENT



TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

TRPA  
Stateline, NV

February 10, 2016

**Meeting Minutes**

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Teshara called the meeting to order at 9:30 a.m.

Members present: Ms. Carr, Mr. Drew, Ms. Krause, Ms. Hill, Mr. Larsen, Mr. Lefevre, Mr. Guevin, Mr. Plemel, Mr. Riley, Mr. Hitchcock, Ms. Sullivan, Mr. Teshara, Mr. Thompson, Mr. Trout, Mr. Weavil

Members absent: Mr. Donohue, Mr. Esswein, Washoe Tribe Representative, Mr. Hymanson,

II. APPROVAL OF AGENDA

Mr. Riley moved approval.  
Mr. Larsen seconded the motion.  
Motion carried unanimously

III. PUBLIC INTEREST COMMENTS

None

IV. DISPOSITION OF MINUTES

Mr. Teshara said he provided his non-substantive edits to Ms. Ambler.  
Mr. Riley moved approval of the January 13, 2016 minutes as amended.  
Mr. Larsen seconded the motion.  
Mr. Lefevre and Mr. Trout abstained.  
Motion carried.

V. PUBLIC HEARINGS

A. Amendments to Chapters 1, 5, 13, 16, 30, 31 50, 53, 60, 82, and 90 of the Code of Ordinances to clarify existing language and incorporate technical corrections

TRPA team member Ms. Cremeen provided an overview of the proposed amendments.

There are technical, non-substantive corrections to the following Chapters: 1, 5,13, 16, 30, 31, 50, 53, 60, 82 and 90.

Table 1 – Administrative/procedural cleanup corrections:

Amendments are to correct inconsistencies and correct references to other sections or subsections within the Code of Ordinances that were incorrect as adopted

Table 2 – Amendments to correct and/or clarify area plan procedures:  
Amendments correct and/or clarify existing Area Plan procedures

Table 3 – Amendments to remove explicit fee references:  
Amendments correct the adopted Code of Ordinances to remove explicit fee references and correctly reference the Rules of Procedure

Table 4 – Corrections to reference recently adopted plans:  
Amendments are to correct references to recently adopted plans and policies

Table 5 – Term definition corrections/clarifications:  
Amendments are to clarify residential and recreational density conversion factors

Presentation materials can be viewed at:  
<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-V.A-Technical-Codes.pdf>

#### Commission Comments & Questions

Ms. Hill is concerned with removing Code of Ordinance Section, 30.5.1.E. The justification is that the purpose of this 1987 Code section was to acknowledge completed applications filed and accepted by TRPA under the agreement dated May 26, 1983. This section of the Code is referenced whenever there is an addition or single family residence in Tyrolian Village.

Ms. Maloney said there is language within the agreement that specifically acknowledges open permits prior to the adoption of the first Regional Plan.

Ms. Hill asked staff to provide her with a copy of the agreement.

Ms. Maloney said staff will send Ms. Hill a copy. Applications filed under the agreement must have been received by TRPA no later than May 28, 1983, as indicated within the Agreement. This Code language was included in the 1987 Regional Plan for the instances where those applications were still being reviewed at the time of the 1987 Regional Plan adoption. At this time, no more applications are being reviewed, and since the agreement did not allow additional applications after May 28, 1983, the Code section is outdated and no longer necessary.

Ms. Hill said this makes it more difficult for an applicant to find the agreement. Would new applications need to be accompanied by this agreement?

Ms. Maloney said staff will review the agreement for its validity and ensure it doesn't disappear into obscurity if it is still valid.

Ms. Hill said it would make it easier if the fees were also in the Code of Ordinance, rather than having to refer to multiple documents.

Ms. Cremeen said the fees change, therefore, by not incorporating in the Code, the Code would not have to be updated every time there is a change in fees.

Mr. Marshall said there was a two-step process in updating the Code of Ordinance; one was the Regional Plan Update and the other was moving all fees into the Rules of Procedure. By doing so, there wouldn't be the need for a Code amendment to change fees. This was a directive from both the Advisory Planning Commission and Governing Board.

Mr. Hester said some of the fees are now indexed, changing automatically. For example, the fees that were recently done with the working groups on coverage mitigation.

Ms. Maloney said these are the last two remaining fees in the Code of Ordinance, everything else has been moved over to the Rules of Procedure.

Ms. Hill asked if there is a fee list or table in one location in the Rules of Procedure.

Ms. Maloney said there is a fee schedule in the Rules of Procedure which can be found on the website.

Ms. Carr asked if fee changes are reviewed by the Advisory Planning Commission.

Mr. Hester said it varies; the Executive Director has authority for some and others go through an approval process with the Governing Board.

Mr. Marshall said that would include review by the Advisory Planning Commission and would have a public input process. The exception would be those that are delegated to the Executive Director or that are automatically adjusted based on a set calculation.

Ms. Carr referred to page six, table 50.4.1-1, allocation of development units. She asked how often those numbers change. It notes that the numbers are referred to as "current", despite that these numbers are dynamic. Since these were set in 2012, shouldn't they be updated anyway with the four-year cycle.

Ms. Maloney said the numbers in the table are dynamic, any time commercial floor area or tourist accommodation units are allocated to a project, those numbers would change. Project applicants assumed that the numbers were current, the intent was to add information to make it known that those numbers are dynamic. Staff can review updating the table during the next Regional Plan Update. TRPA maintains an online mechanism; The TOADs Commodities Tracking system, where the public and jurisdictions can see the current accounting.

Mr. Hitchcock referred to table 50.4.1-1, item number three. Asked if it was correct that the 383,579 square feet included the commercial floor area that is held by the local jurisdictions with the intent that it all has to be exhausted before the 200,000 square feet is released.

Ms. Maloney said that is correct.

Mr. Hitchcock said when the 383,579 square feet was calculated, it was the best information available at the time. He suggested stating that the 200,000 square feet will be available once the CFA is exhausted and strike the 383,579 square feet.

Mr. Marshall said all of this is a function of when the Regional Plan was adopted. Some of these numbers represented the best estimate for the available commodities.

Mr. Hitchcock thought the intent was that once the commercial floor area was exhausted by the local jurisdictions, as well as TRPA, the 200,000 square feet would become available. That can be tracked easily because there is the commodity system and local jurisdictions are tracking CFA. He does not feel it is necessary to have that number in the table.

Mr. Hester said that is a good suggestion and staff will review the wording.

Mr. Marshall said to others, it may be an important number. This is intended to be just technical code corrections. He suggested that the Advisory Planning Commission could make a recommendation to staff to look at it to see if it might come out as a technical amendment.

Ms. Maloney suggested adding "note three" to the next package and continue with the amendment for "note four" for this package.

Mr. Hitchcock said agreed with Ms. Maloney's suggestion.

Mr. Drew referred to item 1.5, table 50.4.1-1. He suggested rewording of note four. As soon as the word "current" is used, people stop looking at the date and assume it is the current number. He recommended the following "Table 50.4.1-1 represents accounting as of December 12, 2012, and for the most current accounting of these commodities please contact TRPA". Referring to 2.1, table 2, corrections to clarify area plan procedures; relating to the procedures for establishing land use boundaries within area plans. This is an important update, however, local jurisdictions and TRPA use multiple coordinate systems such as GIS and CAD. There needs to be a coordinated system because boundary lines can change depending on what system is being used.

Ms. Maloney said TRPA does have a regional coordinate system that is recommended. It does differ from those coordinate systems that each jurisdictions uses. Even with work products submitted from jurisdictions in the same coordinate system, sometimes they were slightly off.

Mr. Drew asked if the TRPA coordinate system or jurisdiction coordinate system would take priority. It needs to be clarified, so there are no disputes with the project applicants.

Ms. Maloney suggested that this be added to the list for a future amendment if needed.

Mr. Drew said that would be acceptable.



Mr. Hitchcock asked what the official boundary map is; the GIS or the 400 scale Mylar map.

Mr. Hester said the questions is whether it is NAT 83, 28, etc. It you get something submitted on one particular map and you are using another map, how do you rectify? Staff needs to determine what the implications may be before suggesting a Code of Ordinance change.

Mr. Drew agreed with Mr. Hester.

Mr. Hitchcock said his comment is slightly different. When there is a boundary line that splits a parcel and it is questioned by an applicant, are they referring to the TRPA GIS map or do they fall back to the 400 scale maps that is called out in TRPAs Code of Ordinances.

Mr. Marshall said this has been an issue in terms of Basin boundary mapping. They generally assume that the digitization of the Mylar map is accurate which is the adopted map; the GIS layer has not been adopted by TRPA. If there is discrepancy, staff will need to address that.

Mr. Hitchcock said for the City of South Lake Tahoe, the issue doesn't generally come up with plan area boundaries but instead with the land capability layers where what is adopted in the Mylar maps differ from the GIS. Their staff spends a lot of time explaining that what is seen on the TRPA web portal GIS map is not an adopted land capability map.

Mr. Marshall suggested that staff put that on the list.

Mr. Thompson said it would make more sense if the boundaries matched the adopted area plan and that was the default.

Mr. Marshall said Mr. Hitchcock's question was slightly different. That boundary is not represented on a 1987 Mylar map, but rather as a GIS map. We do not have the same interpretation question, if there is a difference between the original Mylar map and the efforts to digitize that map. This is an issue to that the technical working group could review to ensure that the information the public is receiving off of the GIS mapping is consistent with the adopted maps. He does not believe this happens with area plans because the original lines were adopted as the GIS layer and not a Mylar map.

Mr. Hitchcock said that is correct.

#### Public Comments & Questions

Ellie Waller, Tahoe Vista resident referred to 13.5.33.H, item 2.1, item three. It states "where land use boundaries appear to follow...." she asked why this would not also be field verified. She was concerned with a recent minor boundary line adjustment Placer County did. Field verified is the way to go. The campground project that is on hold has questions with some of these minor boundary line changes; she is unsure how that gets addressed in this code.

Shannon Eckmeyer, League to Save Lake Tahoe clarified the League's request that "other than town center" be included as part of this language is because town center modifications were a contentious issue in the Bi-State negotiations. They can be worked out through the area plan process.

Jennifer Quashnick, Friends of the West Shore said she agreed with the two previous commenters. Referring to the boundary line amendments; there are acreages analyzed in the Regional Plan Update Environmental Impact Statement and could result in some changes. When boundary lines are being considered under the proposed changes, she asked staff to look at the acreages changes and how that may modify town centers versus land capability versus the different land use zoning.

#### Commission Comments & Questions

Ms. Sullivan asked for further clarification on the rationale for removing the town center from 2.1.

Shannon Eckmeyer, League to Save Lake Tahoe said the League requested that "other than town center" be added to the language. For example, in Placer County's area plan, the Tahoe City town center went through parcels and there was discussion about modifying that town center to remove some portions of parcels and included others. The League did not want this correction to modify town center boundaries that they wouldn't know the consequence of because there is Code 13.5.3.G, for requirements of modification of town center boundaries.

The following recommendations were made by the Advisory Planning Commission.

1. Removal of the proposed amendment to Section 30.5.1.E 1.4 regarding the Agreement between The Tyrolian Village Association, Inc. and TRPA (May 1983). Staff will evaluate how to amend this code section to maintain reference to the agreement and remove obsolete language.
2. Revised proposed amendment language within Code Section 50.4.1 to better reflect accurate commodities accounting.
3. Revised proposed amendment language within Code Section 13.5.3.H to clarify that the procedures to establish Town Center boundaries are not included in the procedures described in this section.

Ms. McMahon said TRPA is working on a continuous improvement project for mapping. Staff will be digitizing maps so that they become GIS layers. There will then be a Code of Ordinance update to address the issue being discussed today.

Mr. Teshara asked what the timing was since there are current discrepancies that need to be addressed.

Ms. McMahon said staff has a list of recommendations and has hired an additional GIS analyst to help digitize these maps. Once the maps are in place then staff can bring a Code amendment forward.

Mr. Marshall said currently staff uses the adopted maps and there may be an occasional discrepancy. For example, if it is on a land capability then it will go through the verification process and be mapped. It will become parcel specific information. This is more regional mapping as opposed to clarification on a specific parcel because one can always go through a specific verification process.

Ms. Sullivan said if section 1.4 is no longer necessary because it only applied to applications prior to May 26, 1983, is it misleading to keep this language in?

Ms. Maloney said staff felt it was obsolete. But based on comments received today, staff recommends to pull item 1.4 from this package and reassess whether to rework the text to reference the agreement.

Mr. Teshara said there should also be outreach to the Tyrolian Village Homeowners Board so they have general understanding of this.

Mr. Larsen made a motion to recommend approval of the Required Findings as described in Attachment B, including a finding of No Significant Effect, for adoption of the Code amendments as described in this staff summary with the amendments and adjustments as described by staff.

Mr. Hitchcock seconded the motion.

**Motion carried unanimously.**

Mr. Larsen made a motion to recommend adoption of Ordinance 2016- , amending Ordinance 87-9, as previously amended, to amend the Code of Ordinances as shown in Attachment E with the adjustments described by staff.

Ms. Krause seconded the motion.

**Motion carried unanimously.**

- B. Certification of Upper Truckee River and Marsh Restoration Project Joint CEQA Final Environmental Impact Report, TRPA Final Environmental Impact Statement, and NEPA Final Environmental Impact Statement (California State Clearinghouse #2007032099, TRPA Project File # EIPC2007-0007)

TRPA team member Ms. Friedman and California Tahoe Conservancy team member Mr. Roll provided an overview of the Upper Truckee River and Marsh Restoration Project.

This is a triple environmental document; Environmental Impact Report, Environmental Impact Statement, and Environmental Impact Statement. The California Tahoe Conservancy is the lead under the California Environmental Quality Act (CEQA) and project proponent; The US Bureau of Reclamation is the lead under the National Environmental Policy Act (NEPA); and TRPA is the lead under the Compact, Code of Ordinances, and Rules of Procedures. The Conservancy has certified the environmental document and the Bureau of Reclamation supports the document but still needs to make the final record of decision. This project has taken a decade plus; it has been through a robust vetting process with the scientific community, other agencies, and the public.

The Upper Truckee River marsh area is the largest remaining marsh in the Tahoe Basin and drains into the two largest watersheds; the Upper Truckee River and Trout Creek. Logging, grazing, and development have impacted the watershed. A result of channelization to the Upper Truckee River is that the river rarely overtops its banks, in turn, it does not provide a high functional wetland habitat and does not filter out sediment and nutrients from going into Lake Tahoe.

This has been identified as a high priority Environmental Improvement Program project because of the multi threshold benefits.

Mr. Roll said when the Tahoe Keys was developed it reduced the acreage of this prime wetland habitat into half of its original size of 1,600 contiguous acres of high quality marsh habitat. It consisted of a large delta, open water lagoons, and areas for wildlife. At one time, the Upper Truckee River split into multiple distributary delta channels, different than what is occurring today. The delta channels spread the water out and provided a natural treatment. The straight channel today is oversized and carries the vast majority of the water with sediment and nutrients directly into Lake Tahoe instead of the natural treatment of spreading it over the marsh. The Conservancy acquired this property in two acquisitions in 1987 and 2001. Some of the project area is still in private ownership in the southern portion of the project area.

The project considers both restoration and public access. There were five alternatives proposed in the draft document. It was peer reviewed by a science review panel and technical advisory committee. The recommended preferred alternative was presented to the California Tahoe Conservancy Board and public in September 2014. In December 2015, the CTC Board certified the final environmental document, approved the project including preferred alternative three as recommended by staff, and project funding of over \$12,000,000. The project funding would include costs to complete planning, acquisitions, and construction related costs including construction oversight and post construction monitoring. Currently, there is approximately \$2,000,000 to complete planning and acquisitions.

**Project Objectives:**

- Restore natural and self-sustaining river processes and functions
- Enhance aquatic and terrestrial habitat
- Improve water quality through natural processes
- Protect and expand Tahoe yellow cress populations; the marsh is the location of the largest population of Tahoe yellow cress in the Basin
- Provide appropriate public access opportunities

**Restoration Alternatives:**

- Alternative 1 – Raise channel bed in upstream areas, new single thread channel near Lower West Side
- Alternative 2 – New channel, maintain single thread channel
- Alternative 3 – “Pilot” channel, distribute flows to center of Marsh
- Alternative 4 – Inset floodplain, re-configure channel near Lower West Side
- Alternative 5 – No action

Key environmental issues raised throughout the process was neighborhood flooding. The flood analysis performed in 2015 confirmed that the project would not impact flooding to nearby residential neighborhoods. There were also concerns about recreation especially along the east side; the preferred alternative does not include recreation infrastructure on the east side. Construction impacts were a concern because of the location of five nearby neighborhoods. There are potential construction impacts which were addressed by minimizing staging areas and access routes within the project area. Efforts will be made to mitigate and save the Tahoe yellow cress. While all protection measures will be implemented for sensitive areas, there will be impacts due to the nature of the site and project. Efforts including surveys and buffers for wildlife and other water quality protections including diversions around the project sites, and dewatering construction areas will be done. There will be impacts related to fisheries; preferred alternative three includes the concept of reconnecting the middle of the marsh; it is unclear of how long it may take for a low flow channel to form itself. With that, there were concerns over stranding fish during different flow patterns. There is concern over the long term that the mouth of the Upper Truckee could close off. There will be a mitigation and monitoring reporting program to ensure mitigation compliance.

Benefits of the preferred alternative:

- Restore the largest remaining wetland in the Tahoe Basin
- Enhance over 500 acres of unique marsh habitat
- Improve water quality through reduced erosion and increased sediment retention
- Re-establish the wet marsh and delta channel network
- Achieve regionally significant progress towards basin-wide goals

Key points of the Environmental Impact Statement & Project:

- Multiple threshold benefits
- Preferred alternative is the least expensive
- Environmental Impact Statement is supported by the scientific community, agencies, and public
- TRPA able to permit Environmental Improvement Program projects for ten years

Next Steps:

- TRPA Governing Board to certify the Environmental Impact Statement
- California Tahoe Conservancy to pursue funding and obtain agency permits
- Begin construction in 2018 or 2019

The presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-V.B-Upper-Truckee-River-Marsh.pdf>

#### Commission Comments & Questions

Mr. Riley asked what year development started in the Tahoe Keys.

Mr. Roll, California Tahoe Conservancy said development started in the 1950s but it was in the late 1950s early 1960s when the majority of the construction took place.

Mr. Guevin asked how the sailing lagoon is going to be cut off and tied back to the river.

Mr. Roll, California Tahoe Conservancy said currently there is fill between the river and the sailing lagoon. The sailing lagoon is opened up to the Tahoe Keys Marina. It is essentially a swap. There is currently a berm of fill on one side that would be removed, the bulkhead would be engineered on the other side along with the trail that would be relocated on that other side where the bulkhead will be. In addition, the aquatic invasive species would be removed to ensure that no milfoil or other issues wouldn't populate the Upper Truckee River.

Mr. Guevin asked if it would be drained.

Mr. Roll, California Tahoe Conservancy said as part of the project construction, it would be drained and excavated to a depth necessary to remove the aquatic species. Following the project, it would be inundated at different periods depending on lake level and river flows. The idea is that it will be open water lagoon habitat similar to what is seen in the aerial photos from the 1930s.

Mr. Riley asked when the grant requests will be filed.

Mr. Roll, California Tahoe Conservancy said the CTC has been working with the Army Corps of Engineers and the Bureau of Reclamation. The Army Corps of Engineers Tahoe 108 program may be able to fund a substantial portion of the project and the Bureau of Reclamation may have funding available for construction. Both of those are not traditional grant programs and might be funding that could be obligated directly to this project without a larger competitive cycle. In addition, they are working with the California Department of Fish and Wildlife and are hopeful that they may qualify for funding for several of their programs; one being the annual ecosystem restoration Proposition 1 program and will be applied for in 2017 at the latest. This project may also qualify under their cap and trade programs. Construction is anticipated to start 2018 or 2019 and will be a three-year project.

Mr. Riley asked if the California Tahoe Conservancy is going to fund the design portion of the project.

Mr. Roll, California Tahoe Conservancy said the CTC has an active grant agreement with the Bureau of Reclamation, who have been funding the environmental document and the preliminary design. They currently have federal funding assistance for all of the environmental documentation and essentially the preliminary design which is around 50 percent engineering plans. After that, it would be either Conservancy funding or other grant sources such as California Fish and Wildlife or some of other federal partners.

Mr. Riley asked if there is an inflation factor built in to the project since construction won't begin until 2018 or 2019.

Mr. Roll, California Tahoe Conservancy said they built an inflation factor into it to get it to today's dollars, though they have not built in an inflation factor into it for a couple of

years from now. They need to keep it in mind that within three years there may be an inflation factor depending on the economy. The \$12,000,000 is not 2019 funding.

Mr. Weavil asked how they expected water to flow out of the revived delta and how it will impact the beaches.

Mr. Roll, California Tahoe Conservancy said the expectation is that the delta will form in the middle of the marsh, but the river will largely connect with Trout Creek and in most instances, it will leave through the existing Upper Truckee River mouth area. During times of higher flows, there has been breaches of Trout Creek which caused multiple mouths. Based on the existing topography and morphology, they believe in most instances the Upper Truckee River will join Trout Creek in the middle of the Marsh and find its way out of the existing mouth, but the mouth will be higher than it used to be so it will hold back more flow than it currently does.

Mr. Larsen thanked the California Tahoe Conservancy and staff for their hard work on this project.

#### Public Comments & Questions

Laurel Ames, Tahoe Area Sierra Club said this restoration project is a wonderful and we will have a real marsh again.

#### Commission Comments & Questions

Ms. Carr suggested partnering with the local high schools to track this project over the course of construction to engage the young people in these types of environmental projects.

Mr. Middlebrook said every fall there is the Tahoe Basin Watershed Education Summit that alternates from the South Shore to the North Shore. Approximately 20-35 South Shore students work with the California Tahoe Conservancy and the Forest Service to do stream profile monitoring, pebble counts, and mussel counts on the Upper Truckee River restoration area that they are working on now. This group can add this project to the list when it gets started.

Mr. Larsen made a motion to recommend the Governing Board make the Compact Article VII findings for the Final EIS as described in Attachment A.

Mr. Drew seconded the motion.

**Motion carried unanimously.**

Mr. Larsen made a motion to recommend the Governing Board certify the Final EIS as technically adequate.

Mr. Drew seconded the motion.

**Motion carried unanimously.**

C. Comments on last month's presentation "Linking Tahoe: Active Transportation Plan"

TRPA team member Ms. Beryl asked if there were any Advisory Planning Commission or public comments on the Active Transportation Plan.

Commission Comments & Questions

None

Public Comments & Questions

Shannon Eckmeyer, League to Save Lake Tahoe said the League will be submitting written comments, but wanted to highlight a few items today. She thanked TRPA staff for this great first step towards implementing the Regional Transportation Plan (RTP). They want to ensure that the RTP review and the Active Transportation Plan coordinate efforts in prioritizing projects. The League is actively lobbying in California and Nevada for funding transportation projects in the Basin. They want coordination with the local jurisdictions because many of the goals and policies of the ATP highlight responsibilities for the jurisdictions with funding and maintenance. Whatever comes out of the final active transportation plan needs to be included in future area plans, as well as others that have already been adopted. Impacts need to be mitigated for any new paths going through stream environment zones or sensitive land.

Russell Dahler, Bicycle Advisory Committee said they are happy with the Active Transportation Plan. In addition, he is also part of the sustainability collaborative, community mobility and feels this plan will help with future grants from the state for active transportation programs.

Mr. Teshara said it is an excellent piece of work, it combines a lot of different elements of mobility and active transportation planning into one document. He asked Ms. Beryl for a brief overview of the appendices.

Appendix A is the complete street resource guide that is an update to the design guidelines and it includes a recap on the complete street workshop that was held in November.

Appendix B is the community outreach report which analyzes all of the community outreach that was conducted for eight months in preparation for the Active Transportation Plan update.

Appendix C is the Lake Tahoe Bicycle and Pedestrian Monitoring call, it was developed in coordination with their partners and Kittelson Associates to standardize the bicycle and pedestrian monitoring. They are in the process of implementing that protocol; data is continuing to be collected and they are working with the local jurisdictions to continue that consistent collection process.

Appendix D is the Lake Tahoe Unified School District Safe Route to School Master Plan that was generated from an On Our Way Grant with the school district, the community



mobility group, and the City of South Lake Tahoe. A safe route to school master plan was developed with the five E's; engineering, education, encouragement, enforcement, and evaluation and planning.

Appendix E has three fact sheets that were generated upon request from the City of South Lake Tahoe Police Department and community groups that wanted to resolve conflicts on shared use paths.

Appendix F is a maintenance responsibility chart and plan template which is modeled after the State Route 28 Corridor Management Plan. This template was used to help identify what agencies would conduct specific activities and also identify possible funding sources.

Appendix G are the environmental findings; NEPA, CEQA, and TRPA initial environmental review documents.

Appendix H is the existing and proposed project lists that include all the projects that currently exist and also prioritizes all of the design and planning level projects for the region.

Appendix I will be for adopted resolutions in the future.

## VI. PLANNING MATTERS

### A. Welcome Mat and Commodities Strategic Initiatives Stakeholder Assessment Process

Ms. Marchetta said these updates today are two of ten strategic initiatives that were identified by the Governing Board in April 2015. The first step in the two initiatives was to perform a stakeholder assessment.

Mr. Larsen said 55 interviews were performed with community agency staff, consultants, and local government members to receive input on permitting and commodities. This was a partnership between TRPA and the Advisory Planning Commission; there were approximately 12 APC members that assisted staff with the interview process. Some of the stakeholder assessment questions asked were; stakeholder's role and general understanding of commodities and permitting; what is working well and not working; what are the priority issues; how to address issues; recommendations for public engagement and process moving forward. As a result, there were five-seven common themes per initiative based on what is currently working well; perceived issues; and potential solutions. The assessment will be used to identify areas in need of focus or evaluated and determine potential policy changes and program shifts on the ground.

The presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.A-Stakeholder-Assessment-Process.pdf>

### B. Briefing on Welcome Mat Stakeholder Assessment

TRPA team member Ms. Self presented the assessment results for the Welcome Mat Strategic Initiative-Permitting Assistance.

Permitting has the most direct impact on the communities of Lake Tahoe. It is often people's first impression and interaction with TRPA and other planning agencies. The goal is to promote integrated permitting processes that are consistent, predictable, transparent, and streamlined with partner agencies.

What is working well with the permitting system:

- Great customer service and public interface
- Improved regulatory environment
- Land capability and coverage restrictions help meet environmental objectives
- Some permitting processes are perceived to be fairly straightforward and easier than others

Issues with the existing permitting system:

Predictability:

- Permitting process from start-to-finish is not clear, especially with multi-agency review
- Review timelines, staff expertise, and conditions of approval vary
- Existing code language is subject to conflicting interpretations
- Public meeting review processes contribute to uncertainty

Application requirements:

- Existing application checklist contain too much information and perceived as not always applicable
- Applicants do not understand the purpose behind some application requirements
- Requirements for upfront development-related guarantees, such as commodities, are premature prior to approval

Incentives:

- Current incentives are not well understood
- Upfront complexity discourages applicants from completing good projects

Multiple agencies and jurisdictions:

- Better coordination is needed between regulatory agencies
- The delegation process is not meeting its full potential
- Conflicts exist between TRPA and local jurisdictional regulations, leading to uncertainty and confusion

Education:

- Information on parcels and permitting processes is not readily accessible or understandable
- Land use definitions are confusing
- The purpose behind land use regulations is misunderstood

Regulation complexity:

- Applicants feel the need to hire consultants due to a lack of accessible information, regulation complexity, and process uncertainty.

Costs:

- Costs and financial risk are barriers for local business and redevelopment

Next Steps:

- Priority Setting, identifying solutions
- Identify and evaluate Best Practices across the nation
- Recommendations
- Implementation

The presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.VI.B-Welcome-Mat-Stakeholder-Assessment.pdf>

C. Briefing on Commodities Stakeholder Assessment

TRPA team member Ms. Cannon presented the assessment results for the Commodities Strategic Initiative.

The goal of this initiative is to examine the role of commodities in managing growth, shaping environmentally beneficial redevelopment, and encouraging sensitive land restoration. There is support for the goals, however, there is a need to understand whether the system is effectively achieving goals.

What is working well with the commodities system:

- Great customer service and public interface
- Recent updates of the coverage policy in the pilot program are encouraging
- Merits with the coverage and residential system

Issues with the existing commodities system:

- A comprehensive review of the commodities system is needed
- A summary of the growth management system and current conditions is needed
- The original purpose of the commodities system must be evaluated and compared to more recent policies
- Alternatives to the existing commodities system need to be examined

The commodities system is not well understood:

- Current accounts for all commodities are essential
- Commodities information on the website needs to be improved
- Additional education about the commodities system is needed
- Existing policies and Code of Ordinances are difficult to understand and use

The commodities system does not support redevelopment:

- System does not provide adequate incentives for redevelopment
- Area Plan and town center policies should better support redevelopment

- Cost and barriers are greater than existing incentives

Commodities are constrained:

- Access to commercial floor area is constrained and overly complex
- Tourist accommodation unit part of the system is not working
- More conversion allowances are needed
- The distribution to jurisdictions causes friction in the system

Commodities system contributes to housing problems:

- There is a lack of attainable and diverse housing
- Single-family housing used for vacation rentals & operating as hotel units
- Hotel units operating as substandard housing units

Next Steps:

- Priority plan presented to the Advisory Planning Commission in summer of 2016.

The presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.C-Commodities-Stakeholder-Assessment.pdf>

#### D. Review and recommendation to Governing Board on Agency Strategic Initiatives

Michael Ward, HighBar Global Consulting

Goal of the work session:

- Opportunity for the Advisory Planning Commission to review status of the ten strategic initiatives.
- Priority setting process/Review operating charter
- Where has the APC been over the past year and what has contributed to the commission's success
- Where does the APC see opportunities to provide input and recommendations to the Governing Board

Ms. Marchetta said last year staff asked the Advisory Planning Commission and Governing Board what the next outcomes were that would make a difference in accomplishing the Compacts mission. With the APC's input the Governing Board advanced ten priority initiatives; resulting in action plans. These ten initiatives will help TRPA identify new systems for best practices.

TRPA team members, Ms. McMahon, Mr. Vollmer, Mr. Zabaglo, Ms. Navarro, Ms. Fink, and Mr. Segan provided a brief overview of Local Government Area Plans, Forest Health & Fuels Management, Aquatic Invasive Species Control, Stormwater Management Operations & Maintenance, Shoreline, Transportation, Threshold Evaluation Report and Streamline Monitoring & Update Thresholds.

Michael Ward asked the APC what stood out in staff's presentations today.

Commission Comments & Questions

Mr. Teshara said anything that helps quantify where the APC could be value added.

Mr. Larsen said he recognized that some of the initiatives are flushed out and moving forward. There are some that have ambiguity and uncertainty and less of a clear direction whereas others seem directed and just need time to roll out. It would be good to identify those thresholds that are on the right track and don't need a lot of guidance versus those that are less clear and would benefit from the commission's guidance.

Mr. Teshara said transportation is on a clear path, where some of the other ones are not as clearly defined and there may be opportunities to assist. However, anyone can be involved in any of these with other hats, this is more where the Advisory Planning Commission as a whole or a sub group can weigh in on some of these initiatives.

Mr. Larsen suggested the group identify which ones are active versus which ones are in development or even on the fence.

Michael Ward said the purpose is to clarify the commission's understanding as well as try to understand where there is an opportunity for stakeholder input.

Mr. Larsen suggested that the shoreline be a part of the active list. It is politically sensitive and cautiously moving forward in a deliberate and thoughtful way. At this time, it does not seem like it needs a lot of direct guidance or APC involvement.

Ms. Hill said the stormwater operations and maintenance initiative is an important issue and should be on the developing list.

Mr. Teshara said the challenge is how to pay for operations and maintenance. He agreed that the stormwater initiative could potentially have some APC engagement.

Ms. Hill suggested that to help with thinning, there should be a day where people could cut down a tree that was 14 inches in diameter or less. Forest Health and Fuels Management, could be added to the developing list.

Ms. Carr said it would be beneficial to find where there is crossover between nearshore and shoreline and how those intersect. She said the nearshore should be on the developing list.

Ms. Marchetta said nearshore is cross-cutting. We are in the stage of adding to the science and technical base on nearshore. At present, there are more unknowns than there are knowns. We have to take into consideration the "line drawing" in shoreline, the threshold update initiative, aquatic invasive species, and stormwater.

Mr. Larsen said from a strategic initiatives standpoint, nearshore would fit well in the streamline monitoring and update of thresholds; because the conversations at the Tahoe Interagency Executives (TIE) and the Governing Board meetings highlights that they do not understand what is going on and why. That is a factor of the monitoring and thresholds not aligning with the perceptions that they are hearing from observers

“out there.”

Mr. Riley suggested funding should be on the developing list.

Michael Ward asked if funding should be another dimension of a cross cutting function that sits below the initiatives, but is vital to all of them.

Mr. Teshara said it would be challenging to go to the Governing Board and tell them that the APC wanted involvement with five of these initiative. In the end, if the group can prioritize some of the initiatives and then ask for more information about others. For example, the funding piece, possibly, there could be a presentation on the overall funding for the Environmental Improvement Program or a presentation on Forest Health from the Tahoe Fire and Fuels Team, etc. Then at a later point go to the Governing Board.

Mr. Larsen said commodities and the welcome mat are the two areas where the APC is currently engaged. These two areas should be developing and not active. The division is involvement versus not. Local area government plans should be on the active list. It is moving forward, there is clear progress, and the APC is directly involved to an adequate degree at this point and does not see the need for guidance.

Ms. Marchetta said that the APC is involved in the assessment on commodities but Commodities system have not been delegated to the APC.

Mr. Teshara said there is enough agencies and stakeholders involved in the AIS working group. It may be something that more information is needed and then come back to the APC in the future.

Mr. Larsen said that the threshold report should go in the active category.

Ms. Marchetta said there is an update of the monitoring systems and of the threshold standards. The threshold report is a subset of what TRPA monitors.

Mr. Larsen said there is a reporting exercise with the current system to report out on threshold status. That effort is underway and does not need further direction. An evaluation on how thresholds are monitored, what they are monitoring for, and how it is being assessed should be under developing.

Mr. Teshara asked Ms. Navarro to provide further detail of the group that has been meeting on the funding issues.

Ms. Navarro said they have been meeting with the Stormwater Funding Partnership, which includes local jurisdictions, representatives from different agencies including Lahontan EPA, Conservation Districts, and TRPA. The focus is on the California side, although they have been including Nevada members as stakeholders primarily because of differences in how funds can be collected in both states. They are planning to do outreach to third party members such as the League to Save Lake Tahoe, the real estate community, and the Chamber of Commerce as possible champions for future

ballot measures. The immediate focus is trying to secure funding to complete polling to see what strategies the property owners are interested in.

Mr. Teshara said he has had conversations in the last two months about different districts and entities wanting to do various assessments. Despite the cleverness of polling, voters will say no to everything. The strategy needs to be what are they going to do to keep people from being hit from every which way. This may not be a value add from the Advisory Planning Commission, but it needs to be addressed.

Ms. Navarro said that is a concern that the group is addressing. Prior to polling, they are meeting with possible partners including people from transportation and other local jurisdictions who have initiatives under way to discuss ways to partner. The goal is to paint the bigger picture of everything that needs funding and how that ballot measure fits into the bigger picture.

Mr. Teshara said aside from the funding issue, is there is any other element of stormwater where APC can be of value.

Ms. Navarro said after polling feedback is received, that may impact how they set up a funding mechanism and utilize different stakeholders. They first need to see what is palatable to property owners and voters. There are currently APC members that are a part of the stormwater partnership.

Michael Ward said the APC can add value with technical review, constituency representation, jurisdictional representation, a broad cross section of interest, and communities of interest in the Tahoe Basin.

Mr. Lefevre said streamlining the monitoring is an area where APC members can add value because of its diversity and differing views.

Mr. Segan agreed with Mr. Lefevre.

Mr. Larsen said commodities is the elephant in the room that they are not talking about. There is an opportunity to make a significant difference in how development, redevelopment, and permitting takes place with the current commodities system and how it could work in the future. Last year, there was time spent making an accommodation in the commodities system to work with within it. He suggested that everyone looks more broadly at the commodities system and he acknowledged that this is a political minefield that needs to be cautiously approached. That is one area where there is an opportunity for this commission to not only exercise expertise and stakeholder perspective, but to also guide, lead and engage with other relative parties and stakeholders in this process.

Ms. Marchetta said there can be entry points for APC, but the Governing Board through the Regional Plan Implementation Committee has been clear that the policy making forum on commodities should be at RPIC. But are there areas of targeting input that would be perceived as value add that APC could offer in a technical sense, information gathering, etc.

Mr. Larsen said he respected the Governing Board and Regional Plan Implementation Committee's desire to carry the policy load. There is a huge lift that involves a lot of analysis, opportunity review, and options and considerations that need to come forward before RPIC has something "to chew on." There could be some back and forth with APC and RPIC to help frame the rules and expectation. Given the enormity of the task, he does not have a clear vision of how this moves forward. He does not expect the APC to solely take it on, but it is not fair for the Board or RPIC to do so either. There is a lot of good engagement with community members, agencies, and stakeholders with important perspectives and bringing them into this process is going to be key.

Mr. Trout suggested the APC think about working on subsets for some of these strategic initiatives rather than taking on the complete initiative.

Michael Ward said in the staff presentation, there were five different themes, each of which had some contributions that may be an appropriate for the APC. The question is "where might the APC make a useful contribution." The APCs involvement may not just be the initiatives but some other crosscutting functions.

Mr. Hester said last year the Governing Board clearly expressed that they would like to see the APC involved, particularly the six local governments.

Mr. Teshara said the APC is already in on the welcome mat. Ms. Marchetta has suggested a way for the APC to indicate their interest in having a role in the commodities. Threshold monitoring is another initiative where the APC could be of value. The APC will stay tuned for any future asks on Forest Health and Stormwater.

#### Public Comments & Questions

None

Michael Ward asked what was the question the APC was trying to address when they were developing their charter and operating protocols as it related to APCs role and overall system of governance.

#### Commission Comments & Questions

Mr. Larsen said it was "what is the APCs purpose and how can they do the best good."

Mr. Teshara said it was how the APC could be added value to the Governing Board.

Michael Ward asked how can they empower an Advisory Planning Commission comprised of regional communities, stakeholders, and stakeholder groups, and how can we elevate the overall process of governance? The charter was about building consensus amongst the APC and the TRPA staff and then inviting not just consensus, but active sponsorship from the Governing Board. Charters are designed to not just seek permission, but invite a formal sponsorship.

Michael Ward asked what is the shift in the relationship with the Governing Board and



what is the APC offering to do?

Mr. Larsen said the APC continues to offer help and to date, that is where the APC has demonstrated to the Governing Board their value. It would be nice to have that validated by the Board.

Mr. Guevin said the APC is here to provide advice and input so that the Governing Board can make the best decisions.

Michael Ward asked the APC when in the past 12 to 18 months, they felt effective as an Advisory Planning Commission.

Mr. Teshara said the APCs first assignment was the allocation system which they delivered a recommendation forward to the Governing Board that was well accepted and endorsed. The other one is the stakeholder engagement process. It adds a greater value opportunity because the APC has demonstrated that there is another way for a public input process to get to the Governing Board. He agreed with Mr. Trout in that there could be other subsets of APC to work on item.

Mr. Larsen said he feels the APC is effective and efficient. There is a lot of general business that needs to be done, and their partnership with other agencies and agency staff, they have streamlined and targeted and made that process efficient.

Michael Ward said one of the APCs core function is to process a fair amount of regular business and essentially execute a regiment of compliance functions. In the charter and some dialogue today, it was talked about expanding the capacity of staff and the Governing Board to factor more useful and focused input into this Governance process to end up with the strategies that make the most sense. He asked what enabled the APC to be effective.

Mr. Trout said with the APC being able to review and vet the environmental documents and then providing the Governing Board with recommendations they can rely on is important. This also helps build the defensibility of these documents.

Ms. Sullivan said some of the APC members are also planners for the local jurisdictions and understand the importance of the interface between the local jurisdictions and the Agency.

Mr. Lefevre said it is the diversity of the group. There is overlap and that provides more strength.

Mr. Trout said the APC members bring their own skills as well as the skills of their staff. This is a force multiplier that is not well recognized.

Michael Ward asked with respect to the initiatives in the last year, where did the APC experience obstacles or difficulties that made it challenging to perform the functions that are in the charter.

Mr. Teshara said another area where the APC has added value is their relationship with Agency management. The Governing Board has a difficult job, because they receive input from many individuals and agencies.

Mr. Larsen said one challenge is trying to find a balance between day to day business and larger policy opportunities.

Michael Ward asked how much load should the APC take on beyond regular APC business and addressing new opportunities.

Ms. Hill said one her challenges are that the meeting is always in South Shore. If the meetings alternated between the South Shore and North Shore, more people may have an opportunity to provide input.

Mr. Riley said he has been on the APC for over ten years and has never seen the Chair and Vice chair participate so much. When they report back to the other APC members, he is more willing to support them because he sees how actively involved.

Mr. Teshara said he and Mr. Larsen are trying to set the standards for the officers that Will come after them.

Michael Ward asked where the APC sees opportunity to support the Governing Board with respect to these strategic initiatives in 2016 and what is their interest and expertise.

Mr. Teshara said to continue their involvement with the welcome mat and offer to be of assistance at the invitation of the Governing Board for commodities. Because they have been engaged in the stakeholder process, they can offer expertise on the initiatives at the community level. They also offered assistance If there is anything that the APC as a group or subset can do to assist with the monitoring initiative.

Mr. Hester said as staff puts together tasks list, some items will go to the APC and maybe additional stakeholders.

Mr. Teshara said the overall theme that staff articulated is that there needs to be a comprehensive review of the commodities system. The other one was monitoring. Also, there were two that were identified by APC members today; forestry health and stormwater.

Mr. Lefevre agreed with Mr. Teshara. The APC did excellent work on the allocations program. The commodities are a similar area of expertise. The monitoring is not ripe yet. He agreed with continuing on with the welcome mat.

Ms. Sullivan agreed with the welcome mat. As she understands it, the Governing Board would like the Regional Plan Implementation Committee to work on the commodities. She suggested that the APC ask the Governing Board if they could be test case for educating what the commodities are. This is something that will go along with the themes and add value to the APC.

Ms. Carr said if the APC is going to be any value to the Governing Board, they need to understand what commodities are about.

Mr. Larsen said the APC needs to open the line of communication with the Governing Board so they can get direct feedback from them to find out where the APC can be of assistance.

Mr. Marshall said the way that the APC is comprised, does not reflect the interest on the Regional Plan Implementation Committee. That difference limits the role of the APC for the Governing Board to give issues to the APC.

Michael Ward said that whenever he is working with an organization and he sees that there is a functional misalignment between two processes that you want to become convergent but they are misaligned because they have different expertise and representation. Therefore, they are asking the same questions but having a different deliberative process, how you bring those processes into alignment?

Mr. Teshara said that is why they put the statement in the charter that allows other stakeholders at the table. If the Regional Plan Implementation Committee wanted to delegate something to the APC, they could recommend other stakeholders to be a part of the process.

Ms. Sullivan said she is advocating that they focus on understanding the commodities system and not the review of the commodities system. Given the diversity of this group, some of the member's newness to TRPA, and the lack of any formal engagement on commodities, this is a great group to teach. This will put TRPA in a position where they are working on their website, and their articulation of the commodities and we are the test case. Hopefully, what comes out of APC is a well scripted description of the commodities system.

Ms. Marchetta said using this as a test run and how they communicate about commodities could substantially add value. Sometimes, staff is too close to their own systems that they can't think of everything that the public or applicants may want.

Mr. Teshara said the reason why the APC meetings discontinued rotating from the North Shore to the South Shore was because of budget constraints. He suggested that if there was a topic that TRPA staff and a subset of APC wanted to have discussed at a North Shore location, it could be organized as a community forum.

Ms. Hill said at the stakeholder interviews, a lot of people suggested having workshops to better understand commodities. Those members of the APC who are more knowledgeable on commodities can provide that service for a community meeting in Incline Village, Kings Beach, or Tahoe City.

Ms. Carr asked about using go to meeting as a way to allow people in the North Shore to participate.

Ms. Marchetta said TRPA does use go to meeting, but it is not always quality output. Staff has begun to look at systems with newer technology systems, but it cost is a consideration.

Ms. Carr said if there is anything for Stormwater and operations and maintenance that needs to be considered in Nevada's budget, time is of the essence because the biannual budget preparation is in process. She will follow up with staff on this item.

Ms. Marchetta said part of the reason why that initiative was adopted was to bring in Both sides of the Stateline. This is initiated as an organized effort on the California side largely because of the posture of the TMDL permit on the California side. TRPA is addressing how to bring the Nevada side into the funding mix. Nevada has greater flexibility on how they fund.

Mr. Lefevre said at times it does not feel like the APC is an "arm" of the Governing Board, but rather another independent group making comments.

Michael Ward asked how should the APC present themselves to the body with whom they seek sponsorship, support, etc. and presenting information that is not just yes or no, but trying to articulate a point of view that the APC has come to a census around. How would they bring a sponsorship proposal from the APC to the Board?

Mr. Teshara said as the Chair and occasionally Mr. Larsen as the Vice Chair have been asked to provide more information about deliberations, recommendations, etc. from APC meetings. He asked Ms. Marchetta if it was possible to have a conversation with her, Mr. Hester, Mr. Shute, Mr. Larsen, and himself on behalf of the APC to have an open and ongoing dialogue so there is more of a comfort level between the APC and Governing Board/Committees. Although, there is some dialogue, it would be nice to have more.

Ms. Marchetta said they would be happy to schedule this.

Michael Ward said the question is does the Governing Board as a body think of the APC the same way it thinks about staff as necessary and vital to its decision making process and can we elevate that by framing where the APC has strengths and capability.

Mr. Hester said there is a seesaw between formal and informal communication. On the formal side, they are subject to the open meeting law and quorums need to be taken into consideration. Also on the formal side, staff provides information to the APC for recommendation, etc. On the informal side, staff wants open communication with the APC. There also needs to be collaboration. For example, it is okay for the APC members to assist with the stakeholder interviews because no decision is being made. But when staff puts together a recommendation; members cannot participate in that until it goes before them at a regular meeting. How can the APC have open communication with RPIC or the Governing Board but still comply with the open meeting law?

Mr. Teshara agreed with Mr. Hester. The suggestion to sit down with the staff and Mr.

Shute is to frame the relationship, and not to collaborate on developing any recommendations. It is to get input from the RPIC Chair, Mr. Shute on behalf of his committee where APC can add value.

Ms. Marchetta said staff will work with the APC Chair and Vice chair. She asked what information is needed to understand the commodities system. She does not want the first time that they try to talk about the Commodities system to be with the Governing Board.

Mr. Trout said he is not familiar with all of the Governing Board members. He suggested providing introductions/presentations at the Governing Board meetings by APC members so the Board gets to know who they are and what they do.

Michael Ward agreed with Mr. Trout.

Michael Ward summarized with that the APC took an honest effort trying to understand what the state of affairs is with regard to the active or developing phase of 10 initiatives, framed those ten initiatives as equally important and trying to drive those initiatives and accelerate in the direction of bigger goals. This helping the Governing Board function effectively, bring the APC as a stakeholder body effectively into the process of both governance and policy making in its informal and formal structures, and prioritizing the balance between the business that the APC does month in and month out.

The presentation can be viewed at:

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.D-Strategic-Initiatives-1.pdf>

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.D-Strategic-Initiatives-2.pdf>

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VI.D-3.pdf>

## VII. REPORTS

### A. Executive Director

No report.

### B. General Counsel

Mr. Marshall said the Regional Plan Update oral argument is April 12, 2016 in San Francisco, California. A written opinion is expected approximately 90 days after the April 12 hearing. Staff is working with outside counsel in the Burns litigation takings case.

### C. APC Members

None

VIII. PUBLIC COMMENT

Shannon Eckmeyer, League to Save Lake Tahoe said the League supports the Advisory Planning Commission's role in the stakeholder working groups.

Chris Perry, Placer County thanked TRPA staff and the Advisory Planning Commission for working on the welcome mat strategic initiative.

IX. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 3:25 p.m.

Respectfully Submitted,



Marja Ambler  
Clerk to the Board

*The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review*



**Mail**

PO Box 5310  
Stateline, NV 89449-5310

**Location**

128 Market Street  
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**Contact**

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Fax: 775-588-4527  
[www.trpa.org](http://www.trpa.org)

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MEMORANDUM

Date: April 6, 2016

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Notice of Preparation for an Environmental Impact Report for the Proposed Kings Beach State Recreation Area General Plan Revision and for an Environmental Impact Report/Environmental Impact Statement for the Kings Beach Pier Rebuild Project

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Proposed Action: No action required. This is an informational item only.

Staff Recommendation: Staff recommends that the Advisory Planning Commission (APC) review the Notice of Preparation (NOP) and provide oral or written comments on the scope and contents of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

Project Description: The California Department of Parks and Recreation is preparing an EIR for the Kings Beach State Recreation Area (KBSRA) General Plan Revision, as well as a joint EIR/EIS with TRPA for the proposed Kings Beach Pier Rebuild Project. The Kings Beach Pier Rebuild Project is the first implementing project proposed concurrent with the General Plan Revision. This joint document will serve as an EIR prepared by the California Department of Parks and Recreation pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, and an EIS prepared for TRPA pursuant to the Compact, Code of Ordinances (Code), and Rules of Procedure. KBSRA is located along the north shore of Lake Tahoe within the community of Kings Beach in Placer County, between Deer Street and Coon Street. KBSRA currently encompasses 12.55 acres along over 1,000 feet of the Lake Tahoe shoreline. The General Plan boundary encompasses KBSRA and the 1.36-acre Kings Beach Plaza at the southwest corner of the SR 28/Coon Street Intersection for a total of 13.91 acres. The plaza is owned by the Conservancy.

Public EIR/EIS Scoping Meetings and Public Workshops: The California Department of Parks and Recreation in partnership with the California Tahoe Conservancy conducted a scoping meeting and public workshop for the proposed General Plan Revision and Kings Beach Pier Rebuild Project on January 12, 2016 at the North Tahoe Events Center. Bringing this item before the APC constitutes the second scoping meeting. Written public comments regarding this item may be submitted to the California Department of Parks and Recreation until 5:00 p.m. on April 15, 2016; comments may be submitted to:

California Department of Parks and Recreation  
Sierra District  
P.O. Box 266, Tahoe, CA 96142  
Contact: Marilyn Linkem, Superintendent  
Phone: (530) 525-9523  
[plan.general@parks.ca.gov](mailto:plan.general@parks.ca.gov)

Contact Information: For questions regarding this item, please contact Tiffany Good, Senior Planner, at (775) 589-5283 or [tgood@trpa.org](mailto:tgood@trpa.org), or Wendy Jepson, Division Manager – Current Planning, at (775) 589-5269 or [wjepson@trpa.org](mailto:wjepson@trpa.org).

Attachment:

- A. Notice of Preparation



Attachment A  
Notice of Preparation



**NOTICE OF PREPARATION**  
and  
**ANNOUNCEMENT OF A PUBLIC WORKSHOP AND SCOPING MEETING**

**Kings Beach State Recreation Area General Plan Revision and  
Environmental Impact Report  
and  
Environmental Impact Report/Environmental Impact Statement for the  
Kings Beach Pier Reconstruction Project**

**Release Date:** December 22, 2015

**To:** California and Nevada State Clearinghouses, California Responsible and Trustee Agencies, Other Public Agencies, Adjacent Property Owners, and Interested Individuals and Organizations

**Subject:** Notice of Preparation of an Environmental Impact Report for the Kings Beach State Recreation Area General Plan Revision and an Environmental Impact Report/Environmental Impact Statement for the Kings Beach Pier Reconstruction Project

**Lead Agencies:**

California Department of Parks and Recreation,  
Sierra District, P.O. Box 266, Tahoe, CA 96142

Contact: Marilyn Linkem, Superintendent  
Phone: (530) 525-9523  
plan.general@parks.ca.gov

Tahoe Regional Planning Agency  
P.O. Box 5310, Stateline, NV 89449

Contact: Tiffany Good, Senior Planner  
Phone: (775) 589-5283  
tgood@trpa.org

**Project Partners:**

California Department of Parks and Recreation,  
Sierra District, P.O. Box 266, Tahoe, CA 96142

Contact: Marilyn Linkem, Superintendent  
Phone: (530) 525-9523  
plan.general@parks.ca.gov

California Tahoe Conservancy  
1061 Third Street, South Lake Tahoe, CA 96150

Contact: Sue Rae Irelan, Environmental Planner  
Phone: (530) 525-9137  
SueRae@tahoe.ca.gov

Consistent with California Environmental Quality Act (CEQA) requirements, the California Department of Parks and Recreation (DPR) is the lead agency under CEQA for the preparation of a General Plan revision and associated environmental impact report (EIR) for the Kings Beach State Recreation Area (KBSRA). DPR is also the CEQA lead agency for the EIR/environmental impact statement (EIS) for the Kings Beach Pier Reconstruction Project (Pier Project). The Tahoe Regional Planning Agency (TRPA) is the lead agency for the Pier Project EIS pursuant to its Compact, Code of Ordinances (Code), and Rules of Procedure. As a public landowner within the KBSRA General Plan boundaries and a partner in the General Plan and pier project, the California Tahoe Conservancy (Conservancy) is a CEQA responsible agency. DPR and TRPA prepared this Notice of Preparation (NOP) pursuant to Section 15082 of the CEQA Guidelines and Section 6.9 of the TRPA Rules of Procedure.

This NOP is intended to inform responsible, trustee, and other affected or interested agencies and the public that an EIR/EIS will be prepared to address potential impacts resulting from implementation of the General Plan revision and proposed Pier Project. Agencies should comment on the elements of potential environmental effects that are relevant to their statutory responsibilities in connection with the implementation of the proposed General Plan revision and approval of the proposed Pier Project.

## RESPONSES TO THIS NOP

Due to the time limits mandated by state law, responses to the NOP must be sent at the earliest possible date, but no later than February 12, 2016. Please send your written responses, including the name of a contact person, to:

California Department of Parks and Recreation, Sierra District  
 P.O. Box 266, Tahoe, CA 96142  
 Contact: Marilyn Linkem, Superintendent  
 Phone: (530) 525-9523  
[plan.general@parks.ca.gov](mailto:plan.general@parks.ca.gov)

## PROJECT TITLE

Kings Beach State Recreation Area General Plan Revision/Kings Beach Pier Reconstruction Project

## PROJECT LOCATION

KBSRA is located along the north shore of Lake Tahoe within the community of Kings Beach in Placer County, between Deer Street and Coon Street (see Exhibits 1 and 2). KBSRA currently encompasses 12.55 acres along over 1,000 feet of the Lake Tahoe shoreline. The General Plan boundary encompasses KBSRA and the 1.36-acre Kings Beach Plaza (plaza) at the southwest corner of the SR 28/Coon Street Intersection for a total of 13.91 acres. The plaza is owned by the Conservancy.

Immediately adjacent to the west is the North Tahoe Event Center, which provides a variety of meeting rooms for community activities and private social events. The event center is owned and operated by the North Tahoe Public Utility District (NTPUD). The North Tahoe Event Center is not included within the KBSRA or the General Plan boundaries and is not part of this planning effort. The parking lot used for the event center is within the KBSRA and General Plan boundaries.

## PROJECT DESCRIPTION

In 1974, the KBSRA beach area was acquired by DPR from the Joseph King Estate. The park was classified as a State Recreation Area on July 1, 1977. NTPUD operated KBSRA between 1978 and

2014. In May 2014, DPR assumed operations and maintenance of KBSRA and the boat launch facility. KBSRA contains an existing pier, boat launch ramp, a multi-function plaza space, parking for vehicles, and other beach support facilities. The parcels containing the plaza were acquired by the Conservancy between 1988 and 1991. The Conservancy subsequently constructed a multi-function plaza, half-court basketball court, and water quality improvement facilities.

In 2001, the Conservancy funded an initial feasibility study considering a reconstructed pier at KBSRA designed to extend to deeper water. In January 2015, an updated Pier Feasibility Study was initiated by the Conservancy analyzing two pier locations; Exhibit 2 shows the locations of the pier options relative to the existing pier. The Pier Feasibility Study is scheduled to be completed in January 2016.

In 2014, the Conservancy and DPR entered into an agreement naming DPR as manager of the Conservancy plaza parcel. This agreement has led to a combined funding and planning effort by both entities for the preparation of a General Plan revision and Pier Project proposal.

The proposed project is a General Plan revision for KBSRA and the Conservancy plaza parcel by DPR and approval for reconstruction of the Kings Beach Pier that complies with all applicable TRPA and state laws, planning guidelines, policies, and regulations. The existing General Plan was approved in 1980 and only addresses 6.82 acres of the park/beach lands. At the time, the plaza area was occupied by dilapidated commercial buildings and the boat ramp/parking was owned and operated by the California Department of Boating and Waterways (DBW; now the Division of Boating and Waterways, a branch of DPR). The boat ramp and associated parking will be added to the KBSRA with the General Plan revision. The plaza will also be covered by the General Plan. A General Plan revision is necessary to incorporate the additional areas formerly owned by DBW and those areas within the KBSRA General Plan planning boundary owned by the Conservancy. The revised General Plan will also provide a long-term and comprehensive framework for the management of the 13.91 acres that it covers.

## GENERAL PLAN TOPICS

Topics that are being considered as part of the General Plan revision process include the following:

- Physical, biological, scenic, and cultural resources protection and management
- Land uses, nearshore lake uses, and facilities
- Visitor use and outdoor recreation experiences
- Operation and maintenance functions
- Planning influences, such as regional population projections, public input, the Lake Tahoe Regional Plan, and the Placer County Tahoe Basin Area Plan
- Recreational trends, opportunities, and constraints
- Access and circulation
- Education and interpretation opportunities

## POTENTIAL ENVIRONMENTAL IMPACTS

Because the NOP is being released early in the planning process as part of public outreach, the ultimate use areas, facilities, resource protection features, and associated goals and guidelines of the KBSRA General Plan revision have not yet been determined. A study will be prepared of the existing resource characteristics, existing recreation areas and facilities, and generally anticipated recreational uses of KBSRA. The planning team has identified the types of environmental impacts that may result from implementation of the General Plan revision, reconstruction of the Kings Beach Pier, and from continued recreational use of the property.

The potential environmental effects that are anticipated to be addressed in the EIR/EIS include impacts on the following resource areas:

- Air quality
- Biological resources, including fish habitat
- Cultural resources
- Geology, soils, land capability, and coverage
- Greenhouse gas emissions and climate change
- Hazards, hazardous materials, and risk of upset
- Hydrology and water quality
- Land use planning
- Noise
- Population, employment, and housing
- Public services and utilities
- Recreation (land and water-based)
- Scenic resources
- Traffic and transportation

## SCOPING MEETING/PLANNING WORKSHOP

A planning workshop and EIR/EIS scoping meeting has been scheduled to provide additional information about the General Plan revision and CEQA/TRPA processes. It will provide interested parties with the opportunity to offer early input into potential uses of KBSRA and management of its resources for consideration in the General Plan revision, as well as to comment on the scope of environmental issues and potential environmental effects to be included in the EIR/EIS. The public will also have an opportunity to comment on the Kings Beach Pier Reconstruction Project, alternative pier locations, and the potential environmental effects of the pier. Scoping meetings and the planning workshop will be held at the following times and locations:

### **Tuesday, January 12, 2016**

6:00 p.m. to 8:30 p.m.

Scoping Meeting/Planning Workshop

North Tahoe Event Center, 8318 North Lake Boulevard, Kings Beach, CA

### **Wednesday, February 10, 2016**

Beginning at 9:30 a.m.

Scoping Meeting

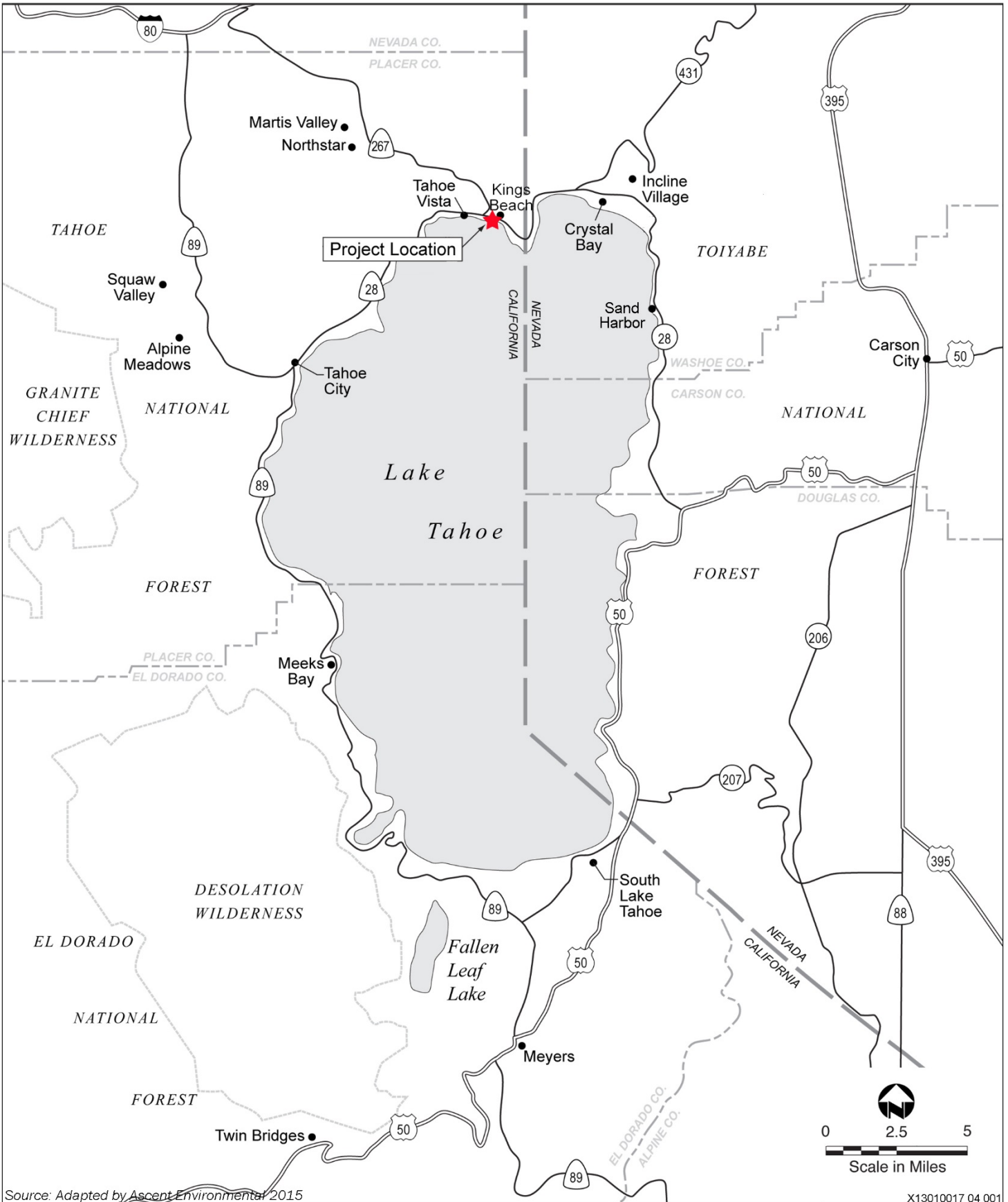
TRPA Advisory Planning Commission (APC), TRPA Offices, 128 Market Street, Stateline, NV

The TRPA APC meeting will begin at 9:30 a.m.; however, the time of the project's agenda item has yet to be determined. Please refer to the meeting agenda posted at <http://www.trpa.org/calendar/> up to 1 week prior to the meeting for updated information. Additional information about the planning process can be found on the DPR project website:

<http://www.parks.ca.gov/PlanKBSRA>

## INTENDED USES OF THE EIR/EIS

DPR will use the EIR to consider environmental effects of the proposed General Plan revision and Pier Project, provide mitigation measures to reduce potential significant impacts resulting from implementation of the revised General Plan and pier reconstruction, if any, and evaluate alternatives for planned recreation uses, management of resources, and reconstruction of the Kings Beach Pier. DPR will use the EIR to comply with CEQA and make an informed environmental decision regarding adoption of the General Plan revision and approval of the Pier Project. TRPA will use the EIR/EIS to consider environmental effects of the proposed Pier Project and provide mitigation measures to reduce potential significant impacts. It will also serve as a project EIR/EIS that may be referenced in the permitting of later activities implementing the General Plan and Pier Project.



Source: Adapted by Ascent Environmental 2015

X13010017 04 001

**Exhibit 1**

**Project Location**





**Exhibit 2**

**Project Site**









NEVADA DEPARTMENT OF  
**CONSERVATION &  
NATURAL RESOURCES**

March 7, 2016

Dear Colleagues and Partners:

When California and Nevada recommitted to the bi-state compact in 2013, a provision in California's legislation (SB 630) allowed for the establishment and operation of a non-regulatory bi-state science advisory council "to promote and enhance the use of the best available scientific information on matters of interest to both states." Consistent with SB 630, several months ago a Memorandum of Understanding was executed between our two states establishing the Tahoe Bi-State Executive Committee and the creation of the Tahoe Science Advisory Council (Council). We write today to share that Zachary Hymanson has been selected to lead the efforts of the Tahoe Science Council.

Many of you may know Zachary from his work as the associate director of the UC Davis Tahoe Environmental Research Center, or as the first executive director of the Tahoe Science Consortium. Over the last 10 years, he worked extensively at the intersection between science and policy in the Tahoe basin. He is a resident of the Tahoe Basin and will begin his new assignment with the California Natural Resources Agency this month.

As the Council's program manager, Zachary will work with both our states to initiate and guide the work of the Council's representatives from the University of California, Davis; the University of California system; the University of Nevada, Reno; the Nevada System of Higher Education; the US Geological Survey; and the Pacific Southwest Research Station of the United States Forest Service.

Over the next couple of months, Zachary, who will work in coordination with Todd Ferrara from the California Natural Resources Agency and Jim Lawrence from the Nevada Department of Natural Resources and Conservation, will partner directly with senior officials from each research organization to identify their representatives. We expect the first meeting of the Council will occur this spring. Over the longer term, Zachary will have the responsibility to collaborate with the Council co-chairs to identify and frame issues for the Council's consideration, and he will provide information to help the Council understand the state of knowledge in the Tahoe basin.

In addition, Zachary will be working with Tahoe basin agency representatives, and representatives in our offices to identify priority issue areas and policies that could benefit from additional focused science. The aim is to coordinate with various federal and state government entities to ensure the states pursue a consistent course toward meeting regional science needs. The results of these efforts will be provided to the Council, to focus its discussions in the development of a work plan. This plan will be presented to the Executive Committee, which we both co-chair, during its annual meeting later this summer.

We are excited that Zachary has agreed to assume these responsibilities and look forward to your participation in this effort.

Sincerely,

Handwritten signature of John Laird in blue ink.

John Laird  
Secretary for Natural Resources  
State of California

Handwritten signature of Leo M. Drozdoff in blue ink.

Leo M. Drozdoff, P.E.  
Director of Conservation and Natural Resources  
State of Nevada





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MEMORANDUM

Date: April 6, 2016  
To: TRPA Advisory Planning Commission  
From: TRPA Staff  
Subject: 2015 Annual Report

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Requested Action: This item is for informational purposes only and no action is required.

Background and Discussion: The 2014 Strategic Plan will guide TRPA for the next three to five years. Its four key strategic priorities are:

1. Accelerating Threshold Attainment
  - a. Implementing the Regional Plan
  - b. Environmental Improvement Program Funding
2. Using Best Science
3. Being a Leader in Sustainability
4. Operating as a High-Performance Team

This staff report tracks to but also expands upon information in the 2015 Annual Report. It also provides additional annual performance reporting required by the Regional Plan and reporting on sustainability indicators.

Contact Information:

If you have any questions, please contact Joanne S. Marchetta, Executive Director at [jmarchetta@trpa.org](mailto:jmarchetta@trpa.org) or (775)-589-5226.

Attachments:

1. Regional Plan Performance Measures
2. Area Plan Metrics
3. Sustainability Indicators

# 2015 Accomplishments and Future Priorities

## **ACCELERATE THRESHOLD ATTAINMENT**

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

TRPA’s three planning divisions – Long Range Planning, Current Planning, and Transportation Planning – implement regional planning that fulfills the Bi-State Compact requirement for a Regional Plan and related ordinances, rules, and regulations to achieve and maintain environmental threshold carrying capacities and allow for development consistent with those standards. Targeted modifications to address identified barriers and encourage implementation of the 2012 Regional Plan are the primary focus of TRPA’s planning divisions.

#### **Long Range Planning Division**

Long Range Planning is responsible for implementing strategic initiatives identified by the TRPA Governing Board and for maintaining and updating the Regional Plan, code of ordinances, and other planning documents that protect Lake Tahoe and ensure progress towards environmental threshold achievement.

#### ***2015 Accomplishments***

- The Governing Board adopted the **Tahoe Valley Area Plan** in July, which includes the mixed-use areas around the “Y” intersection in South Lake Tahoe. The plan focuses on accelerating transfers of development out of environmentally-sensitive lands and creating more vibrant and walkable community centers through redevelopment and expansion of the bicycle and pedestrian network.
- Worked with Placer County on developing the draft **Placer County Tahoe Basin Area Plan**. The plan’s focus is on facilitating environmental improvements associated with redevelopment in the Tahoe City and Kings Beach town centers, and addressing the need for updated hotel stock on the North Shore. The proposed Tahoe City Lodge redevelopment project is moving forward concurrently with the area plan.
- Continued working with El Dorado County on the **Meyers Area Plan**. The plan’s focus is on facilitating walkability, protecting conservation areas and natural resources, and improving the scenic quality of the built environment along U.S. Highway 50, the gateway to the South Shore of Lake Tahoe.
- Completed two revisions held open after the 2012 Regional Plan Update: Adopted changes to the provisions for **coverage transfers across hydrologically related areas** and changes to the **Excess Coverage Mitigation Program** to implement recommendations developed through a collaborative work group process. These changes update land coverage policies to accelerate

the removal of coverage from environmentally sensitive areas and support environmentally beneficial redevelopment.

- Completed a two-year project to develop a **Commercial Floor Area/Tourist Bonus Unit Conversion Pilot Program** to ensure adequate bonus units are available to facilitate the transfer of aging development from sensitive lands to non-sensitive lands in town centers. TRPA will monitor the pilot program to help inform policy discussions that will take place as part of the commodities strategic initiative.
- Formed a **Shoreline Steering Committee** with the League to Save Lake Tahoe and Tahoe Lakefront Owners' Association to guide the shoreline strategic initiative. Selected the Consensus Building Institute to conduct stakeholder assessments, design a process for joint fact-finding, and mediate agreements to achieve widespread support for a comprehensive strategy to provide access to Lake Tahoe.

### *Future Focus*

Continue to work with local jurisdictions to develop area plans to implement the goals and policies of the 2012 Regional Plan. Work with stakeholders to develop a shoreline plan and code update to address the prohibition on new shoreline structures in fish habitat, private and public access and recreation, public health and safety-related access, climate adaption strategies, and nearshore science. TRPA will lead a reexamination of the effectiveness of the regional commodities system to help facilitate environmentally beneficial redevelopment and accelerate threshold attainment.

### Transportation Planning Division

Through the Regional Transportation Plan, the Transportation Planning Division facilitates development of an up-to-date, efficient transportation system that supports community and regional goals for environmental protection, safety, and economic vitality. The Regional Transportation Plan lays out an implementation strategy that integrates housing, jobs, commerce, and recreation with the transportation system and takes into consideration funding constraints. Several other plans support and are incorporated into the Regional Transportation Plan, including an Intelligent Transportation Systems Plan, an Active Transportation Plan, and corridor plans. TRPA coordinates planning for the regional transportation system as both the TRPA and the Tahoe Metropolitan Planning Organization.

### *2015 Accomplishments*

- Prepared for the **2016 update of the Regional Transportation Plan**. This included:
  - Focused on **new technology** to identify where visitors to the Tahoe Basin are coming from. Updated the TransCAD tour-based transportation model with newly available data, including license plate survey data and cell phone travel data that allows enhanced handling of visitor trips.
  - **Expanded public outreach** of transportation issues through monthly electronic newsletters, monthly lunchtime discussion forums, presentations, and participation in association and service club meetings.
  - Worked with partners to create the **Regional Transportation Plan project list** through development of electronic project tracking tools, including the Lake Tahoe

Environmental Improvement Program Project Tracker and the Nevada Electronic Statewide Transportation Improvement Program.

- Collaborated with the Tahoe Transportation District to initiate **corridor-level transportation plans**.
- Approved an **Intelligent Transportation System Plan** which is a roadmap of new technology solutions to better meet transportation needs in the Tahoe Region. The plan recommends projects to ease congestion such as roadway traveler information, real-time transit information, and parking lot detection systems.
- Developed a draft **Active Transportation Plan** to improve bicyclist and pedestrian mobility in the Lake Tahoe Region.
- Held **“Transforming Tahoe Transportation: A Workshop on Completing Our Streets”** in November to generate ideas and discussion about how to overcome challenges associated with making Tahoe streets safer and more appealing to all users. More than 50 representatives from Lake Tahoe implementing agencies attended. The workshop will result in Tahoe-specific design guidelines that will be published and available for adoption and use by local agencies.
- Worked with grantees to complete **On Our Way projects**. Through these projects Lake Tahoe communities are able to visualize and plan for neighborhood- or corridor-level improvements to the streetscape and transportation system. Some On Our Way grants are still underway in 2016. Grants completed in 2015 include:
  - Lake Tahoe Unified School District Safe Routes to School Master Plan
  - South Tahoe Middle School Area Connectivity Plan
  - Connecting Tahoe Rim Trail Users to Transportation Alternatives
  - State Route 431 Mount Rose Scenic Byway Corridor Management Plan (Lake Tahoe Portion)
- Worked with partners to secure a funding formula amendment in the **Fixing America’s Surface Transportation Act of 2015**, the five-year transportation bill Congress passed in December. The language recognizes the heavy visitation to Tahoe’s public lands and steers additional money to Lake Tahoe communities for roadway improvements and enhanced public transit service.

### ***Future Focus***

Complete the Regional Transportation Plan update, including adoption of the Active Transportation Plan. The update will incorporate ongoing corridor-level planning and have a strong focus on accommodating day visitor travel into the Lake Tahoe Region. Work with On Our Way grantees to complete the Tahoe City Mobility Plan, sustainability planning in the Meyers area, and a wayfinding plan for the state Route 28 corridor.

### **Current Planning Division**

The Current Planning Division provides timely and consistent review of project applications to achieve environmental improvement and economic investment consistent with the Regional Plan and code of ordinances. The division supports local governments and other public and quasi-public entities to

implement the Regional Plan and facilitate the removal of development and development rights from sensitive and remote lands through a system of transferring and retiring development commodities.

### ***2015 Accomplishments***

- Received and processed 736 permit applications in 2015. Ninety-two percent were screened for completeness within 30 days of receipt and 98.6 percent were reviewed and issued within 120 days of being found complete.
- Distributed 240 residential allocations for 2015 and 2016 through a new process that links the timing and phasing of released allocations to each local jurisdiction meeting performance targets. This ensures steady progress towards attainment and maintenance of environmental thresholds.
- Implemented a memorandum of understanding between the City of South Lake Tahoe and TRPA. Through this agreement, the city can issue permits and inspect projects on behalf of TRPA for specified projects within adopted area plans. This significantly improves customer service as the city now provides “one-stop” permitting.

#### **Initiated the “Welcome Mat” strategic initiative:**

- Held a planner exchange with the City of South Lake Tahoe in which city and TRPA staff worked at each other’s customer service counters. This increased operational awareness between TRPA and city staff.
- Revised workflows for TRPA’s permit tracking program, Accela. The new workflows improve customer service and increase TRPA’s permit processing efficiency.
- Improved TRPA’s historic resource determination process. The new process maximizes the use of in-house expertise, streamlines reviews, and improves customer service by reducing the burden on property owners.
- Completed a continuous improvement project to streamline and improve the processes for land capability verifications, land coverage verifications, unit of use verifications, and site assessments.
- Hired two employees with diverse skill sets (historic preservation, cultural resource management, and landscape architecture). Their skills provide further expertise in the division and improve customer service.

### ***Future Focus***

Continue to advance the permitting assistance “Welcome Mat” strategic initiative to create consistent, predictable, and integrated permitting that coordinates with local jurisdictions and partner agencies.

### **Regional Plan Compliance and Enforcement**

The Code Compliance Program is in charge of monitoring all projects in the Lake Tahoe Region for compliance with the Regional Plan. This includes approved projects, exempt and qualified-exempt activities, and unauthorized activities. There are four basic roles of the Code Compliance Program: code enforcement, physical inspection of TRPA permitted projects, memorandum of understanding monitoring, and watercraft program management.

### *2015 Accomplishments*

- Performed **875 compliance inspections**. Of these, 105 resulted in a code enforcement case. Seventy-two cases were resolved, referred, or recorded; 33 cases resulted in staff-level penalty assessments; and 12 cases resulted in Governing Board approved settlements.
- Completed all code case inspections within one week of intake, meeting a TRPA performance measure. Investigation of code cases is through file research and/or field inspection.
- Completed all pre-grade inspections within three days of request and 100 percent of final inspections within 15 days.
- Completed **100 memorandum of understanding audits**. Ten percent of all active projects were randomly selected and inspected for conformance with winterization guidelines. At least 10 percent of projects where TRPA holds a financial security were randomly chosen and inspected for compliance with security release conditions. Local jurisdictions met requirements between 87 percent and 96 percent in both categories. Where needed, corrective action is agreed upon and monitored to completion.
- TRPA's three-person watercraft team started in May and ended the season on October 1. The team's daily duties include assisting in threshold monitoring (wildlife, scenic, and water quality), public education, and enforcement of the carbureted two-stroke engine prohibition, watercraft noise ordinances, shorezone regulations, aquatic invasive species, and the 600-foot no-wake zone.
  - The watercraft team educated 150 boaters about TRPA boating rules, led six educational tours, assisted with 12 threshold surveys, and conducted four early-detection tests for aquatic invasive species.

### *Future Focus*

Continue making customer service a top priority while also ensuring Regional Plan compliance in the field—all in the pursuit of threshold gain. Continue to improve long term compliance monitoring, strengthen inspection tools, and enhance memorandum of understanding monitoring and training. New technologies will improve staff efficiency.

## **DEVELOP AND IMPLEMENT NEW FUNDING STRATEGIES FOR THE ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP)**

***The Region is confronted with constrained state funding sources and the decline of multiple federal grants that support restoration, science, and monitoring programs.***

### EIP Program Administration

The EIP has been the hallmark program for environmental restoration in the Lake Tahoe Basin since 1997 and continues to provide the direction for threshold attainment. With more than 50 partner organizations working together to provide the best available science, new innovations in project design



and implementation, and strong collaboration, the success of the EIP is recognized regionally and nationally.

### ***2015 Accomplishments***

- Publicly launched the **EIP Project Tracker**. The website gives detailed information about completed and ongoing restoration projects. With this tool, available online at <http://www.conservationclearly.org/tracker>, the public can view important information about project locations, costs, achievements, and before and after pictures.
- Completed an assessment of the EIP by collecting the thoughts and perspectives from many of the EIP partners to determine next steps for the program. The assessment included key recommendations for the program, including reenergizing the EIP Coordinating Committee, reviewing and renewing the charter for the Tahoe Interagency Executive (TIE) Steering Committee, updating the five-year EIP project list, and developing better communication among EIP work groups and the TIE Steering Committee.
- Helped stakeholders position the EIP competitively for new California water bond funding, a potential California parks bond, and cap and trade revenues. The resulting “California Tahoe Alliance” stakeholder group, of which TRPA is a foundational advisory member, is working collaboratively to ensure Tahoe receives its fair share of California environmental restoration funding.
- The TIE Steering Committee re-chartered with new commitments to address emerging policy issues and better coordinate EIP project prioritization.
- Important EIP projects approved and/or implemented in 2015 include:
  - The Governing Board unanimously approved the **State Route 89/Fanny Bridge Community Revitalization Project** in Tahoe City. The project will re-route through traffic over roundabouts and a new bridge to reduce congestion and transportation conflicts between drivers, pedestrians, and bicyclists.
  - The City of South Lake Tahoe and community partners opened the highly anticipated **Bijou Bike Park** in September.
  - El Dorado County and partner agencies completed the final phase of the **Sawmill Bike Path** that connects South Lake Tahoe to Meyers. This project added another 1.3 miles of pedestrian and bike-friendly trails to the Lake Tahoe trail network.

### ***Future Focus***

In 2016, TRPA will release the 2015 Threshold Evaluation Report, giving the EIP an updated progress report on threshold attainment. This will allow resource managers to work together through the TIE Steering Committee to determine how the latest threshold data affect the next phase of EIP project prioritization.

### **Stormwater Management Program**

The Stormwater Management Program works to reduce the amount of stormwater pollutants flowing into Lake Tahoe and accelerate attainment of water quality thresholds. The primarily grant funded program focuses on facilitating the installation of best management practices (BMPs) on private parcels and advancing public/private area-wide water quality treatment projects. The BMP Action Plan the

Governing Board approved in February 2015 guides recent improvements to the Stormwater Management Program's actions, which supplement and support rather than replace or duplicate the comprehensive water quality program of the Regional Plan and the actions required by the Lake Tahoe Total Maximum Daily Load Program (TMDL). The Stormwater Management Program coordinates with local jurisdictions and partner agencies to identify priority locations for pollutant load reduction projects and direct the most effective use of limited implementation dollars.

### *2015 Accomplishments*

- In February, the Governing Board approved the **BMP Action Plan**. The plan fulfills the Governing Board-directed priority to explore options related to BMP compliance and guide TRPA's limited resources toward the most effective stormwater management strategies. The plan recommends TRPA focus its stormwater work on the most effective pollutant load reduction strategies, coordinate targeted implementation to accelerate BMP compliance, improve BMP information systems, and streamline processes.
- As a part of the roll-out of the BMP Action Plan, held six workshops with the real estate community around Lake Tahoe. Realtors learned more about BMPs and an enhanced BMP disclosure form that is more user-friendly and can be submitted electronically to TRPA.
- Issued 1,197 BMP certificates: 838 for single family residential parcels, 325 for multi-family residential parcels, and 34 for commercial parcels. Of these, nine certificates were for parcels participating in area-wide water quality treatment projects.
- Notified more than 2,000 commercial parcel owners and large multifamily residential parcel owners with BMP certificates issued more than five years ago that maintenance of their BMPs was due. Stormwater Management Program staff assisted with the development of inspection and maintenance logs and completed on-site inspections to verify maintenance. As a result of this initiative, TRPA re-issued 186 BMP certificates.
- At the close of 2015, 49 businesses were members of the **Lake Friendly Business Program**. The program recognizes local businesses that complete and maintain their BMPs by publicly acknowledging them as good stewards of the lake through print advertisements and social media campaigns.
- Implemented electronic forms for people to meet BMP disclosure requirements at the point of sale, submit online permits for small BMP retrofits, and create inspection and maintenance logs for commercial and large multifamily properties. Procedural improvements and electronic forms make it easier for property owners to comply with BMP requirements and help local jurisdictions access real-time BMP certificate data to obtain TMDL credit.

### *Future Focus*

Continue implementing BMP Action Plan recommendations. Continue progress on the stormwater initiative and draft Stormwater Action Plan to secure stable long term funding for stormwater operations and maintenance. Focus compliance on commercial and large multifamily residential properties to increase the number of BMP certificates issued. Coordinate with local jurisdictions to further implementation of area-wide water quality treatment projects.

## Forest and Vegetation Management Program

The Forest and Vegetation Management Program works to restore and maintain healthy forests that are resilient to wildfire, drought, insects, and disease. By working closely with partner agencies, this program provides prioritized direction for fuel reduction and forest management activities to promote multiple ecosystem benefits. In addition to collaboration with land management partners through the Tahoe Fire and Fuels Team, the purpose of TRPA's program actions are to improve water, air, land, recreation, and scenic resources and protect the Tahoe Basin from potential hazards such as catastrophic wildfire. This program also works on other vegetation issues in the basin, most notably, Tahoe yellow cress preservation.

### *2015 Accomplishments*

- Worked with partner agencies to update the **Tahoe Basin Community Wildfire Protection Plan**. This update of the 2004 wildfire protection plan includes projects to guide fuel reduction work into the future and is in a "living document" format to facilitate future updates as needed.
- The U.S. Forest Service Lake Tahoe Basin Management Unit continued operations on three large fuel reduction/forest health projects: The South Shore Fuels Reduction and Healthy Forest Restoration Project (approximately 10,000 acres), Carnelian Hazardous Fuels Reduction and Healthy Forest Restoration Project (approximately 3,300 acres), and the Incline Fuels Reduction and Healthy Forest Restoration Project (approximately 3,800 acres). The Forest Service also completed the Angora Restoration Project which included thinning, hazard tree removal, stream restoration, and a realignment of the road and trail system. TRPA reviewed some of these projects and issued letters of threshold compliance.
- **Southern Nevada Public Land Management Act** (SNPLMA) White Pine Bill Round 15 program continues to be an important source of funding for Tahoe Basin fuels reduction projects. The SNPLMA Executive Committee awarded more than \$3 million for eight Tahoe Basin projects.
- U.S. Fish and Wildlife Service removed Tahoe yellow cress from the Endangered Species Act candidate species list. Tahoe yellow cress is unique to Lake Tahoe. The Fish and Wildlife Service announced its 12-month finding of "not warranted" for Tahoe yellow cress on Oct. 8, 2015, and removed it from the candidate list based upon the success of long-term, proactive, collaborative conservation by partner organizations to significantly reduce threats.
- TRPA received two CAL FIRE grants: \$200,000 over two years for the continued development of Fire Adapted Communities on the California-side of Lake Tahoe, and nearly \$80,000 for a public outreach and education campaign about wildfire risk and preparedness.
- TRPA continued to provide expert urban tree risk assessment and evaluation to the public and partners. TRPA issued 745 tree removal permits in 2015, up from 463 in 2014. The increase may be attributed to a number of factors including the increased awareness of fire danger, trees being stressed and diseased by prolonged drought, and the ease of submitting tree removal applications through an online application tool launched in 2014.

### *Future Focus*

Remain focused on forest health and fuels reduction work through participation with the Tahoe Fire and Fuels Team and continue to streamline vegetation management projects, especially fuels

reduction work in the wildland urban interface. TRPA's forest management initiative seeks completion of the entire wildland urban interface and will be a high priority. Work with the TIE Steering Committee to identify targets for completing the wildland urban interface. Conservation work for Tahoe yellow cress through implementation of the updated conservation strategy remains a high priority. Collaborate with the U.S. Forest Service on a large landscape multiple-benefit forest management initiative.

### Aquatic Resources Program

TRPA's Aquatic Resources Program leads the Lake Tahoe Region partnership in actions needed to prevent the introduction of new aquatic invasive species (AIS) and eradicate or control the spread of existing AIS. The program implements the Lake Tahoe Aquatic Invasive Species Management Plan and has a key goal of securing long term, stable funding for continued AIS prevention and control needs.

### *2015 Accomplishments*

- Secured permanent baseline budget enhancements totaling \$750,000 from California and Nevada for continued operation of the AIS Prevention Program and boat inspections, replacing sunseting federal funding from SNPLMA.
- The AIS Prevention Program continues to inspect all boats and decontaminate boats when necessary. The program oversaw the safe launch of 28,000 boats and performed comprehensive inspections for 7,500 additional watercraft. Decontaminated approximately 3,500 boats.
- Multiple sampling events during the summer detected no new AIS invasions at Lake Tahoe.
- Secured \$200,000 from the California Quagga Fee Grant Program to support the watercraft inspection station at Alpine Meadows and partnered with the Town of Truckee to operate a joint inspection station in Truckee. This new partnership allows for more protection of lakes near Tahoe as well as cost sharing opportunities.
- Removed 2 acres of invasive weeds at four locations: Lakeside Marina/Beach, Crystal Shores Condominiums, the Truckee River, and lakeside of the Tahoe City dam. Also removed more than 11,000 invasive warm water fish from Lake Tahoe.
- Worked with partner agencies to develop the **"Implementation Plan for the Control of AIS in Lake Tahoe."** Created by researchers at the University of Nevada, Reno, this plan provides a science-based roadmap for TRPA and partner agencies to fight invasive species in Lake Tahoe.
- TRPA became an ex-officio voting member of the Aquatic Nuisance Species Task Force, a federal advisory group that guides national policy on AIS. TRPA will chair a newly formed Boating Industry Partnership ad hoc committee.
- Hosted the annual meeting of the Western Regional Panel on Aquatic Nuisance Species. The meeting brings together AIS managers, experts, and stakeholders from around the West to discuss policy, protocols, and science surrounding AIS issues, and also highlighted the Tahoe Program.

### *Future Focus*

Continue to prioritize prevention to ensure no new AIS enter the lake and secure long-term funding for the control program. Work with the boat industry to encourage boat builders to consider AIS when

designing boats; we share the same customers, so this is a critical partnership moving forward. TRPA has already shown great success and leadership in this area and will continue to do so. TRPA will continue to work with partners to develop a final Tahoe Keys Integrated Weed Management plan.

## **ESTABLISH TRPA AS A LEADER IN ENVIRONMENTAL AND SUSTAINABILITY PROGRAMS**

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

### **Lake Tahoe Sustainable Communities Program**

TRPA created the Sustainable Communities Program to implement one of its four Strategic Plan objectives, to be a leader in sustainability. To be effective, the program utilizes new approaches that often require going beyond the geographic area over which TRPA has jurisdiction and into areas where TRPA does not have exclusive or shared authority. These include addressing water resources for the entire Truckee River Basin, transportation at the Bay Area to Northern Nevada mega-region level, and greenhouse gas reduction from a whole systems perspective.

### ***2015 Accomplishments***

- Secured grant funding from the State of California to prepare a **plug-in electric vehicle infrastructure plan** for the Lake Tahoe Region. The plan will be the foundation for funding and completing the infrastructure necessary for electric vehicles, which reduce air pollution and can operate using energy generated from nearby renewable resources.
- TRPA participated as a member of the Sierra Climate Adaptation and Mitigation Partnership, the Alliance of Regional Climate Change Associations, and the Mountain Pact to pursue common interests, including legislation to separate and protect forest fuels management funding from forest firefighting funding, protecting water rights used for resort purposes, and similar advocacy efforts.
- Organized and led **Connections 2015**, the first annual sustainability conference at Lake Tahoe. The event brought together participants from all levels of the public sector, academicians, and not-for-profit and private sector representatives to share information and learn about cutting-edge, rural to urban and mountain to ocean collaborative approaches to creating sustainable forests, water resources, transportation, recreation, economic development, and food supplies. The results will be beneficial for Tahoe Region sustainability work and to the participants from other regions represented.
- Following an award from the California American Planning Association, TRPA received the **American Planning Association 2015 National Planning Achievement Award for Environmental Planning** for the Sustainability Action Plan. This award recognizes the unique aspects of our bi-state, regional approach to sustainability that includes both public and private actions inside and

outside of the Lake Tahoe Region, and further reinforces the fact that TRPA is meeting its strategic objective to be a leader in sustainability.

### ***Future Focus***

Targeting the most critical points in the Sustainability Action Plan, TRPA will create synergy with its core mission programs. Start to prioritize the implementation of our sustainability plan to add value to other core agency programs. Over the next year important projects will continue, such as plug-in electric vehicle infrastructure planning, the Connections 2016 conference, and updating the Sustainability Indicators Dashboard. Program staff will continue to collaborate and participate with partners and in projects like the U.S. Bureau of Reclamation's Truckee River System Study and the University of Nevada, Reno's Waters for the Seasons project. The future focus of the program will be on continuing to implement the Sustainability Action Plan, to include funding and other forms of collaboration with partners both inside and outside of the Lake Tahoe Basin.

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

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

### **Research and Analysis Division**

Research and Analysis supports TRPA's planning and implementation work and provides key information to the public about the Lake Tahoe Region. The division manages organizational data, provides key information systems, tools and reports, engages with the scientific community, and provides efficient and timely analysis to support TRPA staff and Governing Board decision-making. In addition to its ongoing work program, this fiscal year the division will prepare the four-year Threshold Evaluation Report required by the Bi-State Compact. This report will evaluate the status and trend of thresholds for air and water quality, soil conservation, vegetation, fisheries, wildlife, scenic, noise, and recreation.

### ***2015 Accomplishments***

- Scanned and uploaded 2,500 additional project files to TRPA's permitting database so staff and the public can access them efficiently. Making files publicly accessible via Accela Citizen Access allows property owners to easily and conveniently access project files for their property without having to drive to TRPA's office or submit file requests. This reduces vehicle trips and emissions and saves time for the public and TRPA staff.
- Implemented **new mobile applications for TRPA inspectors** and forestry staff to complete their reviews in the field without having to re-enter or update project information when they return to the office. This saves significant time and enables additional features such as automated emails for passed and failed inspections and easy photo attachments.
- Coordinated the collection and analysis of threshold Indicator monitoring data, including tributary, pelagic, and nearshore water quality, stream bio-assessment, air quality, and noise data. This annual

monitoring data and analysis will enable TRPA to complete the 2015 Threshold Evaluation Report, which provides the public and decision makers with information on the threshold standards for air and water quality, soil conservation, vegetation, fisheries, wildlife, scenic, noise, and recreation.

- Completed a continuous improvement project to evaluate the agency's mapping needs and created an action plan to address the transition from hard-copy maps to electronic data layers using Geographic Information System (GIS) tools, developing broader GIS skills among TRPA staff, creating and updating available data layers, and enabling new interactive information tools. GIS is a foundational tool for planners and resource managers everywhere to understand the interplay of management inputs.
- Research and Analysis continues to lead the development of the Lake Tahoe Info platform, coordinate enhancements and improvements to the EIP Project Tracker, and lead the build-out and refinement of the Commodities Tracker. Lake Tahoe Info, the EIP Project Tracker, and the Commodities Tracker are powerful new tools that help improve the transparency and accountability of TRPA and partner agency investments and projects
- Continued to engage with the nearshore working group and bolstered engagement between scientists and executives on issues related to the nearshore. Made initial engagement with the newly formed Bi-State Science Council with a presentation about TRPA thresholds.

### *Future Focus*

TRPA will produce the 2015 Threshold Evaluation Report by December 2016, reporting on the status and trend of threshold indicators. For this report, Research and Analysis coordinates with technical experts from academia, partner agencies and organizations, and consultants to analyze and interpret data for the report. TRPA will also continue to collaborate with the Bi-State Science Council to prioritize, review, update, and streamline threshold standards and monitoring protocols. Research and Analysis will continue supporting internal efforts to streamline and enhance systems, reduce staff time for data entry, better track information, and simplify and automate data analysis and reporting tasks.

## **OPERATE AS A HIGH PERFORMANCE ORGANIZATION**

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

### Executive

#### *2015 Accomplishments*

- In a first of its kind retreat, the Tahoe Interagency Executive (TIE) Steering Committee partners committed to working together to increase their effectiveness in providing leadership and guidance to the EIP. The steering committee represents the funding sectors and 50-plus agencies of the EIP partnership and TRPA is the chair of this committee. Some of the outcomes

from the retreat included jointly framing 10-year goals, framing and discussion of major policy issues, more transparent interagency coordination, and better prioritization of EIP needs.

- Held a strategic planning retreat with the Governing Board focused on TRPA’s top priorities over the next five to 10 years. Governing Board members identified **10 strategic priorities** that staff developed into action plans. Field tours for both the Governing Board and Advisory Planning Commission illustrated on-the-ground examples of the strategic initiatives:
  - Examine the effectiveness of TRPA’s regional commodities system.
  - Create a permitting assistance “Welcome Mat.”
  - Reduce hazardous fuels to reduce wildfire risk and improve forest health and resilience on the large landscape.
  - Secure funding for projects to manage or eradicate aquatic invasive species infestations.
  - Secure long-term funding for stormwater operations and maintenance.
  - Develop a shoreline plan.
  - Update the Regional Transportation Plan.
  - Complete the 2015 Threshold Evaluation Report.
  - Streamline TRPA’s threshold standards and monitoring indicators.
  - Continue implementation of area plans.
- To advance the culture of accountability, TRPA created a **performance-based compensation program** for employees. Managers evaluated all employees against job-specific performance criteria. Employees who met or exceeded their objectives received incentive pay on a sliding scale based on performance. This system is essential to tying individual employee performance to the agency’s mission and priorities.
- Continued to transition to more state of the art paperless systems for Human Resources. Expanded the use of ADP, adding additional systems including recruiting and performance management. The new tools will enhance the agency’s operations by automating paper-intensive tasks and focusing employees on decision support.

### ***Future Focus***

Continue developing the organization to deliver the agency’s mission and strategic initiatives. Meet milestones and drive progress in all areas of agency priority. Address long-term workforce trends by establishing the comprehensive foundations of “best place to work” strategies, including strengthening performance management, talent development, and succession planning.

### **External Affairs**

TRPA supports a culture committed to public education, outreach, and community engagement to implement the Regional Plan. The External Affairs team leads public engagement initiatives in collaboration with a wide variety of agency and nonprofit stakeholders.

### ***2015 Accomplishments***

- **Legislative accomplishments:**



- Demonstrated leadership in coordinating the Basin-wide partnership to work with Lake Tahoe’s U.S. Senate and House delegations to reintroduce **the Lake Tahoe Restoration Act**. The legislation would provide up to \$415 million over 10 years to continue important environmental restoration and conservation measures at Lake Tahoe. Versions of the Lake Tahoe Restoration Act have cleared committees in both chambers of Congress.
- Worked with more than a dozen partner agencies and groups to organize and coordinate the **2015 Lake Tahoe Summit** at Round Hill Pines Beach Resort in Zephyr Cove, hosted in August by U.S. Sen. Dean Heller (R-Nevada).
- Facilitated and led partner organizations in field tours for legislative and administrative officials from both states to highlight important environmental projects in the basin resulting in enhanced education and engagement from key staff and members.
- **Media Accomplishments:**
  - Published June and December 2015 issues of **Tahoe In Depth**, the award-winning environmental newspaper TRPA produces with partners. A subscription drive resulted in 120 new subscribers for the publication. The California Association of Public Information Officials recognized Tahoe In Depth with an award of excellence.
  - Wrote monthly newspaper columns and email newsletters to bolster public understanding of TRPA programs and environmental issues at Lake Tahoe.
  - Partnered with the University of Nevada, Reno, Desert Research Institute, California Tahoe Conservancy, and Tahoe Resource Conservation District to host local and regional media at Ski Run Marina for an **Aquatic Invasive Species Media Day**. The event raised greater awareness about the threat of invasive species and informed reporters about the new implementation plan for controlling aquatic invasive species.
  - Expanded our followers on social media by 39 percent overall. All social media platforms showed an increase in followers this year with Facebook up 16 percent, Twitter up 29 percent, LinkedIn up 39 percent, and Instagram up 73 percent.
- **Community Outreach Accomplishments:**
  - Recruited community volunteers to adopt and maintain the three decorative gateway signs installed along Nevada highways leading into the Lake Tahoe Basin. Tahoe Douglas Rotary Club adopted the gateway signs at Spooner and Daggett summits. The Mark and Lisa Bruce and Chris and Joy Benna families, of Reno, adopted the gateway sign on the Mount Rose Highway. The signs remind the millions of people who visit Lake Tahoe each year that they are entering a special place and share a duty to protect its famously clear waters and unique environment.
  - Working with the South Tahoe Environmental Education Coalition, TRPA staff implemented **10 environmental education programs** reaching 4,439 local students. Programming focuses on educating local students about the Lake Tahoe environment and inspiring them to become the next generation of environmental stewards.
  - Participated in 20 community events to help educate the public about TRPA programs and environmental issues facing Lake Tahoe. Staff engaged with more than **5,000 people** through these events.

- In September, coordinated TRPA presentations at the **2015 Tahoe Science Conference**, “Tahoe Science in a Changing Climate.” The event helped raise awareness about climate change issues at Lake Tahoe and TRPA programs that are making the Lake Tahoe Region more sustainable.
- The Sierra Nevada Chapter of the Public Relations Society of America recognized TRPA’s Transportation is Transformation public outreach campaign with an award of excellence. The campaign has educated people about transportation and transit issues at Lake Tahoe and solicited public input for ongoing transportation planning work.
- Continued to implement the **Take Care stewardship messaging campaign** with the Lake Tahoe Outreach Committee. Launched in April, the Take Care campaign saw rapid adoption by local organizations and agencies. Since the campaign’s launch in July 2015, 180 organizations have downloaded the free campaign toolkit. Videos created for the campaign have been viewed more than 200,000 times.
- Presented the **25<sup>th</sup> annual Best in Basin Awards Program** in September, recognizing 10 public and private projects for their exceptional contributions to Lake Tahoe’s environment and communities. Staff also presented the **2015 Lake Spirit Awards** in June, recognizing community members who are exceptionally dedicated to Lake Tahoe’s environment.
- Hosted seven groups of foreign visitors in 2015. Staff also hosted the annual conference of the Nevada Rural Water Suppliers Association, an event that brought water supply professionals from all 50 states to Tahoe.

### *Future Focus*

Continue to grow TRPA’s role as a leader in collaborative outreach regionally, nationally, and globally to inspire and achieve conservation and stewardship for Lake Tahoe.

### Finance and Information Technology

The Finance Department provides TRPA with accounting, budgeting, finance, and grant management support. It ensures TRPA pays employees and vendors promptly and that funders receive necessary information to support the agency’s mission

### *2015 Accomplishments*

- Completed fiscal year 2015 with a small surplus, with all divisions meeting budget goals. Reduced outstanding debt by paying off capital leases. The agency met all of its financial commitments. Paying off capital leases frees up funding in future years to cover increased program expenses.
- External auditors issued an unqualified/unmodified opinion for fiscal year 2015. The agency’s independent auditor has verified the accuracy and completeness of TRPA’s financial statements.
- The Governing Board approved fiscal year 2016 internal budgets in June 2015. TRPA started the new fiscal year with budgets to support all Governing Board priorities.
- Supported budget enhancements for high priority programs.
- Changed medical insurance vendor for lower costs and a wider network of providers. Medical insurance costs and benefits are of increasing importance in hiring and retaining staff. Managing

costs helps the agency deploy resources to the most critical needs, and this change in medical insurance will provide the agency with 18 months of significant savings.

### ***Future Focus***

The focus for the upcoming year is to continue to provide high quality financial support to the agency. Continuing to support the agency in managing expenses and exploring new funding sources will be the top priority. Obtaining unqualified financial statements and training new personnel will be the main challenges.

## **ATTACHMENTS**

**Attachment 1: 2015 Regional Plan Performance Measure Report**

**Attachment 2: 2013-15 Area Plan Annual Reporting & Recertification Review**

**Attachment 3: 2015 Sustainability Indicators Report**



## **Attachment One: 2015 Regional Plan Performance Measure Report**

In June 2013, the TRPA Governing Board approved 14 Regional Plan performance measures and associated sub-categories. The approved measures relate to the intended implementation actions resulting from the 2012 Regional Plan amendments, which encourage compact environmental redevelopment in pursuit of threshold attainment. **Many measures are long-term land use or environmental goals and may take years or even decades to show measurable progress.** In those instances, TRPA will describe ongoing activities expected to lead to performance results. The Governing Board established short-term, level-1 benchmarks to show interim progress, and progress toward these is reported where information is available.

In addition to progress measured by the benchmarks, other activities are resulting in measurable positive outcomes for the environment that may not meet the specific parameters of these performance measures. For example, since the adoption of the 2012 Regional Plan, 10,955 square feet of coverage has been removed and transferred off of sensitive lands and 97 tourist accommodation units and 11 residential units have been removed from sensitive stream environment zones (SEZs). These transfers are not counted toward the performance measure because they were not transferred into town centers, but they did result in development being removed from sensitive lands within the basin. Similarly, 35,000 square feet of coverage and 15,260 square feet of commercial floor area have been transferred into town centers since adoption of the updated Regional Plan, but could not be counted for the performance measure report because the sending parcels were not in remote areas or stream environment zones.

Much progress is dependent on property owners developing plans, obtaining financing, and proceeding with specific projects. As a leading indicator of future progress against these performance measures, TRPA staff analyzed banked commodities and identified more than 7,100 square feet of banked commercial floor area that was removed from stream environment zones and may be transferred in the future. Another 14,450 square feet of banked commercial floor area and 859,000 square feet of associated coverage was identified in remote areas. Fifty tourist accommodation units and 438,000 square feet of associated coverage from stream environment zones have been banked. Banked commodities will be transferred in the future and most will be used in town centers because of 2012 Regional Plan policies that provide incentives to relocate development there.

### **Adopted Regional Plan Performance Measures**

#### **Regional Land Use Patterns**

1. Distribution of development for land-use types
2. Annual average number of units transferred to town centers from sensitive and remote land
3. Removal rate for existing non-residential units of use
4. Housing availability for residents and workers

#### **Travel Behavior**

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian)
6. Automobile vehicle miles traveled per capita (excluding through trips)
7. Construction of pedestrian and bicycle improvements

### **Environmental Restoration**

8. Coverage removal from Stream Environment Zones and other sensitive lands (privately-funded)
9. Issuance of best management practices (BMP) certificates in conjunction with property improvements and area-wide BMP installations
10. Lake Tahoe Total Maximum Daily Load (TMDL) performance benchmarks
11. Scenic improvement rate on urban roadways

### **Effective Regional Plan Implementation**

12. Prepare and maintain area plans in conformance with the 2012 Regional Plan
13. Complete mitigation measures identified in the Regional Plan Update environmental impact statement

### **Economic Vitality**

14. Rate of redevelopment

## **Executive Summary of Performance Measure Status**

A brief summary of the status of the 14 Regional Plan performance measures follows. Data used to evaluate the measures was collected through Dec. 31, 2015. Detailed discussion of the status of each measure follows the executive summary.

### *Regional Land Use Patterns*

1. Distribution of development for land-use types: Four sub-categories of development were evaluated. Of these, the distribution of commercial floor area met the level-1 benchmark to increase the percentage of this development type in town centers. The other three sub-categories did not meet the benchmark, reflecting the slow pace of development activities.
2. Annual average number of units transferred to town centers from sensitive and remote land: The level-1 benchmark was not achieved. However, 25 commodity transfers approved during 2015 did not count toward the benchmark, but did result in the transfer of development to less sensitive parcels. They included the removal and transfer of 5,404 square feet of land coverage and one existing residential unit of use from a stream environment zone and the relocation of 15,260 square feet of commercial floor into a town center.
3. Removal rate for existing non-residential units of use: The California Tahoe Conservancy has developed the Tahoe Livable Communities Program to acquire and retire existing non-residential units of use, meeting the level-1 benchmark calling for creation of a program.
4. Housing availability for residents and workers: At this time, no multi-residential bonus units were used for low- or moderate-income housing, so the level-1 benchmark has not been met. Affordable housing in the basin is a significant challenge and projects take many years to develop. Projects that could affect this benchmark in the future are in the planning stages. Two available housing studies reveal land use policy and socioeconomic impediments to favorably influencing the jobs-housing balance for the Region. This may be an area to evaluate changes to the Regional Plan needed to achieve this objective.

### *Travel Behavior*

5. Percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian): Data for this measure is collected on a four-year cycle with the next update in 2016.
6. Automobile vehicle miles traveled per capita (excluding through trips): Data for this measure is collected on a four-year cycle with the next update in 2016.
7. Construction of pedestrian and bicycle improvements: An annual average of 6.1 miles of pedestrian and bicycle improvements were built, meeting the level-1 benchmark.

### *Environmental Restoration*

8. Coverage removal from stream environment zones and other sensitive lands (privately-funded): Multiple metrics are used to track this benchmark, with results ranging from 24 percent to 100 percent of the benchmark. Achieving these goals is dependent on project activity. The current annual average is in line with the post-recession average.
9. Issuance of BMP certificates in conjunction with property improvements and area-wide BMP installations: In 2015, TRPA issued 1,197 BMP certificates, but was slightly below the level-1 benchmark for certificates issued in conjunction with property improvements.
10. TMDL performance benchmarks: Tahoe Basin implementing agencies (local jurisdictions, Caltrans, and Nevada Department of Transportation) are fully implementing the TMDL. As of December 2014, all jurisdictions have submitted pollutant load reduction plans. A current progress report on the TMDL can be found here: <https://www.enviroaccounting.com/TahoeTMDL/Program/Home>
11. Scenic improvement rate on urban roadways: Data for this measure is collected on a four-year cycle with the next update in 2016.

### *Effective Regional Plan Implementation*

12. Prepare and maintain area plans in conformance with the 2012 Regional Plan: Three area plans have been approved, covering the highest density commercial development areas in the Lake Tahoe Basin. Placer County, Douglas County, the City of South Lake Tahoe, El Dorado County, and Washoe County are preparing additional area plans for their jurisdictions with expected adoption over the next two years.
13. Complete mitigation measures identified in the Regional Plan Update Environmental Impact Statement (EIS): The 2012 Regional Plan Update EIS called for mitigation measures covering four topic areas. All of the mitigation measures have been completed and adopted by the TRPA Governing Board.

### *Economic Vitality*

14. Rate of redevelopment: The rate of redevelopment in 2015 was 109 permits which exceeds the level-1 benchmark of 108.2 permits per year.

## **Discussion**

Detailed discussion and analysis of the status of all Regional Plan performance measures is set out below.

Background: In May 2013, the TRPA Governing Board adopted performance measures to track the effectiveness of the 2012 updates to the Regional Plan. This report covers activities for calendar year 2015 and cumulatively since the Board's adoption of the measures.

Performance Measure #1: Modify the distribution of development after 2012 compared to the distribution in 2012

This performance measure tracks the anticipated increase in the percentage of development within town centers, and the accompanying decrease in the percentage of auto-dependent development (defined as development located more than one-quarter mile from town centers and not at a ski area with transit service). Progress is tracked by measuring the distribution of residential units, tourist accommodation units (TAUs), commercial floor area (CFA), and taxable market valuation of property/structural improvements<sup>1</sup>.

Using data from TRPA's permit tracking system (Accela) and information from local jurisdictions, projects were included if the action (permit or allocation) was finalized and construction completed after the 2012 Regional Plan Update. Permits rather than remote sensing data (relied on to set the 2013 baseline) were used to determine changes in the distribution of units of use as it is more cost-effective to collect this data and it is more accurate.

Changes in the distribution of residential units and commercial floor area compared with the baseline are outlined in Table 1. The level-1 benchmark to increase the percentage of development within town centers and decrease the percentage outside town centers has been met for commercial floor area. The other benchmarks for residential units and tourist accommodation units were not met. However, the changes to both commercial floor area and residential units are insignificant (less than 0.1 percent). The small percent changes are due to a small number of projects being completed in the three years since the 2012 Regional Plan was approved.

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<sup>1</sup> Note: The Advisory Planning Commission recommended that this measure evaluate permit valuation data rather than assessed value. However, TRPA and local jurisdictions were not collecting this information and TRPA staff are working to implement changes to collect and report these figures. These changes will be adopted through memoranda of understanding with local jurisdictions related to area plan implementation and reporting.



<b>Table 1: Distribution of development measured as percentage of units and CFA</b>			
<b>Land Use</b>	<b>Baseline</b>	<b>2015</b>	<b>Net change since Baseline</b>
<b>CFA</b>			
Town Centers	63.13%	63.49%	0.36%
Neutral	10.55%	10.17%	-0.38%
Outside	26.32%	26.34%	0.02%
<b>Residential Units</b>			
Town Centers	3.84%	3.82%	-0.02%
Neutral	28.50%	28.44%	-0.06%
Outside	67.66%	67.74%	0.08%
<b>TAUs</b>			
Town Centers	83.37%	83.37%	0.00%
Neutral	6.19%	6.19%	0.00%
Outside	10.44%	10.44%	0.00%

For taxable value of property improvements, Table 2 reflects the baseline and the 2015 results and percentage change in taxable value of property improvements compared to the baseline to determine the status of the level-1 benchmark. Based on the county assessor data for property/structural improvements, the benchmark was not met.

However, this data does not reflect ongoing activities. For example, in 2015, major investments in interior renovations occurred at a number of locations within centers: the Hard Rock Hotel (formerly Horizon), Montbleu, Lake Tahoe Resort Hotel, Harrah's, the PostMarc (formerly Fantasy Inn), Lake Tahoe Vacation Resort, Beach Retreat, Hyatt Incline Village, SUP Tahoe/South Shore Bikes, and BevMo. Other major projects that are ongoing include the Kings Beach Commercial Corridor and Streetscape Project, CalNeva renovations, Lighthouse Center, and Aviva Inn. These improvements do not appear to be accounted for by the county assessment data as they are multi-year construction projects and have not been completed.

<b>Table 2: Percentage of taxable property improvement value by location</b>			
<b>Location</b>	<b>Baseline*</b>	<b>2015</b>	<b>Net percentage change since baseline</b>
Town Centers	10.94%	9.75%	-1.19%
Neutral	17.67%	17.75%	0.07%
Outside	71.38%	72.50%	1.12%
<b>Total Market Value</b>	<b>100.00%</b>	<b>100.00%</b>	<b>0.00%</b>
* TRPA staff recalculated the 2012 baseline data and converted all data to taxable value of property improvements rather than total assessed property value originally used to set the baseline.			

Performance Measure #2: Increase the annual average number of units transferred to town centers from sensitive and remote land compared to the annual average prior to 2012.

This measure complements the tracking of distribution of development in Performance Measure # 1 by tracking the rate at which the transfer of units of use from sensitive and remote lands to town centers occurs. Tourist accommodation units, commercial floor area, and residential units are tracked.

Transfer data was obtained by querying records from TRPA’s new Commodities Tracker, electronic permit tracking system (Accela), and physical file research. TRPA’s Geographic Information System (GIS) was used to determine if the receiving parcels were in town centers and if the sending parcels are considered “remote.”

<b>Table 3: Average annual number of units transferred to Centers from sensitive and remote land</b>						
<b>Land Use Type</b>	<b>Baseline Transfers from SEZ to Centers</b>	<b>Baseline Transfers from Other Sensitive Lands to Centers</b>	<b>Baseline Transfers from Remote Areas to Centers</b>	<b>2013-2015 Average Transfers from SEZ to Centers</b>	<b>2013-2015 Average Transfers from Other Sensitive Lands to Centers</b>	<b>2013-2015 Average Transfers from Remote Areas to Centers</b>
Residential Units	0	0	0	0	0	0
CFA (ft <sup>2</sup> )*	49	0	49	0	0	0
Tourist Units	0	0	0	0	0	0
Residential Development Rights	0	0	0	0	0	0
* This 49 ft <sup>2</sup> average value in the baseline is the result of a single project in 2008 that transferred coverage that originated on a parcel that was both remote and SEZ.						

The results of this analysis in Table 3 show that there have been no transfers of tourist accommodation units, commercial floor area, or residential units to town centers from remote or sensitive parcels since the adoption of the 2012 Regional Plan, which does not meet the level-1 benchmark.

All transfers to town centers since the adoption of the 2012 Regional Plan have come from non-sensitive sending parcels or have come from parcels located inside a one-quarter mile of a town center. These transfers resulted in environmentally beneficial improvements.

In total, since the adoption of the 2012 Regional Plan, 10,955 square feet of coverage, 97 tourist accommodation units, and 11 residential units have been removed and transferred from sensitive stream environment zones. But these transfers are not counted toward the performance measure because they were not transferred into town centers. Similarly, 35,000 square feet of coverage and 15,260 square feet of commercial floor area have been transferred into town centers since adoption of the 2012 Regional Plan, but were not counted for the performance measure report because the sending parcels were not in remote areas.

To identify the potential for future qualifying transfers, TRPA staff created a ground-breaking new Commodities Tracker to be able to record banked commodities at the parcel level and to track transactions as they occur. Using this tool, staff analyzed (Table 4) banked commodities on both public and private parcels and identified more than 7,100 square feet of banked CFA, 50 TAUs, and more than 438,000 square feet of existing coverage that was removed from stream environment zones and is banked and ready to be transferred. An additional 14,450 square feet of banked CFA, 5 TAUs and 859,000 square feet of banked coverage was identified as banked and ready to be transferred in remote areas. A significant portion of these banking projects occurred since the 2012 Regional Plan, including 51 percent of the CFA, 39 percent of the TAUs, 59 percent of the existing residential units (ERUs), and 31 percent of the coverage. These commodities banked after the 2012 Regional Plan may be eligible to receive transfer bonus incentives that were adopted as part of the Regional Plan to encourage the redevelopment of town centers and the relocation of sensitive and remote development to these areas. The new Commodities Tracker makes these opportunities public and more readily apparent.

<b>Table 4. Estimated Banked Commodities by Location</b>				
	<b>Commercial Floor Area (CFA)</b>	<b>Tourist Accommodation Units (TAUs)</b>	<b>Existing Residential Units (ERU)</b>	<b>Coverage*</b>
Banked in Stream Environment Zones	<b>7,119</b>	<b>50</b>	<b>3</b>	<b>438,135</b>
Banked in Remote Areas	<b>14,454</b>	<b>5</b>	<b>18</b>	<b>859,182</b>
<b>Total Banked</b>	<b>81,686</b>	<b>304</b>	<b>59</b>	<b>967,037</b>
*Coverage includes Banked Hard and Soft Coverage (Potential Coverage is not included)				

Additionally, there is interest in qualifying tourist accommodation unit transfer projects to centers, but project proponents have expressed concerns about the availability of units in TRPA's bonus pool. To address this concern, TRPA developed a Commercial Floor Area/Tourist Bonus Unit Conversion Pilot Program to add bonus units to the available pool to facilitate the transfer of aging development from sensitive lands to non-sensitive lands in town centers. The Governing Board approved the pilot program at its January 2016 meeting, and the program is due to take effect in spring 2016. With the pilot program, 61 TAU bonus units and 80,000 square feet of CFA is available for use or conversion as incentives for beneficial redevelopment.

Performance Measure #3: Accelerate the removal rate for existing non-residential units of use on sensitive lands

Historically, the Tahoe Region has relocated existing non-residential development but has not retired any non-residential units of use. The 2012 Regional Plan Update added policy language encouraging an acquisition program targeted at retiring excess existing non-residential development on sensitive lands. This performance measure tracks the creation of the program and its effectiveness at removing existing commercial floor area and tourist accommodation units from sensitive lands. Reported progress on the performance measure is from communication with staff from the California Tahoe Conservancy (CTC) and the Nevada Division of State Lands (NDSL). The CTC confirmed that the Tahoe Livable Communities Program is in place, including a program website (<http://tahoe.ca.gov/programs/land-management-acquisition/tahoe-livable-communities>) and planning document for its implementation.

According to this plan, the program can contribute to greenhouse gas (GHG) reductions, water quality improvements, and the revitalization of urban centers by acquiring and restoring environmentally sensitive lands that have existing development; selling or exchanging CTC-owned "asset lands" located in town centers; and acquiring and retiring the development potential of remaining vacant lots in road-less subdivisions. To date, the CTC continues to seek opportunities to acquire and restore properties, but has not yet completed any steps to permanently retire the non-residential units of use. Instead, these units have been deposited into their land bank for future consideration. Examples of CTC land acquisitions in sensitive lands since the adoption of the TRPA Regional Plan include the Alta Mira property in the City of South Lake Tahoe, with 3,214 square feet of commercial floor area, and the Smoke Shop, in South Lake Tahoe, with 1,641 square feet of commercial floor area. At this time, the commercial floor area from these two acquisitions have been placed in CTC's land bank and may be sold in the future, unless funding becomes available to permanently retire the commercial floor area.

Due to very different development patterns on sensitive lands in Nevada, NDSL relies primarily on coverage removal rather than retirement of existing development. No non-residential units of use were retired on sensitive lands in Nevada in 2015.

Performance Measure #4: Improve housing availability for residents and workers

The 2012 Regional Plan Update Environmental Impact Statement documented that housing in the Tahoe Region has become less affordable and quality housing is prohibitively expensive for essential workers, including teachers and police officers. Two subsequent housing studies expand the look at the dynamics

of the regional jobs-housing balance both within the Tahoe Region and in nearby counties outside the Tahoe Region (“Tahoe Regional Housing Needs Program Report”, Bae Urban Economics, 2014<sup>2</sup> and the “North Tahoe Regional Workforce Housing Needs Assessment”, Bae Urban Economics, 2015<sup>3</sup>). These reports reveal important land use policy and socioeconomic concerns affecting a favorable jobs-housing balance for the Tahoe Region. This may be an area for future focus of improvements to the incentives of the Regional Plan to achieve the performance goal. This performance measure is tracked through the utilization of multi-residential bonus units against level-1 and level-2 benchmarks. The data for this performance measure was collected directly from Accela, TRPA’s permitting software.

No multi-residential bonus units were issued during 2015, not attaining the level-1 benchmark to increase utilization over the baseline of 20.23 bonus units per year. However, one employee-housing unit was permitted without the use of a bonus unit. It should be noted that the baseline was set using 26 years of data, with significant inter-annual variability, ranging from zero to 135 units issued in a given year. The direct comparison of a few years with a 26-year average fails to account for year-to-year variability in utilization of bonus units. Over time, this issue may resolve itself.

Performance Measure #5: Increase percentage of all trips using non-automobile modes of travel (transit, bicycle, pedestrian).

Non-auto mode share travel captures the percentage of people bicycling, walking, and using transit or other non-auto travel modes indicating the degree to which land-use patterns, policy, and funding decisions at Lake Tahoe influence travel behavior of residents and visitors. Non-auto mode share at Lake Tahoe is measured by intercept surveys at commercial and recreation sites in winter and summer.

Using a detailed longstanding monitoring protocol to collect this data, non-auto mode share is reported every two years in the Tahoe Metropolitan Planning Organization’s *Transportation Monitoring Program Report*. This two-year cycle alternates updates to summer and winter mode share which are individually calculated every four years. Benchmarks are shown in Table 5.

<b>Table 5: 2014 Summer and 2012 Winter percentage of trips by travel mode compared to the Level-1 Benchmark</b>			
	2014 Summer Percentage of Trips by Mode	2012 Winter Percentage of Trips by Mode	Average Mode Share Level-1 Benchmark
Auto, Truck, Motorcycle, etc.	83.00%	79.0%	80.93%

<sup>2</sup> BAE Urban Economics (2014). Tahoe Regional Housing Needs Program Report: Needs Assessment Background Report and Priority Policy and Program Evaluation. Retrieved from [http://laketahoestustainablecommunitiesprogram.org/wp-content/uploads/2014/06/Final\\_Tahoe\\_Regional\\_Housing\\_Needs\\_Program\\_Report-5\\_28\\_2014.pdf](http://laketahoestustainablecommunitiesprogram.org/wp-content/uploads/2014/06/Final_Tahoe_Regional_Housing_Needs_Program_Report-5_28_2014.pdf).

<sup>3</sup> BAE Urban Economics (2015). North Tahoe Regional Workforce Housing Needs Assessment. Retrieved from [http://www.ttcf.net/wp-content/uploads/2016/01/Truckee-NorthTahoe\\_CommunityMeeting\\_DRAFT\\_01-25-16.v3.pdf](http://www.ttcf.net/wp-content/uploads/2016/01/Truckee-NorthTahoe_CommunityMeeting_DRAFT_01-25-16.v3.pdf).

Walk	9.00%	11.7%	10.75%
Bike	6.00%	2.4%	4.20%
Transit	2.00%	6.9%	4.13%
<b>Total Non-Auto Mode Share</b>	<b>17.00%</b>	<b>21.0%</b>	<b>19.07%</b>

Although data was available to establish the 2012 baseline, the needed data was not yet available to measure the established level-1 benchmark (i.e., increase in non-auto mode share from the average annual percentage baseline of 19.07 percent) as the last winter mode survey was completed in 2012. Table 5 shows a comparison for informational purposes of 2014 summer mode share with the 2012 winter mode share.

Performance Measure #6: Decrease in automobile vehicle miles travelled per capita (excluding through-trips).

Vehicle miles traveled (VMT) per capita is a measure of the efficiency of the transportation system and the degree to which the land use pattern affects personal motor vehicle travel. VMT per capita is measured through an activity-based computer model, which is updated with empirical data including traffic counts, population, and parcel-based land-use data. VMT per capita is analyzed for the Regional Transportation Plan update every four years. The next update and progress report for the performance measure will be part of the 2016 Regional Transportation Plan Update.

An alternate measure to VMT per capita, total regional VMT, is presented here and is compared against the threshold standard. Total VMT is estimated annually from traffic counts. The estimated VMT for 2014, the most recent figure available with both summer and winter counts, was 1,974,026 miles, which is 5 percent below TRPA’s VMT Threshold Standard of 2,067,568 miles.

Performance Measure #7: Accelerate Pedestrian and Bicycle Improvements

This measure is related to Regional Plan policies regarding sidewalks, trails, and public investment levels. The 2012 Regional Plan Update included coverage exemptions and other amendments intended to decrease costs for construction of these facilities and increase the number of improvements. The data used to calculate the average annual miles of pedestrian and bicycle facilities constructed was obtained from the Lake Tahoe Region Bicycle and Pedestrian Plan and the Environmental Improvement Program Project Tracker. The data was verified through personal communications with implementing jurisdictions, field surveys, TRPA GIS data, and TRPA’s transportation planning staff.

The results of this analysis show that there were 5.75 miles of qualifying improvements in 2015 and a combined post-2012 annual average for this performance measure of 6.1 miles. This meets the level-1 benchmark of 4.15 miles per year derived from the Lake Tahoe Region Bicycle and Pedestrian Plan.

Performance Measure #8: Accelerate privately-funded coverage removal from stream environment zones and other sensitive lands.

This measure relates to policy amendments in the 2012 Regional Plan that seek to facilitate environmental improvements through redevelopment and private investment. The effectiveness of key amendments related to transfer incentives for coverage is tracked through coverage removal from stream environment zones, coverage removal from other sensitive lands, and collection of excess coverage mitigation fees.

The data to determine the average annual removal was obtained from coverage transfer records using the same methods as in Performance Measure #2; however, data transfers initiated as a result of public acquisitions were removed from the analysis.

<b>Table 6: Private Coverage Transfer by Year</b>		
Year	SEZ Transfer (acres)	Sensitive Transfer (acres)
2015	0.12	0.03
2014	0.13	0.03
2013	0.00	0.08
<b>2013-2015 Average</b>	<b>0.08</b>	<b>0.04</b>
<b>Baseline average</b>	<b>0.14</b>	<b>0.17</b>

Table 6 shows the post-2012 average coverage removal from stream environment zones and sensitive transfers in acres compared to the baseline average calculated for the years 2002 through 2012. Based on this analysis, the post-2012 average does not meet the level-1 benchmark to increase transfers over the baseline average. This performance measure is likely to be achieved only over the long-term and be influenced by the general level of project permitting activity, available Regional Plan incentives, and perceived health of the Tahoe investment environment. The baseline average included a wide range of annual transfers. Transfers from stream environment zones ranged from 0 acres in 2008 to 0.57 acres in 2011, while transfers from sensitive lands ranged from 0 in 2012 to 0.53 acres in 2006. Comparison using only three years of post-2012 data are inherently skewed when compared against 11 years of variability.

As referenced in Performance Measure #2, banked commodities were evaluated as a measure of future transfer potential. Based on this analysis, more than 10 acres, or 438,000 square feet, of coverage from stream environment zones is banked and ready to be transferred, nearly half of which was banked after the adoption of the 2012 Regional Plan.

For excess coverage mitigation (ECM) fees, the baseline for this sub-category was recalculated using TRPA’s permitting and financial software for the years 2005 through 2012. The new baseline is an annual average of \$1,217,281 per year. The post-2012 annual average of \$656,006 did not meet the benchmark to increase ECM fees collected above the pre-2012 average. While the ECM fees collected in 2015 exceeds \$1 million, the data in Table 7 shows a lower average collection of ECM fees since 2009, and the post-2012 average is more in line with the amount of ECM fees collected since that time. The number of building permit applications has been slowly increasing and annual ECM fee collection is expected to increase in accordance with this increased activity, as evidenced in the higher amount of 2015 ECM fees collected.

<b>Table 7: Annual average excess coverage mitigation fees collected in 2013 -2015 compared to baseline</b>		
<b>Annual Year</b>	<b>Total Excess Coverage Mitigation Fees</b>	<b>Post 2012 Excess Coverage Mitigation Fees</b>
2005	\$1,920,069	
2006	\$1,729,530	
2007	\$2,606,676	
2008	\$1,206,660	
2009	\$562,623	
2010	\$577,754	
2011	\$743,776	
2012	\$391,163	
2013		\$401,192
2014		\$543,144
2015		\$1,023,682
<b>Baseline annual average</b>	<b>\$1,217,281.29</b>	
<b>Post 2012 annual average</b>		<b>\$656,006</b>

Additionally, in December 2015, the TRPA Governing Board adopted two Regional Plan policy and code changes that are expected to enable more coverage to be removed from sensitive lands. The first change was to the Excess Coverage Mitigation Program, to support the implementation of projects with the greatest environmental benefit to the soil conservation and water quality thresholds. Under the ECM program fund amendments, existing land banks will be required to dedicate no less than one-half of the ECM funds to existing coverage restoration and should prioritize the retirement of coverage on sensitive lands. The remaining funds could be used for Environmental Improvement Program projects or other proposed projects approved by TRPA. All projects using ECM funds must result in soil conservation and/or water quality threshold gains. The second change approved in December 2015 removed the prior restriction on the transfer of coverage between different hydrologically related areas (HRAs). The prior policy limited such transfers and therefore, constrained the supply and increased the cost of coverage in some HRAs. The new policy removes these barriers while maintaining strict environmental protections, and allows for coverage transfers across HRAs only if existing soft or hard coverage is permanently retired from restored sensitive lands and sent to eligible non-sensitive areas, not located



near the shoreline. This change is expected to result in an increase in coverage removal from sensitive areas.

Performance Measure #9: Accelerate issuance of water quality BMP certificates in conjunction with property improvements.

This performance measure tracks the private investment to mitigate the impacts of development through implementation of water quality BMPs associated with development permits. Certificates issued as a result of permitted projects, as well as the certification rates by all methods shown in Table 8, were obtained directly from the TRPA BMP Database.

<b>Table 8: BMP Certification Summary</b>		
<b>Performance Measure</b>	<b>2015</b>	<b>Average per Year (2012-2015)</b>
% of total outstanding properties issued BMP certificates in conjunction with property improvements	0.6% 158 certificates	0.9% 261 certificates per year
Certification of single-family residential parcels all methods	838	521
Certification of multi-family residential parcels all methods	325	191
Certification of commercial parcels	34	46
Total number of certifications issued in area-wide BMPs	9	17
Completed area-wide BMP projects	0	1
Approved and funded area-wide BMP projects	0	1

The results of the analysis of the post-2012 annual average of the percentage of uncertified parcels that receive BMP certificates through permitting shows that the average since 2013 was 0.9 percent, slightly below the level-1 benchmark of 1 percent.

This performance measure also tracks, without an established benchmark, the number of BMP certificates issued as a result of certain activities (Table 8). Of note is the average of 46 certificates per year for commercial parcels receiving BMP certification post-2012, most as a result of BMP retrofits facilitated through TRPA’s Stormwater Management Program. These certificates often result in the highest water quality benefit per certificate when compared with single-family residential certificates.

In addition to these results, several public/private area-wide BMP projects are in the process of being implemented and developing participation and funding guidelines. The Tahoe Valley Greenbelt Project is in the planning phases and includes a comprehensive regional stormwater treatment system. Other already constructed area-wide projects in the process of identifying in-lieu funding mechanisms and project area boundaries include the Tahoe City Wetland Project in Tahoe City and the Stateline Erosion Control Project in the City of South Lake Tahoe Tourist Core Area Plan.

Performance Measure #10: Achieve Lake Tahoe Total Maximum Daily Load performance benchmarks.

This measure is related to the performance benchmarks set by the Lake Tahoe Total Maximum Daily Load (TMDL) program. These performance benchmarks are not directly affected by amendments in the 2012 Regional Plan, nor are they directly administered under TRPA's regulations; however, they are a critical part of the overall regulatory and implementation system relied on to attain TRPA water quality threshold standards. The TMDL performance benchmarks are tracked by the Lahontan Regional Water Quality Control Board and the Nevada Division of Environmental Protection. This report incorporates by reference the most current progress report, the 2015 TMDL Performance Report, available here: <https://www.enviroaccounting.com/TahoeTMDL/Program/Home>. The 2015 report describes pollutant load reduction work accomplished during the 2014 calendar year, with a focus on actions taken in the Non-Urban Source Categories. The Lake Clarity Crediting Program and a quantitative report on the results for the Urban Source Category are expected for the 2016 report.

Performance Measure #11: Accelerate Scenic Threshold attainment on urban roadways.

Scenic conditions in the Region's less intensely developed areas generally meet adopted threshold standards. Scenic quality along scenic roadways in developed areas is generally out of attainment. The 2012 Regional Plan included amendments to accelerate redevelopment activity that is expected to also achieve scenic improvements in town centers. This performance measure is tracked by analyzing the average annual improvement rate for urban roadway units. This information is not available on an annual basis, and is collected every four years for the threshold report analysis. This information was collected in 2015 and will be included in the 2015 Threshold Evaluation Report due later in 2016.

Several notable projects were completed in 2015 that resulted in significant scenic improvements in urban roadway segments. These projects include exterior improvements and repainting of the Montbleu Hotel and Casino, Lake Tahoe Vacation Resort, and Hard Rock Hotel (formerly Horizon) on U.S. Highway 50, BevMo and Tahoe SUP/South Shore Bikes projects on Emerald Bay Road in the City of South Lake Tahoe. These projects are all expected to incrementally increase scenic quality scores and advance these scenic units toward threshold attainment.

Performance Measure #12: Prepare and maintain area plans in conformance with the 2012 Regional Plan.

Under the 2012 Regional Plan, area plans, once approved by local governments and found to be in conformance with the Regional Plan by TRPA, will replace community plans and plan area statements. This category measures and tracks acres included in area plans, the recertification rate for area plans, and the number of public meetings for each area plan.

As of the date of this report, there are three adopted area plans with four others in progress. A description of each adopted area plan is provided:

1. The Governing Board adopted the South Shore Area Plan and an associated memorandum of understanding (MOU) on Sept. 25, 2013. The area plan includes approximately 667 acres in Douglas County, Nevada and is in the process of being updated. The update is expected to request the area plan boundary be amended to add 3.64 acres to the town center. The MOU is

not fully in effect. Procedural guidelines have been developed and TRPA is planning consultation and training with Douglas County planning before the permitting is fully delegated. Until then, TRPA continues to issue permits within the area plan.

2. The Governing Board adopted the City of South Lake Tahoe’s Tourist Core Area Plan on Nov. 11, 2013. It includes approximately 282 acres (excluding roadways) in the City of South Lake Tahoe. A MOU for the plan was adopted by the TRPA Governing Board on Dec. 17, 2014. The Tourist Core Area Plan went into effect in 2015 and the procedural guidelines were approved in September 2015.
3. The Governing Board adopted the City of South Lake Tahoe’s Tahoe Valley Area Plan on July 22, 2015. The plan includes a 337-acre mixed use area, centered on the U.S. Highway 50 and state Route 89 “Y” intersection. The plan’s focus is on accelerating transfers of development out of sensitive lands and promoting more vibrant and walkable community centers through redevelopment and expansion of the bike/pedestrian system. The Tahoe Valley Area Plan went into effect along with the Tourist Core Area Plan, MOU and the procedural guidelines in September 2015.

The recertification rate of area plans cannot be measured at this time as none of the three adopted area plans were fully in effect for the full reporting period. It is expected that annual reviews of the area plans will occur in 2016, and the area plans will be reviewed and possibly recertified after these reviews later in 2016. Additionally, the current status of activities within these area plans is available in Attachment 2 to the staff report.

Table 9 summarizes the number of public meetings that occurred in 2015 related to the development and update of area plans.

<b>Table 9: Number of public meetings and workshops conducted in support of the development and update of area plans in 2015</b>	
<b>Area Plan</b>	<b>Number of Public Meetings/Workshops</b>
Placer County Tahoe Basin Area Plan	18
Tahoe Douglas Area Plan/ South Shore Area Plan Update	1
Tahoe Valley Area Plan	7
Washoe County Area Plan	0
Meyers Area Plan	2

Performance Measure #13: Complete mitigation measures identified in the Regional Plan Update EIS

This measure is related to the mitigation measures called for in the 2012 Regional Plan Update EIS. The mitigation measures address construction best practices for air quality and noise, Region-wide traffic noise reduction, noise policy for mixed-use development, and greenhouse gas emissions reduction. All of the specified categories have been completed and adopted by the TRPA Governing Board, meeting the benchmark for this performance measure.

Performance Measure #14: Increase rate of redevelopment

An objective of the 2012 Regional Plan is to improve economic vitality through accelerated property improvement and redevelopment associated with environmental improvement. This performance measure is evaluated by tracking the average annual rate of permits issued for rebuild, addition, and remodel projects (Table 10). Only TRPA permit data from Accela is reported here. While the use of only TRPA permits for analysis is efficient and matches the procedures used to establish the baseline and benchmarks, as area plans are implemented an analysis of permits issued by local jurisdictions will be added.

<b>Table 10: Annual Average of TRPA permits issued for Additions/Modifications/Rebuilds after 2012</b>			
<b>Additions/Modifications/Rebuilds</b>	<b>2015</b>	<b>2013-2015 Average</b>	<b>Pre-2012 Baseline Average (2002 – 2012)</b>
Residential Permits	107	99	n/a
Commercial Permits	2	4.67	n/a
<b>Total</b>	<b>109</b>	<b>103.67</b>	<b>108.2</b>

The results of this analysis (Table 10) show that while the 2015 total of 109 exceeds the baseline, the annual average number of permits issued over the last three years, 103.67 permits, is slightly below the baseline of 108 permits per year and therefore does not meet the level-1 benchmark to increase the annual average above the baseline. The baseline was calculated using permit records from 2002 through 2012 and annual values ranged from a low of 70 permits in 2010 to a high of 154 permits in 2002. As discussed in reference to the utilization of bonus units and coverage transfers, this comparison to the baseline that was calculated using 11 years of variable data should be viewed with caution because only two years of post-2012 data is available.

Additionally, as referenced in the improvement value section, a number of commercial interior renovation projects were completed in 2015, but as most of these projects did not include exterior structural changes, TRPA permits were not required for the work. These commercial projects include major interior renovations at the Hard Rock Hotel (formerly Horizon), Montbleu, Lake Tahoe Resort Hotel, Harrah’s, PostMarc (formerly Fantasy Inn), Lake Tahoe Vacation Resort, Beach Retreat, Hyatt Incline Village, SUP Tahoe/South Shore Bikes, and BevMo. Other major projects that are ongoing include

the Kings Beach Commercial corridor and streetscape project, CalNeva renovations, Lighthouse Center, and Aviva Inn.



## **Attachment Two: 2015 Area Plan Annual Reporting & Recertification Review**

### **Summary:**

To better address issues of regional environmental significance, the 2012 Regional Plan amendments initiated a basin-wide transition to a planning and permitting system where multiple requirements—local, TRPA, state, and federal—are addressed in coordinated area plans. The new system of regional and area plans increases TRPA’s focus on key environmental goals while removing the need, in most cases, for two layers of overlapping permit requirements.

Prior to the 2012 Regional Plan amendments, plan area statements and TRPA community plans provided descriptions of land uses for particular areas in the basin. Under the 2012 amendments, area plans will begin to replace plan area statements and community plans. Area plans will allow local governments in the Region to implement the Regional Plan policies in ways more specifically tailored to the character of their local communities.

Chapter 13 of the TRPA Code of Ordinances provides details on all aspects of area plans including required and optional content; the review and approval process; procedures for adoption of a memorandum of understanding (MOU); and monitoring, certification, and enforcement of area plans. Any development review activity delegated to a local jurisdiction is monitored, evaluated, and reported by TRPA annually.

Currently there are three adopted area plans:

1. **South Shore Area Plan:** This area plan includes approximately 667 acres in Douglas County, Nevada. The TRPA Governing Board adopted the area plan and an associated MOU in 2013. The plan is being updated to add 3.64 acres to the town center. The MOU is not fully in effect. Procedural guidelines have been developed and TRPA is planning consultation and training with Douglas County planning staff before permitting is fully delegated. Until then, TRPA continues to issue permits within the South Shore Area Plan.
2. **Tourist Core Area Plan:** This area plan is approximately 282 acres in the City of South Lake Tahoe, California. The Governing Board adopted the Tourist Core Area Plan in 2013 and an MOU for the plan in December 2014. The MOU took effect in the third quarter of 2015.
3. **Tahoe Valley Area Plan:** This area plan includes 337 acres in the City of South Lake Tahoe, California and was adopted by the Governing Board in July 2015. The Tahoe Valley Area Plan went into effect along with the Tourist Core Area Plan, MOU, and procedural guidelines in the third quarter of 2015.

**Annual Activity in Area Plans:**

This section describes all permitting activity for development projects, tenant improvements, and other activities that have occurred within the geographic areas covered by these plans.

***South Shore Area Plan***

During 2015, eight project applications within the geographic area of the South Shore were submitted to TRPA. Because the delegation of area plan permitting to Douglas County is not yet in effect for this area plan, Table 1 describes only the TRPA permitting activity for development projects, tenant improvements, and other activities that occurred in 2015.

Since the adoption of the South Shore Area Plan in 2013, a total of 20 applications have been submitted to TRPA for projects located within the geographic area of the South Shore Area Plan. Four of these projects are completed, 14 have been issued permits and/or are under construction, one is under review, and one withdrawn.

<b>Table 1: Permit Activity with the geographic area of South Shore Area Plan during Calendar 2015</b>			
<b>Project Types</b>	<b>TRPA</b>		
	<b>Under Review</b>	<b>Permit Issued/Under Construction</b>	<b>Project Completed</b>
Commercial	0	1	1
Public Service	1	2	0
Sign	0	1	1
Shorezone	0	1	0
<b>Total</b>	<b>1</b>	<b>5</b>	<b>2</b>

**Project highlights:**

- Improvements at the MontBleu Resort included interior and exterior work, including modified signage, color upgrades to building exterior, landscaping, parking lot refurbish, and remodeled building entries. The resort also replaced the existing concrete driveway and walkways and hydronic systems. In addition to the scenic improvements, this project also removed 4,898 square feet of coverage.
- Public service projects include the replacement water intake lines and the installation of a sanitary sewer pipeline to connect the Douglas County Sewer Improvement District collection



system to the South Tahoe Public Utility District collection system for protection of public health and safety in case of system failure.

**Tourist Core Area Plan**

During 2015, four project applications within the geographic area of the Tourist Core Area Plan were submitted to TRPA and two were submitted to the City of South Lake Tahoe. A summary of the status of these applications is shown in Table 2.

Since the adoption of the Tourist Core Area Plan in 2013, a total of 19 applications have been submitted for projects located within this geographic area. Twelve of these projects are completed, five have been issued permits and/or are under construction, and two are under review.

<b>Table 2: Permit Activity within the Geographic Area of Tourist Core Area Plan During Calendar Year 2015</b>						
	<b>TRPA</b>			<b>City of South Lake Tahoe</b>		
<b>Project Types</b>	<b>Under Review</b>	<b>Permit Issued/Under Construction</b>	<b>Project Completed</b>	<b>Under Review</b>	<b>Permit Issued/Under Construction</b>	<b>Project Completed</b>
Commercial	1	1	0	0	1	1
Shorezone	0	1	1	0	0	1
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>

Project highlights:

- The renewed project at The Chateau site has entered its next phase of development with the start of construction on the Zalanta Resort, which includes 19,477 square feet of retail space and a 32-unit hotel/condo.

**Tahoe Valley Area Plan**

During 2015, no project applications were submitted to TRPA within the geographic area of the Tahoe Valley Area Plan, while seven were submitted to the City of South Lake Tahoe. A summary of the status of these applications is shown in Table 2.

<b>Table 3: Permit Activity with the geographic area of Tahoe Valley Area Plan during Calendar Year 2015</b>		
	<b>TRPA</b>	<b>City of South Lake Tahoe</b>

Project Types	Under Review	Permit Issued/Under Construction	Project Completed	Under Review	Permit Issued/Under Construction	Project Completed
Commercial	0	0	0	1	1	0
Public Service	0	0	0	0	2	0
Mixed Use: Commercial/ Residential	0	0	0	3	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>

Project highlights:

- The proposed Center of Excellence at the Barton Memorial Hospital will include a proposed 25,000 square foot orthopedic, sports performance, rehabilitation and wellness center. Mitigation for the project will include the retirement of more than 33,600 square feet of land coverage previously removed from a stream environment zone at the Lake Tahoe Airport.
- Other projects in the Tahoe Valley Area Plan include commercial improvements to building façades and outdoor patio enhancements.

**Permit Audit Results for Area Plans:**

The area plan audits for 2015 have not yet occurred, as none of the area plans were in effect for the entire year. Annual reviews of the area plans will occur in 2016, and the area plans will and considered for recertification after these reviews.

Future audits and reporting will follow these general guidelines:

- The audit will be based on 10 percent of the permits issued within the area plan (a minimum of 10 permits, or all permits if less than 10 permits issued).
- At a minimum, the audit will evaluate whether issued permits:
  - Included the required findings and environmental review.
  - Were consistent with zoning and development standards in the adopted area plan.
  - Were consistent with design standards in the area plan and TRPA scenic requirements.
  - Included the TRPA standard conditions of approval and other special conditions as appropriate for the project.
  - Included adequate requirements for permanent and temporary best management practices (BMPs), vegetation protection, and other resource protection requirements as required by the area plan.
- The audit will also assess whether all required MOU reporting has been provided to TRPA and that procedural guidelines have been followed.

### **Corrective Actions Needed for Area Plans:**

Future reports will also include any corrective actions:

- For permits that are inconsistent with the area plan, required corrective actions will be specified with a schedule for completion.
- Corrective actions will be tracked and reported until complete.

### **Coverage Changes and Environmental Benefits in Area Plans:**

The following section describes changes in coverage, implementation of water quality BMP certification, and restoration that has occurred in the geographic area covered by area plans since their adoption by the TRPA Governing Board. As more area plans are adopted and associated MOUs are implemented, further comparisons between coverage changes within area plans and the Region as a whole will be reported annually as well.

#### ***South Shore Area Plan***

During 2015, two of the eight applications for projects located within the South Shore Area Plan were completed. As cited above, the MontBleu project included the removal of 4,898 square feet of Class 5 coverage and replacement with landscaping. The other project within this area plan did not result in coverage changes. Additional coverage changes from the projects currently under construction in the area plan will be reported after their completion.

In addition to the permits listed above, a section of the Nevada Stateline-to-Stateline Bikeway was under construction in 2015 within the South Shore Area Plan. This included 0.1 miles of bike/pedestrian path along Laura Drive from the terminus of an existing section of the bikeway from Kahle Drive to the 4H Road. This Environmental Improvement Program project is not counted in Table 1 as it was permitted prior to 2015.

In 2015, 10 new BMP certificates were issued to properties within the South Shore Area Plan. All 10 certificates were issued to commercial properties.

#### ***Tourist Core Area Plan***

Of the four projects completed during 2015 in the Tourist Core Area Plan, one added 1,016 square feet of coverage. The other project did not result in coverage changes. Additional coverage changes from the projects currently under construction in the area plan will be reported after their completion.

During 2015, no new Environmental Improvement Program projects were implemented within the Tourist Core Area Plan. Some projects are in the planning phase, including Caltrans water quality improvements along U.S. Highway 50 and pedestrian and bicycle improvement projects in the City of South Lake Tahoe.

In 2015, nine parcels within the Tourist Core Area Plan received new BMP certificates, including three commercial properties and six multi-family residential properties. In addition to these results, the Stateline Erosion Control project was already constructed and is in the process of identifying funding mechanisms and project area boundaries in the City of South Lake Tahoe Tourist Core Area Plan.

***Tahoe Valley Area Plan***

None of the projects have been completed within the Tahoe Valley Area Plan, so no coverage changes are counted. As projects in the Tahoe Valley Area Plan are completed, the coverage changes will be reported.

Within the Tahoe Valley Area Plan boundary, Caltrans is working on a \$25 million water quality improvement project from the “Y” junction with U.S. Highway 50 in South Lake Tahoe to Cascade Road, north of Camp Richardson. Along this 1.1mile, four-lane section of the highway, a portion of which is within the boundaries of the Tahoe Valley Area Plan, curb, gutter, and sidewalks are being added. Drainage systems are also being built and the roadway will be resurfaced. Completion is expected in 2017.

Since the adoption of the Tahoe Valley Area Plan, four new BMP certificates have been issued within the area plan’s boundaries, all for commercial properties. Also, the Tahoe Valley Greenbelt Project is currently in the planning phase and will include a comprehensive regional stormwater treatment system.

**Attachment Three: 2015 Sustainability Indicators Report**

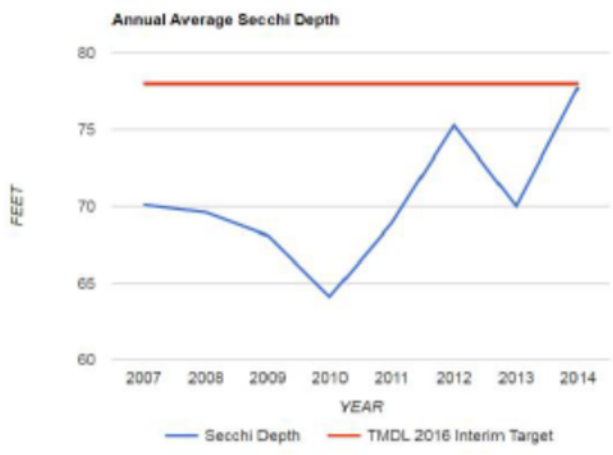
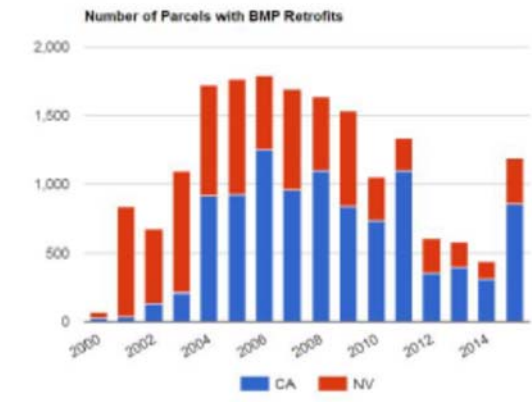
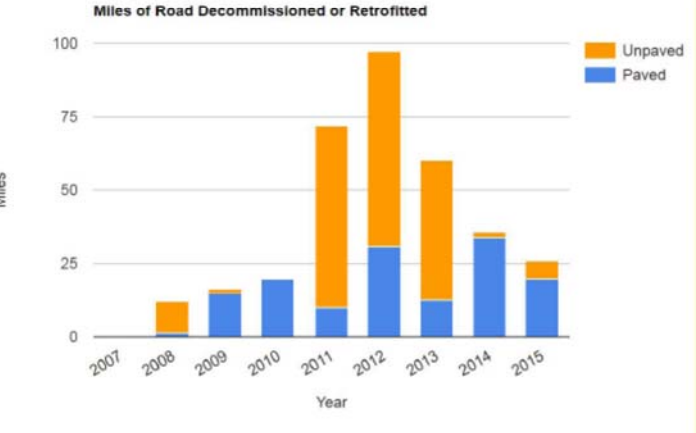
Summary: In 2013, the Lake Tahoe Sustainable Communities Program partners and community stakeholders selected a suite of indicators representative of the Lake Tahoe Region’s economic, environmental, and community health. In 2014, this subset of indicators were incorporated into a dashboard that provides ready public access to an overview of the Lake Tahoe Region’s economic, environmental, and community health.

- Sustainability Dashboard Categories**
- Water Quality
  - Forest Health
  - Greenhouse Gas Emissions
  - Aquatic Invasive Species
  - Income
  - Business Environment
  - Employment
  - Housing
  - Transportation
  - Healthy Lifestyle

The Sustainability Dashboard reports on 28 selected indicators of sustainability and is organized by 11 key categories of importance for the Lake Tahoe Region. Each dashboard category provides information on indicator status, ongoing efforts and projects, and suggestions on how individuals can get involved.

The Sustainability Dashboard is not meant to be a complete inventory of all metrics and indicators in the region – the goal of the dashboard is to make easily accessible the big picture about the condition of the Region’s economy, community, and environment. The Sustainability Dashboard is also not static; as new information becomes available or new priorities are identified, its indicators may also change. The Sustainability Dashboard is updated annually and can be found at [www.sustainability.laketahoeinfo.org](http://www.sustainability.laketahoeinfo.org). This report provides the most recent data for the 28 sustainability indicators.

ENVIRONMENT
<p><b>WATER QUALITY</b></p> <p>Lake Tahoe’s clarity has historically been the bellwether indicator for water quality – and the health of the entire ecosystem. Stormwater runoff from roads and dense urban areas, vehicle exhaust, altered wetlands and streams, and inadequate stormwater pollution control has significantly impacted Lake Tahoe’s famous clarity and the health of its watersheds. Many of these impacts occurred decades ago. Watershed restoration, air pollution controls, and aggressively implementing proper stormwater controls and best management practices are essential to restore the Lake’s clarity and the Basin’s wetlands and wildlife. Fine sediment loads entering Lake Tahoe are the primary cause of the Lake’s clarity loss, thus efforts to slow clarity loss are focused on fine sediment load reductions. Stormwater runoff from paved and unpaved roads in the Tahoe Basin is responsible for contributing about two-thirds of total fine sediment pollution to Lake Tahoe. Reduced stormwater volumes result in less demand on public stormwater treatment systems and fewer fine sediment particles and other nutrients being delivered to Lake Tahoe. When fewer nutrients are available in the waters of Lake Tahoe, less algae can grow and clarity loss is reduced.</p>

Indicator	Status
<p><b>Tahoe Deep Water Clarity</b> Annual average depth of clarity in Lake Tahoe, as measured with a Secchi disk.</p>	 <p><i>SOURCE: Tahoe Environmental Research Center</i></p>
<p><b>Parcels With Stormwater Retrofits</b> Number of developed parcels in the Tahoe Basin that are retrofitted with Best Management Practices.</p>	 <p><i>SOURCE: Environmental Improvement Program</i></p>
<p><b>Miles of Roads Decommissioned or Retrofitted</b> Miles of city, county, state and U.S. Forest Service (USFS) roads that are retrofitted, decommissioned or obliterated to reduce stormwater pollution.</p>	 <p><i>SOURCE: Environmental Improvement Program</i></p>

**INVASIVE SPECIES**

Aquatic invasive species degrade the biological integrity of aquatic ecosystems and impact nearshore clarity by altering the chemical, physical, and biological habitat features of waterbodies, outcompeting native species and increasing algae growth. Aquatic invasive species can also degrade recreational assets and reduce property values which would have significant impacts on the local economy and community.

Indicator	Status																																								
<p><b>Acres Treated for Aquatic Invasive Species</b></p> <p>Number of acres treated for aquatic invasive species in Lake Tahoe and the Truckee River.</p>	<table border="1"> <caption>Acres Treated for Aquatic Invasive Species</caption> <thead> <tr> <th>Year</th> <th>Acres</th> </tr> </thead> <tbody> <tr><td>2007</td><td>0</td></tr> <tr><td>2008</td><td>0</td></tr> <tr><td>2009</td><td>2.5</td></tr> <tr><td>2010</td><td>3.5</td></tr> <tr><td>2011</td><td>7.5</td></tr> <tr><td>2012</td><td>7.5</td></tr> <tr><td>2013</td><td>15.5</td></tr> <tr><td>2014</td><td>2.0</td></tr> <tr><td>2015</td><td>2.5</td></tr> </tbody> </table> <p>SOURCE: <a href="#">Environmental Improvement Program</a></p>	Year	Acres	2007	0	2008	0	2009	2.5	2010	3.5	2011	7.5	2012	7.5	2013	15.5	2014	2.0	2015	2.5																				
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<p><b>Watercraft Inspections</b></p> <p>Total annual number of pre-launch watercraft inspections completed.</p>	<table border="1"> <caption>Watercraft Inspections for Invasive Species</caption> <thead> <tr> <th>Year</th> <th>No Decontamination</th> <th>Watercraft Decontamination</th> <th>Total</th> </tr> </thead> <tbody> <tr><td>2007</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2008</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2009</td><td>24,000</td><td>4,000</td><td>28,000</td></tr> <tr><td>2010</td><td>29,000</td><td>1,000</td><td>30,000</td></tr> <tr><td>2011</td><td>33,000</td><td>5,000</td><td>38,000</td></tr> <tr><td>2012</td><td>34,000</td><td>4,000</td><td>38,000</td></tr> <tr><td>2013</td><td>33,000</td><td>3,000</td><td>36,000</td></tr> <tr><td>2014</td><td>31,000</td><td>3,000</td><td>34,000</td></tr> <tr><td>2015</td><td>31,000</td><td>3,000</td><td>34,000</td></tr> </tbody> </table> <p>SOURCE: <a href="#">Environmental Improvement Program</a></p>	Year	No Decontamination	Watercraft Decontamination	Total	2007	0	0	0	2008	0	0	0	2009	24,000	4,000	28,000	2010	29,000	1,000	30,000	2011	33,000	5,000	38,000	2012	34,000	4,000	38,000	2013	33,000	3,000	36,000	2014	31,000	3,000	34,000	2015	31,000	3,000	34,000
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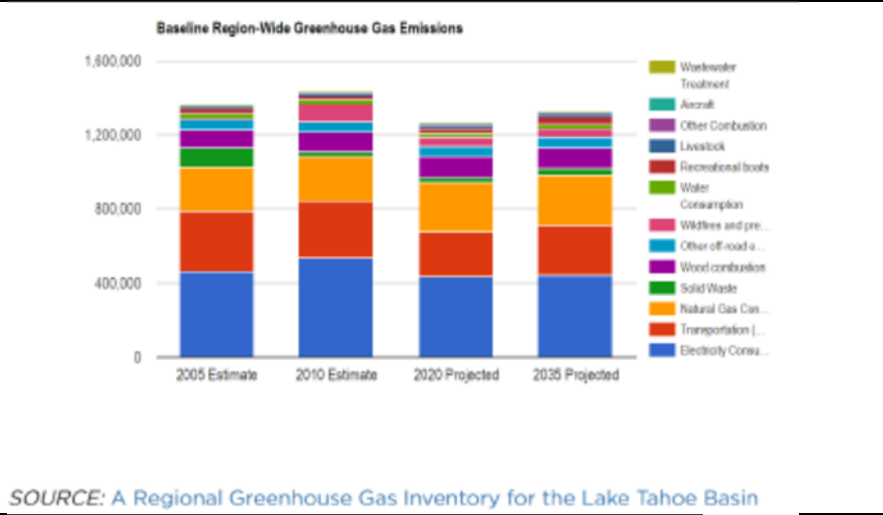
**GREENHOUSE GAS EMISSIONS**

The Greenhouse Gas Emissions Inventory measures the estimated GHG emissions generated by human-driven sources in the Lake Tahoe Region historically, as well as the projected GHG emissions generated in the future based on population and activity assumptions, and legislation and regulations currently in place. The Region’s Sustainability Action Plan calls for a 15 percent reduction in GHG emissions by 2020.

**Indicator**

**Status**

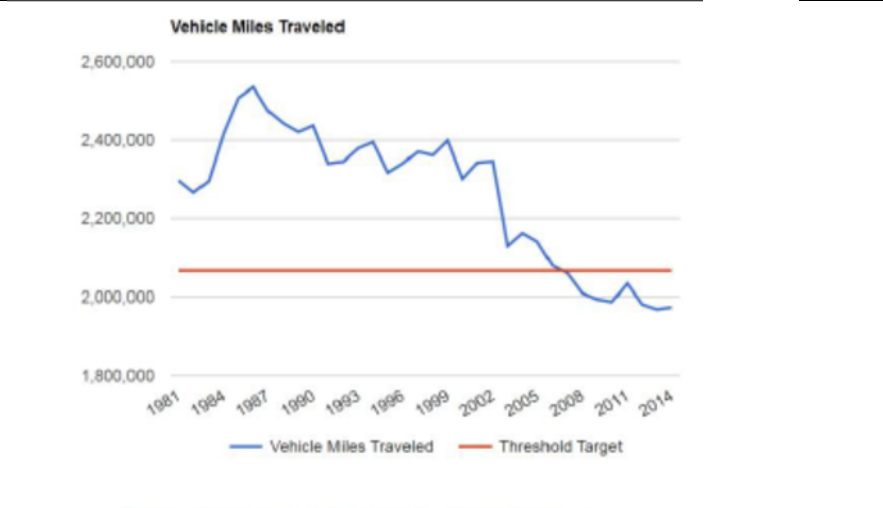
**GHG Emissions**  
 Estimated historic GHG emissions generated by human-driven sources in the Lake Tahoe Region.



SOURCE: A Regional Greenhouse Gas Inventory for the Lake Tahoe Basin

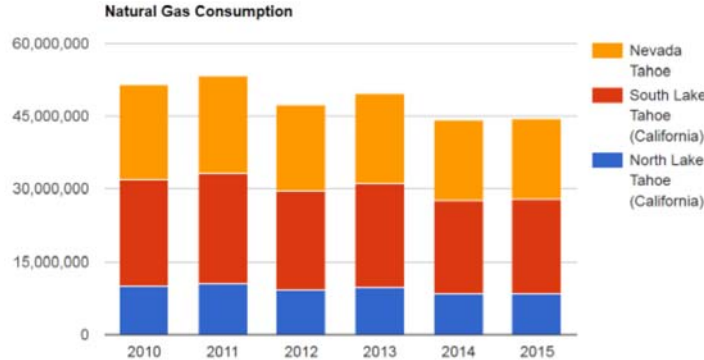
**Vehicle Miles Traveled**

Estimated average annual daily Vehicle Miles Traveled (VMT) on roadways in the Tahoe Basin.



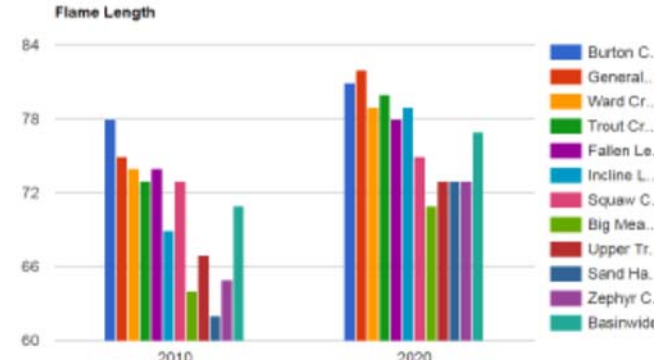
SOURCE: Tahoe Metropolitan Planning Organization



Indicator	Status
<p><b>Natural Gas Consumption</b></p> <p>Total therms of natural gas consumption from residential, commercial and industrial buildings in the Tahoe Basin.</p>	 <p><i>SOURCE: Southwest Gas</i></p>

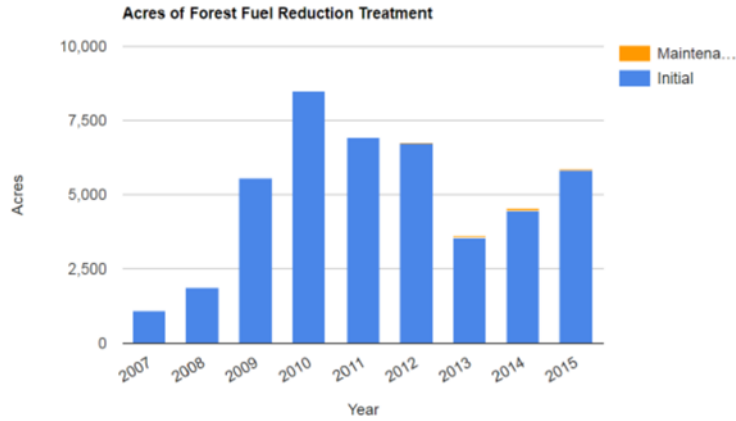
**FOREST HEALTH**

In Tahoe, the buildup of forest fuels in addition to changes in climate have increased the likelihood of uncharacteristic, catastrophic wildfires that pose a serious risk to public safety, private property, and forest ecosystems. Vegetation management projects have been implemented throughout the Tahoe Region forests to reduce the amount of forest fuels that could lead to large-scale fires. Improving forest ecosystem health and reducing hazardous fuels (wildfire risk) requires fuels reduction/forest health treatments in the defense zone and threat zone of the wildland urban interface. Treatments are prioritized to reduce fuel conditions that could support high-intensity wildfires in and near communities.

Indicator	Status
<p><b>Flame Length</b></p> <p>Percentage of the wildland urban interface in the Lake Tahoe Region that is estimated and projected to have flame lengths that are within the desired condition of less than four feet.</p>	<p><i>Flame lengths in Tahoe are projected to increase by 2020.</i></p>  <p><i>SOURCE: Lake Tahoe Basin Management Unit, US Forest Service</i></p>

**Acres of Forest Fuels Treatment**

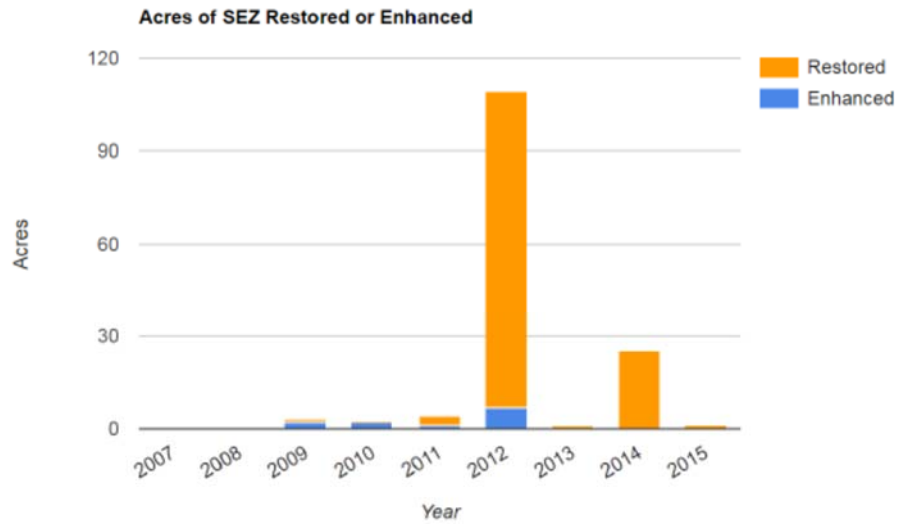
This indicator measures the number of acres of treatment performed in the Lake Tahoe Region to reduce hazardous fuels.



SOURCE: [Environmental Improvement Program](#)

**Acres of SEZ Restored or Enhanced**

This indicator measures acres of stream environment zone in the Lake Tahoe Region that have been restored or enhanced in order to regain natural or historic function and values.



SOURCE: [Environmental Improvement Program](#)

**ECONOMY**

**EMPLOYMENT**

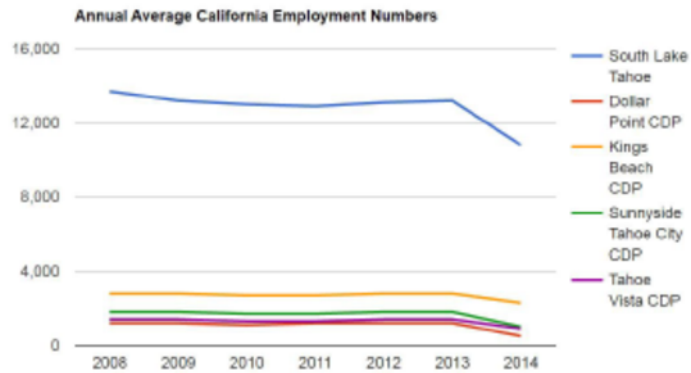
Employment numbers can be compared to population, age distribution, and per capita income to indicate how job increases and losses are affecting the region’s residents, the economic health of a community, and the overall quality of life of community residents.

**Indicator**

**Status**

**Employment (CA)**

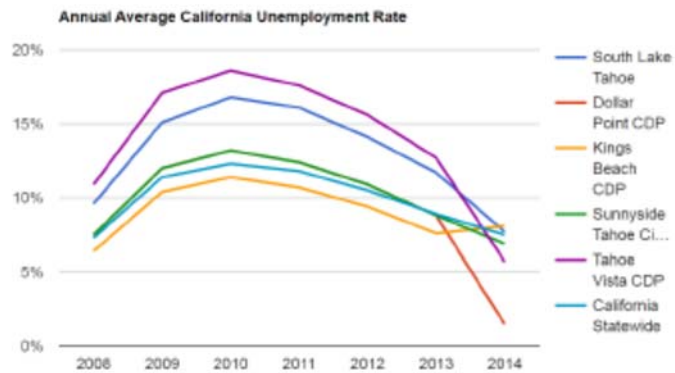
Annual average employment numbers for several California communities in the Lake Tahoe Region.<sup>1</sup>



SOURCE: CA Employment Development Division

**Unemployment Rates (CA)**

Annual average unemployment rate for California communities in the Lake Tahoe Region.<sup>2</sup>



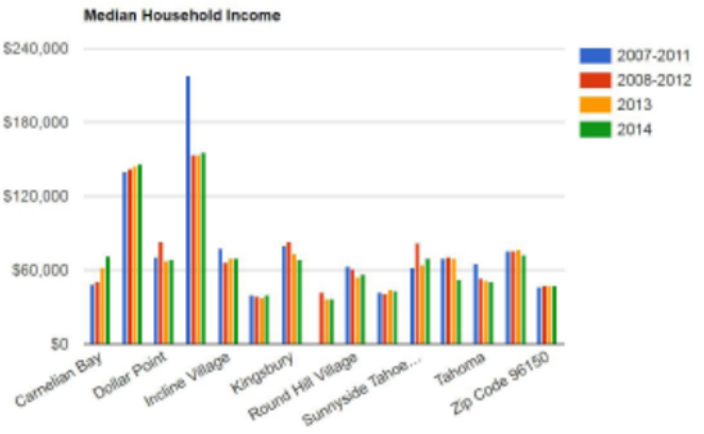
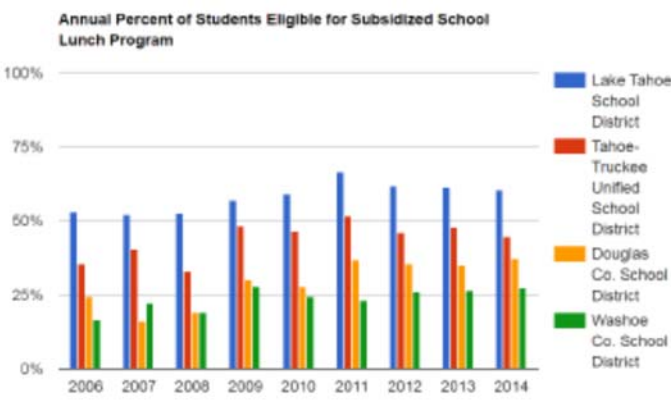
SOURCE: CA Employment Development Division

<sup>1</sup> Annual employment numbers are not available for communities in the Nevada portion of Tahoe or residents in the California portion of the Lake Tahoe Region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of the Tahoe Basin is roughly 70 percent so this indicator is a good proxy for employment numbers for the entire Lake Tahoe Region.

<sup>2</sup> Annual unemployment rates are not available for communities in the Nevada portion of the region or residents in the California portion of the region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of Tahoe is roughly 70 percent so this indicator is a good proxy for employment numbers for the entire region.

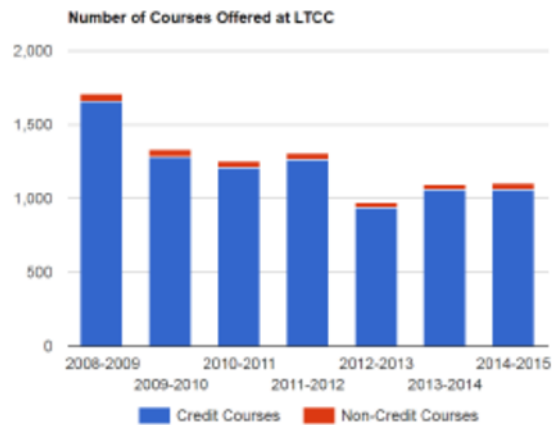
**INCOME**

Income is an important gauge of the standard of living and wealth distribution of communities in the Lake Tahoe Region. An increase in income for a community creates opportunities for its residents, ranging from educational attainment to community participation. Increases in average income are likely to increase environmental stewardship through increased philanthropic spending. Reporting the income for Tahoe communities provides both a comparison of economic health in different communities in the Lake Tahoe Region and an understanding of the trend within each community over time.

Indicator	Status
<p><b>Median Household Income</b>                      Median household income of each Census Designated Places (CDPs) in the Lake Tahoe Region annually.</p>	 <p><b>Median Household Income</b></p> <p>This bar chart displays the median household income for seven different Census Designated Places (CDPs) in the Lake Tahoe Region. The y-axis represents income in dollars, ranging from \$0 to \$240,000 in increments of \$60,000. The x-axis lists the CDPs: Carmelian Bay, Dollar Point, Incline Village, Kingsbury, Round Hill Village, Sunnyside Tahoe..., and Tahoma Zip Code 96150. For each CDP, there are four bars representing different time periods: 2007-2011 (blue), 2008-2012 (red), 2013 (orange), and 2014 (green). Incline Village consistently shows the highest median household income, peaking at approximately \$210,000 in 2007-2011. Other CDPs generally show median incomes between \$40,000 and \$100,000.</p> <p>SOURCE: <a href="#">US Census</a></p>
<p><b>Subsidized School Lunches Eligibility</b>                      This indicator measures the percentage of students eligible for free and reduced priced meals through the National School Lunch Program in Tahoe Basin public schools.</p>	 <p><b>Annual Percent of Students Eligible for Subsidized School Lunch Program</b></p> <p>This bar chart shows the annual percentage of students eligible for subsidized school lunches from 2006 to 2014. The y-axis represents the percentage, ranging from 0% to 100% in 25% increments. The x-axis shows the years from 2006 to 2014. For each year, four bars represent different school districts: Lake Tahoe School District (blue), Tahoe-Truckee Unified School District (red), Douglas Co. School District (orange), and Washoe Co. School District (green). The Lake Tahoe School District consistently has the highest percentage of eligible students, fluctuating between approximately 55% and 65%. The other districts show lower percentages, generally between 15% and 45%.</p> <p>SOURCE: <a href="#">CA Department of Education</a>; <a href="#">NV Department of Agriculture</a></p>

**Lake Tahoe Community College Courses Offered**

This indicator measures the annual total number of credit and non-credit courses offered at LTCC.<sup>3</sup>



SOURCE: CA Community College Chancellor's Office

**BUSINESS ENVIRONMENT**

The business environment within a community influences the financial health and employment opportunities of its residents, as well as the character of the community. Tourism is the primary economic driver in the Lake Tahoe Region, roughly 40 percent of the overall economy in the region. Increasing industry diversification will increase the resilience of the local economy to macroeconomic trends, reducing the impacts of a recession and increasing the region's ability to capitalize on a range of opportunities during periods of economic growth.

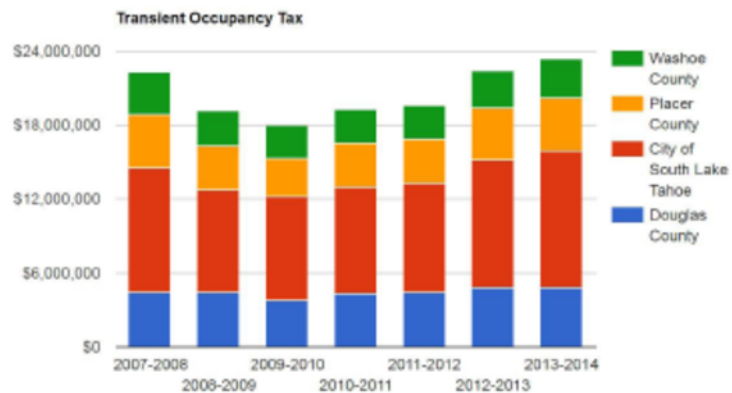
Concentrating development reduces the travel time and cost for residents and tourists to access retail facilities, facilitates additional visits to retail facilities and reduces public sector investments in infrastructure outside of the urban areas. These changes cause the concentrated areas of development to become economic hubs that generate higher private sector revenues, become community gathering areas, and cause the public sector to increase infrastructure investments (e.g. walking paths, parks) in concentrated development areas.

**Indicator**

**Transient Occupancy Tax**

Total annual transient occupancy tax revenues collected from overnight lodging facilities in the Lake Tahoe Region.

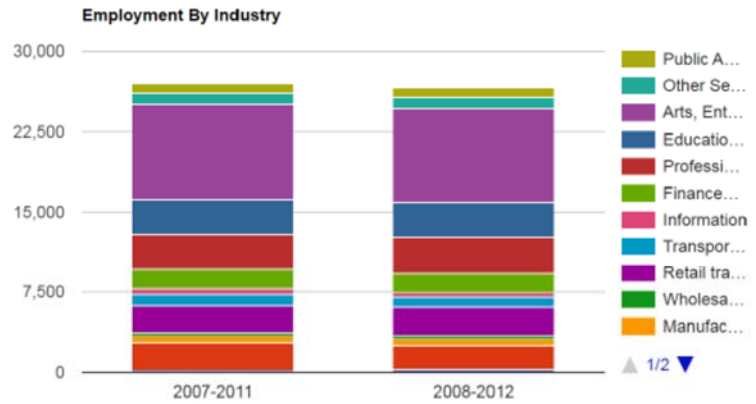
**Status**



SOURCE: Local Jurisdictions and Visitor Authorities

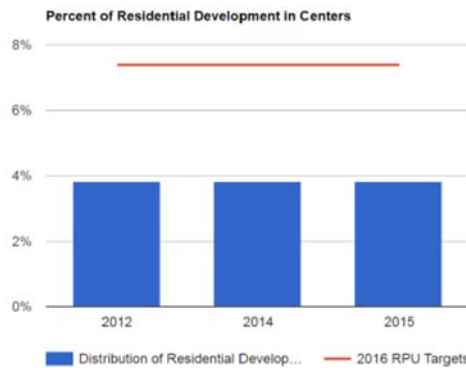
<sup>3</sup> Credit courses are courses offered at LTCC that have an associated credit amount that can be used to advance towards a degree or can be transferred as credits to another college or university. Non-credit courses are courses offered by LTCC that have no credit associated with it.

**Employment by Industry**  
 Number of employees per industry in the Lake Tahoe Region.



SOURCE: US Census

**Distribution of Development**  
 Percentage of Residential Units, Tourist Accommodation Units (TAUs) and Commercial Floor Area (CFA) located within defined centers (residential, tourist and commercial centers) in the Lake Tahoe Region.<sup>4</sup>

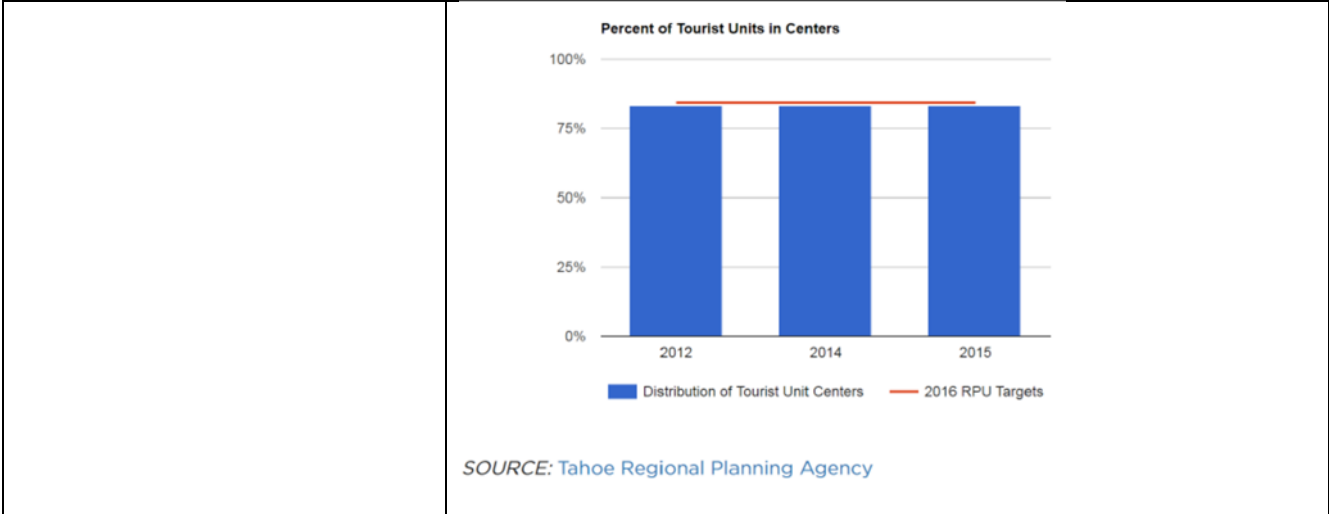


SOURCE: Tahoe Regional Planning Agency



SOURCE: Tahoe Regional Planning Agency

<sup>4</sup> The Tahoe Regional Planning Agency's Regional Plan defines specific boundaries for these existing centers, generally including all concentrated areas of development and properties within ¼ mile of existing commercial and public services land uses.



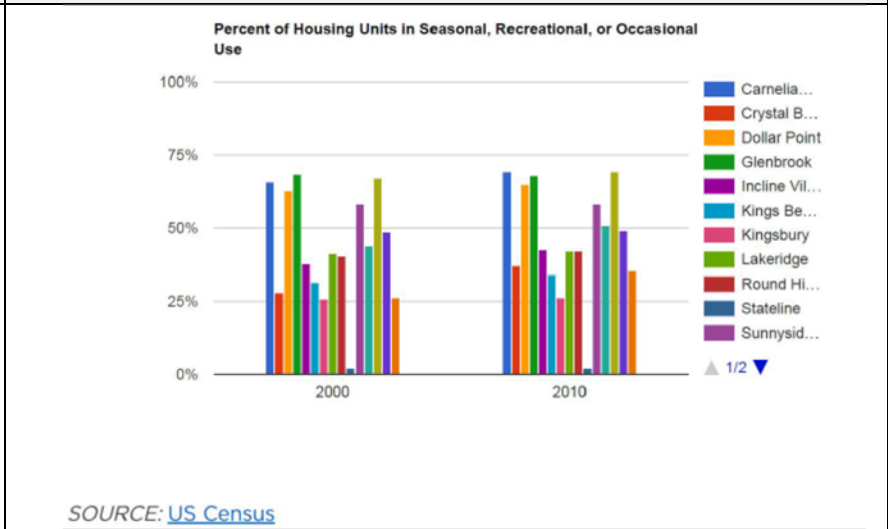
**COMMUNITY**

**HOUSING**  
 A lack of affordable housing limits the ability of people to live close to work and can reduce the availability of qualified workers for local businesses. In response to high housing prices, local workers may be forced to choose between living outside the region and facing long commutes or paying more for housing than they can for housing. Commuting to and from the Lake Tahoe Region also increases greenhouse gas emissions and impacts quality of life.

**Indicator**

**Status**

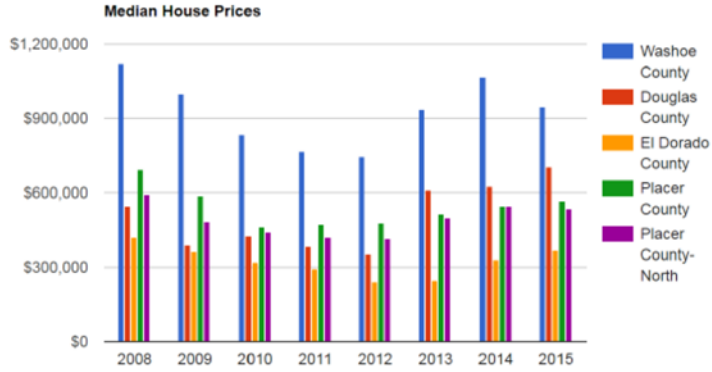
**Second Home Ownership**  
 Percentage of housing units in the Lake Tahoe Region in seasonal, recreational or occupational use.<sup>5</sup>



<sup>5</sup> The US Census Bureau defines these units as vacant units used or intended for use only in certain seasons or for weekends or other occasional use throughout the year. Seasonal units include those used for summer or winter sports or recreation, such as beach cottages and hunting cabins. Interval ownership units, sometimes called shared-ownership or time-sharing condominiums, also are included.

**Median House Prices**

Annual median house price of houses sold in the Lake Tahoe Region.



SOURCE: [Realtor Associations and Individual Realtors](#)

**TRANSPORTATION**

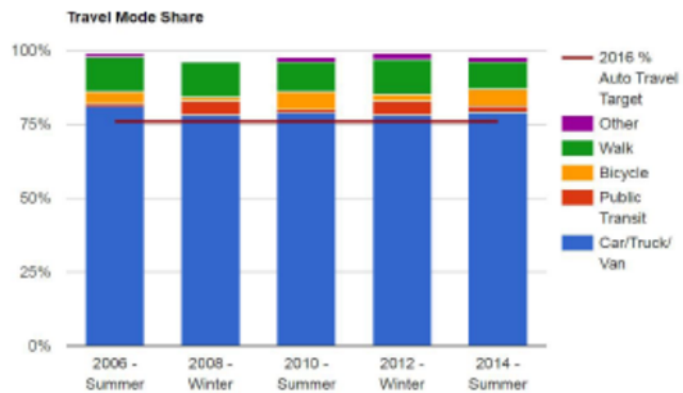
Transportation policies and programs in the Lake Tahoe Region aim to provide a successful multi-modal transportation system that appeals to users, supports mobility needs, and decreases dependency on the private automobile. A well-functioning public transit system is one of the primary tools for changing travel mode share in the Lake Tahoe Region to be less dependent on automobile travel. Transit ridership is regularly monitored in the Lake Tahoe Region because it allows transportation planners the ability to assess how and to what extent public transportation systems are being utilized and enables prioritization for the allocation of transportation resources. Pedestrian and bicycle routes and paths provide options for increased personal mobility and decreased dependence on automobiles, both for everyday travel needs as well as recreational use. This reduces air and water pollution, increases community health and cultivates additional economic activity.

**Indicator**

**Travel Mode Share**

Percentage of travelers in the Lake Tahoe Region that drive in a car/truck/van, use public transit, ride a bike, walk, or use another form of transportation.<sup>6</sup>

**Status**



SOURCE: [Tahoe Metropolitan Planning Organization](#)

<sup>6</sup> This indicator is based on surveys conducted by the Tahoe Metropolitan Planning Organization (TMPO) in winter and summer seasons every two years.



Indicator	Status																																																												
<p><b>Transit Ridership</b> Total annual transit ridership for the two most utilized public transportation systems serving Tahoe communities.<sup>7</sup></p>	 <p><b>Annual Transit Ridership</b></p> <p>This stacked bar chart displays annual transit ridership from 1999-2000 to 2011-2012. The y-axis represents the number of riders, ranging from 0 to 1,600,000 in increments of 400,000. The x-axis shows two-year periods. Each bar is divided into two segments: South Shore (blue) and North Shore (red). Ridership peaks in the 2005-2006 period at approximately 1,450,000 riders. The South Shore consistently accounts for about 700,000 to 900,000 riders, while the North Shore accounts for the remaining 500,000 to 600,000 riders.</p> <table border="1"> <caption>Estimated Annual Transit Ridership Data</caption> <thead> <tr> <th>Year</th> <th>South Shore</th> <th>North Shore</th> <th>Total</th> </tr> </thead> <tbody> <tr><td>1999-2000</td><td>900,000</td><td>300,000</td><td>1,200,000</td></tr> <tr><td>2001-2002</td><td>900,000</td><td>300,000</td><td>1,200,000</td></tr> <tr><td>2003-2004</td><td>1,000,000</td><td>300,000</td><td>1,300,000</td></tr> <tr><td>2005-2006</td><td>1,100,000</td><td>350,000</td><td>1,450,000</td></tr> <tr><td>2007-2008</td><td>800,000</td><td>400,000</td><td>1,200,000</td></tr> <tr><td>2009-2010</td><td>700,000</td><td>500,000</td><td>1,200,000</td></tr> <tr><td>2011-2012</td><td>700,000</td><td>500,000</td><td>1,200,000</td></tr> </tbody> </table> <p>SOURCE: Tahoe Metropolitan Planning Organization</p>	Year	South Shore	North Shore	Total	1999-2000	900,000	300,000	1,200,000	2001-2002	900,000	300,000	1,200,000	2003-2004	1,000,000	300,000	1,300,000	2005-2006	1,100,000	350,000	1,450,000	2007-2008	800,000	400,000	1,200,000	2009-2010	700,000	500,000	1,200,000	2011-2012	700,000	500,000	1,200,000																												
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<p><b>Miles of Pedestrian &amp; Bicycle Routes Improved or Constructed</b> Miles of bicycle paths, sidewalks and other transit routes improved or constructed in the Lake Tahoe Region each year.</p>	 <p><b>Miles of Bicycle and Pedestrian Paths Improved or Created</b></p> <p>This stacked bar chart shows the miles of paths improved or created from 2007 to 2015. The y-axis ranges from 0 to 24 miles in increments of 6. The x-axis shows individual years. The legend includes Sidewalk (green), Class III (yellow), Class II (red), and Class I (blue). There is a significant spike in 2010, primarily due to Class II paths, reaching nearly 20 miles. Other years show much lower totals, with 2012 and 2013 having the most diverse mix of path types.</p> <table border="1"> <caption>Estimated Miles of Paths Improved or Created Data</caption> <thead> <tr> <th>Year</th> <th>Class I</th> <th>Class II</th> <th>Class III</th> <th>Sidewalk</th> <th>Total</th> </tr> </thead> <tbody> <tr><td>2007</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2008</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2009</td><td>4</td><td>0</td><td>0</td><td>0</td><td>4</td></tr> <tr><td>2010</td><td>3</td><td>16</td><td>0</td><td>0</td><td>19</td></tr> <tr><td>2011</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2012</td><td>6</td><td>0</td><td>0</td><td>0</td><td>6</td></tr> <tr><td>2013</td><td>4</td><td>1</td><td>0</td><td>1</td><td>6</td></tr> <tr><td>2014</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>2015</td><td>2</td><td>1</td><td>0</td><td>0</td><td>3</td></tr> </tbody> </table> <p>SOURCE: Environmental Improvement Program</p>	Year	Class I	Class II	Class III	Sidewalk	Total	2007	0	0	0	0	0	2008	0	0	0	0	0	2009	4	0	0	0	4	2010	3	16	0	0	19	2011	0	0	0	0	0	2012	6	0	0	0	6	2013	4	1	0	1	6	2014	1	0	0	0	1	2015	2	1	0	0	3
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<sup>7</sup> The first is the Tahoe Area Regional Transit (TART) system, which primarily serves North Lake Tahoe communities, and connects North Lake Tahoe users with the Truckee Train and Intermodal Depot. The second is BlueGo, which primarily serves Tahoe South Shore communities, and connects South Shore residents with Carson City and the Carson Valley in Douglas County. Transit Ridership is defined as the number of user trips of the transit system, including paid and complimentary trips, whether they are on a fixed route or demand-response.

**EDUCATION**

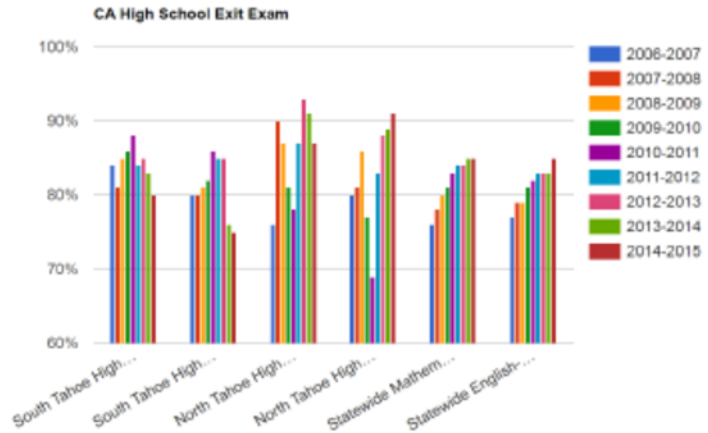
A good education empowers children to fulfill their dreams and become productive members of society. In addition, a highly skilled and educated workforce is a key driver of innovation and economic growth for a community. Communities with a higher number of employers requiring a diploma for most well-paying jobs are likely to see higher graduation rates.

**Indicator**

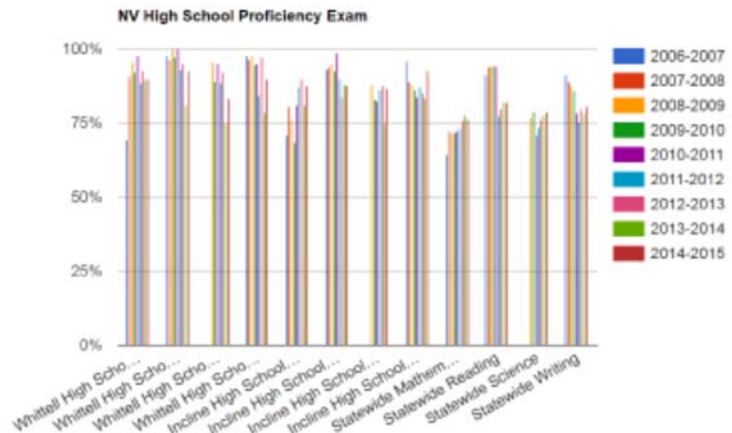
**High School Proficiency Test Scores**

Annual percentage of students in Tahoe Basin public high schools that pass the high school proficiency test.<sup>8</sup>

**Status**



SOURCE: CA Department of Education

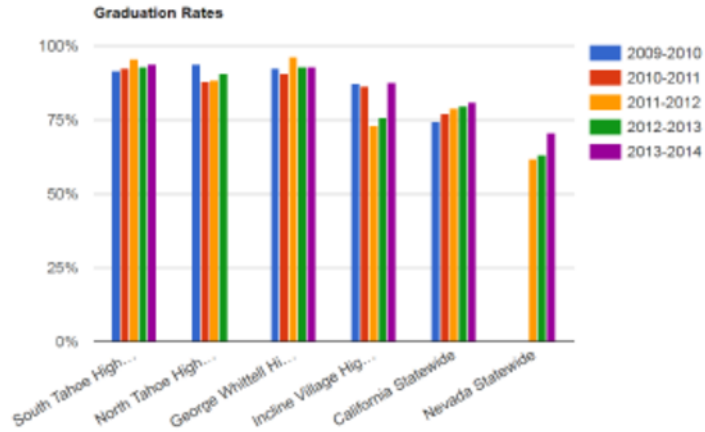


SOURCE: NV Department of Education

<sup>8</sup> High School proficiency tests are scored differently in California and Nevada and therefore data for each state is displayed separately.

**Graduation Rates**

Annual cohort graduation rate of students from Tahoe Basin public high schools.<sup>9</sup>



SOURCE: CA Department of Education and NV Department of Education

**PUBLIC HEALTH**

A healthy community contains more productive members of society, reduces local health care system costs and promotes healthy behavior choices of its residents and visitors.

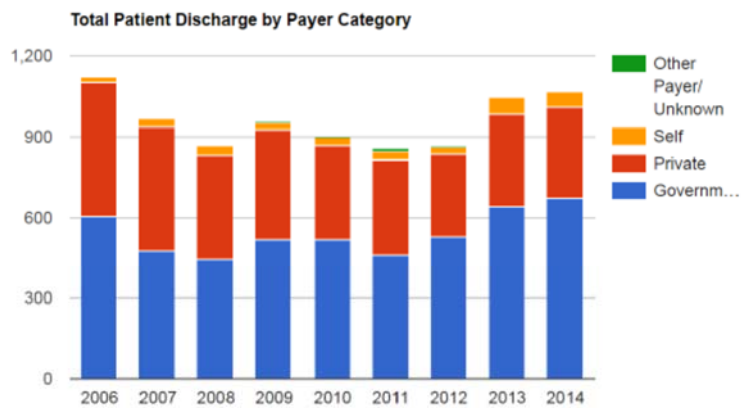
The distribution of payers for hospital services is a helpful measure of the wealth levels, personal health and hospital affordability for Tahoe residents over time. This indicator reflects the affordability and accessibility of hospitals in the region for local residents; affordability and accessibility are impacted by the dependence on government insurance because below market rates for government insurers are offset by above market rates for private insurers and self-payers.

**Indicator**

**Payers for Hospital Services**

Annual total count of Tahoe residents discharged from hospitals in California serving Tahoe residents by expected source of payment.

**Status**

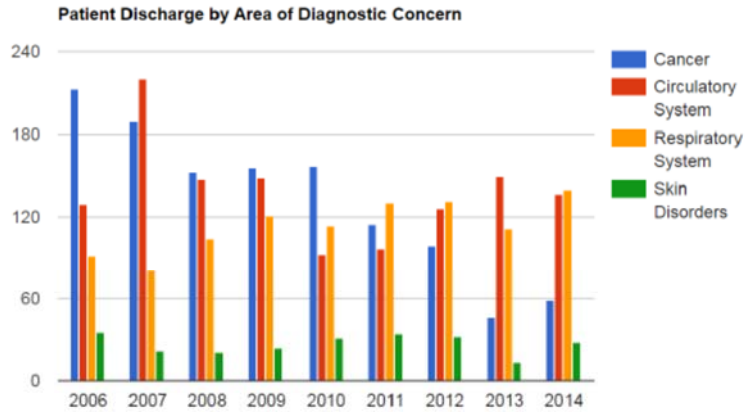


SOURCE: CA Office of Statewide Health Planning and Development

<sup>9</sup> Cohort graduation rates measure the percentage of students who enter high school and graduate within four years.

**Principal Diagnosis of Concern**

Annual total count of patients discharged from Tahoe hospitals by principal diagnosis group.<sup>10</sup>



SOURCE: [CA Office of Statewide Health Planning and Development](#)

<sup>10</sup> The California Office of Statewide Health Planning and Development (OSHPD) tracks 19 principal diagnosis group, but this indicator only reports on cancer, circulatory system, respiratory system, and skin disorder diagnosis groups. These groups were selected because they consistently have the highest total patient counts and/or they are the most relevant health conditions experienced by Tahoe residents.

