

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 December 14, 2005, at the North Tahoe Conference Center located at 8318 North Lake Blvd., Kings Beach, CA. The agenda for the meeting is attached hereto and made a part of this notice.

December 7, 2005

A handwritten signature in black ink, appearing to read "John Singlaub", written in a cursive style.

John Singlaub
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

North Tahoe Conference Center
8318 North Lake Blvd.
Kings Beach, CA

December 14, 2005

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 (No Action)

Any member of the public wishing to address the Advisory Planning Commission on any agenda item not listed as a Public Hearing or a Planning Matter item, or on any other issue, may do so at this time. However, public comment on Public Hearing and Planning Matter items will be taken at the time those agenda items are heard.

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. PUBLIC HEARINGS
 - A. Recommendation on Amendment to Code of Ordinances, Chapter 22 Height Standards, to consider increasing the allowable height for certain Public Service uses for Waste Transfer and other matters properly relating thereto (20 minutes) [Page 1](#)
 - B. Recommendation on the Number of 2006 Residential Allocations to be Allocated to Local Jurisdictions and Discussion on Potential Interim Allocation Program Beyond 2006 (20 minutes) [Page 9](#)
- VI. PLANNING MATTERS
 - A. New Project Amendment for the 2004 Federal Transportation Improvement Program [Page 17](#)
 - B. Pathway 2007 Status Report [Page 23](#)
 - C. Draft Initiative to Develop a TRPA "Certified Professionals Program" [Page 25](#)

VII. ADMINISTRATION

- A. Election of Chair and Vice-Chair

VII. REPORTS

- A. Executive Director
- B. Legal Counsel
- C. APC Members

VIII. ADJOURNMENT

ADVISORY PLANNING COMMISSION

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV

September 14, 2005

REGULAR MEETING MINUTES

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Called to order at 9:40 am

Members Present: Mr. Breuch for Mr. Combs, Mr. Romsos for Ms. Davidson, Ms. Jamin, Mr. Jepsen, Ms. Kemper, Ms. Krause, Mr. Lawrence, Mr. McIntyre, Ms. Moss, Mr. Poppoff, Ms. Sertic for Mr. Porta, Mr. Riley, Ms. Schmidt

Members Absent: Mr. Cole, Mr. Harris, Mr. Hust, Mr. Plemel, Mr. Tolhurst

II. APPROVAL OF AGENDA

Mr. McIntyre moved to approve the agenda.
Motion carried unanimously.

III. PUBLIC INTEREST COMMENTS

None

IV. APPROVAL OF MINUTES

Mr. Jepsen moved to approve the minutes.
Motion carried.

V. PUBLIC HEARINGS

A. Notice of Preparation and Scoping for the Heavenly Mountain Resort Master Plan Amendment Environmental Impact Statement (EIS)

Staff member Jeanne McNamara presented the preparation and scoping of the project and stated that there is no formal action on the document and they are just seeking input on the scope of the document.

Andrew Strain, Director of Planning, presented a brief overview of the current Master Plan.

Blaise Carrig, Chief Operating Officer for Heavenly and Senior Vice President for Vale Resorts, Inc., presented an outline of the amendments proposed.

Doug Ridley, Recreation Specialist for the Tahoe Basin Forest Service, presented their role in this amendment.

No Public Comment

This is a no action item.

VI. ADMINISTRATIVE MATTERS

A. Presentation on Pathway 2007 Work Program

Deputy Director Carl Hasty presented the process status to-date.

This is a no action item.

VII. REPORTS

A. Executive Director

John Singlaub, Executive Director, gave the Executive Director's Report.

B. Legal Counsel

Joanne Marchetta, Legal Counsel, stated there was nothing to report.

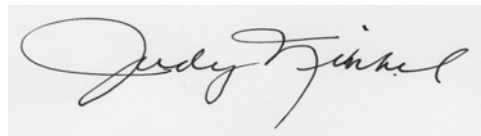
C. APC Members

Ms. Kemper stated that next APC meeting on the North Shore coincides with their Board meeting in Tahoe City and one of the items on their Board's agenda is the update of the Municipal Storm water Permits for El Dorado County, Placer County and the City of South Lake Tahoe. This may have big implementations in the Region in terms of requiring the local governments to look at adopting their own ordinances for enforce some of the water quality control provisions that both TRPA and Lahontan have been doing.

VIII. ADJOURNMENT

Vice-Chairman Ms. Moss adjourned the meeting at 11:50 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Judy Nikkel", is centered on a light gray rectangular background.

Judy Nikkel
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 at the TRPA Office, 128 Market Street, Stateline, Nevada.

TAHOE REGIONAL PLANNING AGENCY

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MEMORANDUM

December 14, 2005

To: TRPA Advisory Planning Committee

From: TRPA Staff

Subject: Amendment to Code of Ordinances, Chapter 22 Height Standards, to consider increasing the allowable height for certain Public Service uses and other matters properly relating thereto.

Proposed Action: Amend the TRPA Code of Ordinances Chapter 22, Height Standards, to allow additional height, up to a maximum of 56 feet, for Regional Public Health and Safety Facilities- Solid Waste Transfer Station uses as defined in Chapter 18 of the TRPA Code of Ordinances.

Staff Recommendation: That the Advisory Planning Committee (APC) conducts the public hearing as noticed and recommends approval of the applicant's proposal to amend Chapter 22, Height standards to allow up to a maximum of 56 feet, for Regional Public Health and Safety Facilities- Solid Waste Transfer Station uses.

Background: The South Tahoe Refuse Company has submitted a Regional Plan amendment to TRPA that proposes to amend Chapter 22 of the TRPA Code to allow additional height for Public Health and Safety Facilities- Solid Waste Transfer Station buildings. The proposal would facilitate a design that meets today's standards for decreasing the amount of materials deposited in California's landfills.

In 1989, the State of California passed legislation that requires a decrease in the amount of materials deposited in the state's landfills. Assembly Bill 939 (AB 939) mandates that municipalities and counties divert 25 percent of their solid waste from landfills by 1995, and 50 percent by the end of 2000. In order to facilitate compliance with this law, a new facility is required.

In order to comply with AB 939 South Tahoe Refuse has designed a building that by its very nature has to be of appropriate size to allow the large refuse trucks to bring in the green waste and dump it. When green waste is exposed to rain and snow the waste creates a leachate that can enter the groundwater and potentially cause contamination. This proposed project keeps the green waste inside the building and therefore protects water quality standards. The additional height is required for the large trucks to enter the structure and tip their load. The additional height is currently inconsistent with code standards, hence the Regional Plan amendment.

Regional Public Health and Safety Facilities is defined as follows:

Regional Public Health and Safety Facilities: Regional facilities operated by public or quasi-public entities for protection of the public, such as fire stations and other fire prevention facilities, water and sewage facilities, transportation maintenance/storage facilities, police and sheriff substations and headquarters,

including secondary county short-term incarceration facilities, and solid waste transfer stations which TRPA finds to be regionally serving. Secondary county short-term incarceration facility means a county jail, not a state or federal prison facility, that is not the primary jail for the county.

Discussion and Issues: The project, as proposed, would result in a structure that exceeds the current height limitations outlined in the Code. The primary reason for the additional height is that large end-dump trucks must be allowed to raise the bed and dump long trailers within the structure and avoid dumping materials on rain and snow covered surfaces.

The plans submitted to TRPA illustrate a 2:12 roof pitch with a 2% cross slope. The plans are designed for a clear height of 40' plus an allowance for additional structural depth in order for the trucks to enter the building and tip their load without hitting any structural elements (trusses- roof elements etc). With the 2:12 roof pitch and 40 feet allowance for trucks to enter, the dimensions of the proposed structure will reach a maximum height of 51'-4", thus keeping it less than 56 feet. The location of the facility, which requires the additional height, is in an area that is not visible from any scenic corridor or recreational facility. However there is a Class III bike trail striped on the adjoining surface street (Eloise St.). This will be discussed below. Additionally, the proposed additional height, which would be limited to Regional Public Health and Safety Facilities- Solid Waste Transfer Stations, will not result in any structure which would exceed the height of the surrounding tree canopy.

The additional height being sought is limited to one eligible use classification, Regional Public Health and Safety Facilities- Solid Waste Transfer Station. There are only two solid Waste Transfer Stations in the Tahoe Basin. They are located in Plan Area 110 South "Y" in South Lake Tahoe (The South Tahoe Refuse facility) and Area 054 Ponderosa Ranch in Incline Village. Since there are only two Solid Waste Transfer stations, which currently serve the Lake Tahoe Basin, the applicability of this code amendment will be very limited.

The current standards limit the maximum additional height to 42 feet. The proposed amendment will allow additional height up to 56 feet. The amendment can only be applied when TRPA makes specific findings related to the proposal for additional height, which are contained in Section 22.7, and when the applicant demonstrates that the required height plays a major role as a design constraint. The findings are: 1) when viewed from major arterials, scenic turnouts, public recreation areas or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy or ridgeline; 2) the building has been designed for minimal interference with existing views; 3) the function of the structures requires a greater height; 4) the additional height is the minimum necessary to implement the project and there are no feasible alternatives requiring less height; and 5) the maximum height at any corner of two exterior walls of the building is no greater than 90 percent of the maximum building height. In addition to the specific findings, any proposed project must be consistent with the Community Design Sub-element of the Goals and Policies, which requires the building height to be limited to two stories and compatible with the natural, scenic, and recreational values of the Region.

In addition to the above findings, projects that need the amendment for additional height will have to meet certain conditions, one of which is in regards to scenically designated Bike Trails. The amendment proposes to limit additional height to those Regional Public Health and Service facility uses which are not visible from Class I and II Bike trails.

Currently, no distinction is made for the class of bike trail. The South Tahoe Refuse transfer station is currently visible from a Class III trail. Though the Bike trail is identified in the 1993 Scenic Resource Evaluation and runs right next to the facility, it will not affect any designated scenic resources. This portion of the bike trail is located in a highly industrialized area which is zoned for such uses. This portion of the trail serves primarily as a link between the Class I trails and has very little recreation or scenic values". In this instance, the scenic resources of concern along this bike trail are located at each end of the trail, and are not the trail itself. Any proposed buildings will however, need to abide by the Community Design standards which include considerations with height, bulk, texture, form, materials, colors, lighting, and sighting.

The proposed amendment is consistent with the TRPA Goals and Policies. The amendment will foster compatible designs with the natural, scenic, and recreational values of the Region, and limit building height to ensure that it does not project above the forest canopy, ridge lines, or otherwise detract from the viewshed. Additionally this amendment is an example of TRPA and local public service providers working cooperatively to equitably provide customer service.

Findings: Prior to amending Chapter 22, Height, TRPA must make the following Findings.

Chapter 6 Findings

1. Finding: The project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and Maps, the Code, and other TRPA plans and programs.

Rationale: The amendment to Chapter 22, Height, will not adversely affect implementation of the Regional Plan. The proposed amendment is consistent with the Regional Plan and TRPA plans and programs. The amendment will foster compatible designs with the natural, scenic and recreational values of the Region, limit building height to 56 feet to ensure that it does not project above the forest canopy, ridge lines, or otherwise detract from the viewshed. The amendment is limited to only Public Health and Safety Facilities – Solid Waste Transfer Station buildings; therefore the risk of changes is very limited.

2. Finding: The project will not cause the environmental thresholds to be exceeded.

Rationale: The amendment will not cause the environmental thresholds to be exceeded. Scenic Threshold standards will be maintained through the restrictive nature of the amendment. The amendment requires the sighting of the building to result in a structure not to exceed the existing tree canopy. The building cannot be visible from Lake Tahoe or from designated scenic roadways to use the provisions of the amendment. In addition, the provisions require that the project implement design elements that achieve Community Design Thresholds in order to obtain additional height. Although there is a class three bike trail along the proposed facility site, this area is highly industrialized.

There are no designated scenic resources along this section of the trail. Additional height will not affect these resources.

Finding: Wherever federal, state, and local air and water quality standards applicable to the Region, whichever are stricter, must be attained and maintained pursuant to Article V(d) of the Compact, the project meets or exceeds such standards.

Rationale: Any project that may come forth due to this amendment will be required to meet air and water quality standards as set forth in the TRPA Regional Plan and other applicable laws and regulations.

4. Finding: The Regional Plan, as amended, achieves and maintains the thresholds.

Rationale: See findings 1 and 2 above.

5. Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: See findings 1 and 2 above.

Please contact Lief Larson at (775) 588-4547 ext. 206, or via email at llarson@trpa.org if you have any questions or comments regarding this item.

Attachments: Exhibit 1, Amended Chapter 22, Height Standards

Chapter 22

HEIGHT STANDARDS

Chapter Contents

- 22.0 Purpose
- 22.1 Applicability
- 22.2 Definitions
- 22.3 Height Standards For Building
- 22.4 Additional Height For Buildings
- 22.5 Height Standards For Structures Other Than Buildings
- 22.6 Additional Height For Certain Structures
- 22.7 List of Findings
- 22.8 Existing Buildings And Structures
- 22.9 Additions To Existing Buildings

22.4 Additional Height For Certain Buildings: TRPA may approve building heights greater than those set forth in Section 22.3 in accordance with the following provisions and if TRPA makes the specified findings.

22.4.A Additional Height For Public Service, Tourist Accommodation, and Certain Recreation Buildings: TRPA may approve building heights greater than those set forth in Section 22.3 for buildings whose primary use is public service, tourist accommodation, certain recreation uses which include^s downhill ski facilities, cross county skiing facilities or whose primary recreation use is participant sports facilities, recreation centers, or sport assembly as follows:

- (1) Additional Height With Required Findings: The maximum heights specified in Table A may be increased by up to four feet, but not to exceed a maximum height of 38 feet, if TRPA makes the following findings in Section 22.7: findings (1), (2), and (3) for tourist accommodation buildings; findings (1), (3), and (2) or (4) for public service buildings; and findings (1), (2), (3), (4), and (7) for the recreation uses identified in 22.4.A; and^s
- (2) Additional Height For Reduced Land Coverage: The maximum heights specified in Table A may be increased for reductions in the amount of land coverage otherwise permitted within a project

^s Amended 10/22/03

area pursuant to Chapter 20. The maximum heights may be increased by one foot for each onsite reduction in land coverage equal to five percent of the base allowable coverage, or existing land coverage, whichever is greater, up to a limit of four additional feet, but not to exceed a maximum height of 42 feet, if TRPA makes findings (1), (2), (3) and (5) as set forth in Section 22.7; and[§]

- (3) Additional Height For Public Service and Certain Recreation^{§§} Buildings Which Are Not Visible From Lake Tahoe and Which Are Not Located Within Or Are Not Visible From Designated Scenic Highway Corridors: The maximum heights specified in Table A may be increased by up to eight feet, but not to exceed a maximum of 42 feet, if the building will not be visible from Lake Tahoe and the building is not located within a TRPA designated Scenic Highway Corridor pursuant to Chapter 30, provided TRPA makes findings (1), (3), (4), (7), and (8) as set forth in Section 22.7. An additional two feet, not to exceed a maximum of 42 feet, may be earned if the building meets the criteria and findings set forth above and is not visible from a TRPA designated Scenic Highway Corridor pursuant to Chapter 30; or[§]
- (4) Additional Height For Certain Recreation Buildings Within Adopted Ski Area Master Plans:[§] The maximum heights specified in Table A may be increased if the buildings are identified in an adopted ski area master plan and the buildings are not visible from Lake Tahoe and which are not located within or are not visible from designated scenic highway corridors and designated bikeways and recreation sites identified in the Lake Tahoe Scenic Resource Evaluation, and provided TRPA makes findings (1), (3), (4), (7), and (8) as set forth in Section 22.7. Additional height shall be calculated as follows:
 - (a) The maximum height in Table A may be increased by up to 14 feet, but not to exceed a total building height of 56 feet, provided that the project proponent demonstrates that expected snow depths in the area of the building site make the additional height necessary for the function of the building. The amount of additional height shall not exceed the 10-year average snow depth as reported by the National Resource Conservation Service (NRCS) for that area or as reported by the applicant using a similar method as the NRCS.
 - (b) An additional 10 feet, not to exceed a total building height of 56 feet, may be earned if the project proponent demonstrates additional height is needed to maintain roof pitch in excess of 4:12^{§§}; or
- (5) Additional Height For Public Service Buildings[§]: The maximum heights specified in Table A may be increased if the buildings are

^{§§} Amended 3/28/01

[§] Amended 10/22/03

^{§§} Amended 12/16/98

classified as Schools [or Regional Public Health and Safety Facilities- Solid Waste Transfer Stations which TRPA finds to be regionally serving](#), pursuant to Chapter 18 and the buildings are not visible from Lake Tahoe and which are not located within or are not visible from designated scenic highway corridors and designated [Class I or II](#) bikeways and recreation sites identified in the Lake Tahoe Scenic Resource Evaluation, and provided TRPA makes findings (1), (3), (4), (7), (8), and (10) as set forth in Section 22.7. Additional height shall be calculated as follows:

- (a) The maximum height in Table A may be increased by up to 14 feet, but not to exceed a total building height of 56 feet, provided that the project proponent demonstrates that the additional height is necessary for the proper function of the building.
- (b) Additional height beyond that set forth [in \(a\)](#) above may be earned up to a maximum total building height of 56 feet, provided that the new structure incorporates community design features such as pitched roofs, articulated facades, articulated roof planes and the use of earthtone colors consistent with the Design Review Guidelines

22.7 List Of Findings: The findings required in this chapter are as follows:

- (1) [§] When viewed from major arterials, scenic turnouts, public recreation areas or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table A for a 5:12 pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in Section 30.15.G, Additional Visual Magnitude, or Appendix H^{§§}, Visual Assessment Tool, of the Design Review Guidelines.
- (2) When outside a community plan, the additional height is consistent with the surrounding uses.
- (3) With respect to that portion of the building which is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.
- (4) The function of the structure requires a greater maximum height than otherwise provided for in this chapter.
- (5) That portion of the building which is permitted the additional height, is

[§] Amended 11/20/02
^{§§} Amended 1/22/03

adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.

- (a) The horizontal distance from which the building is viewed;
 - (b) The extent of screening; and
 - (c) Proposed exterior colors and building materials.
- (6) The building is located within an approved community plan, which identifies the project area as being suit able for the additional height being proposed.
- (7) The additional height is the minimum necessary to feasibly implement the project and there are no feasible alternatives requiring less additional height.
- (8) The maximum height at any corner of two exterior walls of the building is not greater than 90 percent of the maximum building height. The maximum height at the corner of two exterior walls is the difference between the point of lowest natural ground elevation along an exterior wall of the building, and point at which the corner of the same exterior wall meets the roof. This standard shall not apply to an architectural feature described as a prow.
- (9) When viewed from a TRPA scenic threshold travel route, the additional height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.
- (10) The building is no more than two stories in height.[§]

[§] Amended 10/22/03

TAHOE REGIONAL PLANNING AGENCY

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MEMORANDUM

December 1, 2005

To: TRPA Advisory Planning Commission
From: TRPA Staff and Performance Review Committee
Subject: Distribution of 2006 Residential Allocations and Discussion on Potential Interim Allocation Program Beyond 2006

Proposed Action: As required by Chapter 33 of the Code of Ordinances, consider a recommendation to the TRPA Governing Board to approve the attached resolution (Attachment A) setting forth the number of 2006 residential allocations for each jurisdiction.

Staff and Performance Review Committee Recommendation:

1. TRPA staff and the Performance Review Committee recommend the Advisory Planning Commission recommend to the Governing Board the adoption of the proposed resolution which sets the number of 2006 residential allocations for each local jurisdiction as follows:

City of South Lake Tahoe	35 allocations
Douglas County	13 allocations
El Dorado County	83 allocations
Placer County.	50 allocations
<u>Washoe County</u>	<u>31 allocations</u>
Total	212 allocations

2. Consider the Performance Review Committee recommendation to initiate discussions concerning the possible creation of an interim allocation program.

Background

In July 2002, the TRPA Governing Board took action to change the base number of residential allocations from 300 to 150 with the ability to range from a minimum of 78 to a maximum of 294 based on performance criteria in four areas: permit compliance, EIP Implementation, BMP Retrofit and transit. The action followed adoption of the 2001 Threshold Evaluation, which is performed every five years to evaluate TRPA's progress towards achieving the environmental standards, or thresholds, for the Lake Tahoe Region. The 2001 evaluation concluded that sufficient progress was not being made towards meeting the thresholds and that the rate of implementing environmental improvement programs and projects needed to be increased. These programs and projects are known collectively as the TRPA Environmental Improvement Program (EIP) and its complete and timely implementation is an essential part of the basin-wide cooperative effort to achieve the environmental thresholds. As a result of the evaluation's findings, staff was given direction to develop a system that links

environmental programs to the allocation of additional development. The TRPA Code requires recommendations be included in the Threshold report to ensure progress toward attainment and maintenance of all thresholds. Development of a linkage system was the recommended approach since the TRPA Goals and Policies states that “The timing and phasing of both new development and remedial measures must, therefore, be carefully linked to ensure steady progress toward the environmental thresholds” (Chapter VII, Implementation Element, Development and Implementation Priorities).

Chapter 33 Code Amendments Adopted in December 2002

In December 2002, the TRPA Governing Board adopted amendments that created the system for linking environmental improvements to the allocation of additional residential development. The amendment language was the result of several TRPA sponsored stakeholder-focused workshops and numerous public hearings that were designed to solicit public input into the development of the new allocation system. As a result of those workshops and hearings it was determined that additional residential development would be linked to:

- Increased efforts in the areas of Best Management Practice (BMP) retrofits
- Accelerated Water Quality/Air Quality/SEZ Restoration EIP implementation
- Increased Transit Level of Service (TLOS)
- Memorandum of Understanding (MOU) monitoring and compliance

TRPA worked with sub-groups of the larger stakeholder group and staff of the local jurisdictions to further define the linkage system that allows for the distribution of allocations ranging from a possible minimum of 78 to a maximum of 294.

The ordinance language includes performance targets that have been evaluated in determining the annual number of residential allocations distributed to the local jurisdictions. Allocation enhancement or deduction increments represent the jurisdiction’s proportional share of the historic annual allocations. Each jurisdiction has a baseline number of allocations that represents the starting point from which additional allocations will be awarded or deducted. The Allocation Performance Table adopted as part of the ordinance amendments is as follows:

<u>Jurisdiction</u>	<u>Minimum Allocation with Deductions</u>	<u>Deduction Increments</u>	<u>Base Allocation</u>	<u>Enhancement Increments</u>	<u>Maximum Allocation with Enhancements</u>
<u>Douglas</u>	<u>9</u>	<u>-1</u>	<u>13</u>	<u>1</u>	<u>21</u>
<u>Washoe</u>	<u>13</u>	<u>-3</u>	<u>25</u>	<u>3</u>	<u>49</u>
<u>EI Dorado</u>	<u>27</u>	<u>-7</u>	<u>55</u>	<u>7</u>	<u>111</u>
<u>CSLT</u>	<u>11</u>	<u>-3</u>	<u>23</u>	<u>3</u>	<u>47</u>
<u>Placer</u>	<u>18</u>	<u>-4</u>	<u>34</u>	<u>4</u>	<u>66</u>
<u>Total</u>	<u>78</u>		<u>150</u>		<u>294</u>

Note: One deduction or enhancement increment equals the number of allocations shown for individual jurisdictions.

The four linkages are briefly described as follows:

1. **Increase Transit Services:** In an effort to increase level of service for transit operations, jurisdictions will be awarded or deducted allocations for surpassing or failing to approve Transit Level of Service (TLOS) targets and for increasing or decreasing funding levels to meet those targets. Because jurisdiction transit needs are different, the TLOS targets are jurisdiction specific although the criteria are common to all.

For the 2006 allocation distribution, local jurisdictions will receive one unit of enhancement for improving three of nine of the previous year's TLOS criteria by greater than five percent and two units of enhancement will be awarded for improving five of nine of the previous year's TLOS criteria by greater than five percent. A one increment deduction will be assessed for a five percent or greater decrease in four of the nine previous years TLOS criteria. The base number of allocations will be awarded in this category for maintaining the TLOS criteria as documented in the prior year. The Tahoe Transportation District has reviewed staff's recommendation for the TLOS performance.

2. **EIP Implementation:** In an effort to increase the rate of implementation of air and water quality EIP projects, jurisdictions will be awarded or deducted allocations for surpassing or failing to meet linkage targets such as through the submittal of EIP project lists or achieving project goals. This performance criteria is similar to the existing performance review requirements, however, it has been expanded to include air quality projects and SEZ restoration projects.

For 2006, local jurisdictions will be awarded one unit of enhancement for 71% to 100% completion of project components based on 2004-2008 EIP project list submittals. Two units of enhancement will be awarded for greater than 100% completion of project components based on 2004-2008 EIP project list submittals. One unit of enhancement will be deducted for less than 50% completion or for not having an approved EIP component list and a maintenance efficiency plan. No enhancements or deductions will be assessed for completion in the 51% to 70% range.

3. **BMP Retrofit Implementation:** In an effort to increase the rate of BMP implementation, jurisdictions were awarded additional allocations in 2003 based on the establishment of programs designed to meet the annual BMP targets. The program generally includes the following four elements: 1) public outreach and education, 2) BMP site evaluations, 3) technical resource assistance, and 4) final inspections. Starting with the 2004 allocations, allocation enhancements and deductions are based on the local jurisdictions ability to meet those program goals and for dedicating resources to the program.

For 2006, jurisdictions will receive one unit of enhancement for achieving between 50% and 100% of the annual BMP targets and two units of enhancement will be awarded for exceeding the annual BMP targets. The baseline allocation will be earned by maintaining the resources needed to run the BMP program and a one unit deduction will be assessed for not maintaining the program resources.

4. **Permit Monitoring and Compliance:** This linkage rewards jurisdictions that issue permits and perform compliance inspections in conformance with adopted TRPA Memoranda of Understanding. Penalties, or deductions, will occur where audits show permits and inspections have not been performed in conformance with the MOU. This component is part of the existing system and remains essentially unchanged. An average audit score of 70% is expected, with many jurisdictions previously scoring near 90%. Jurisdictions receiving scores below 65% in both categories shall be incrementally decreased. Jurisdictions scoring above

75% and 90% or greater in both categories shall be awarded one and two additional increments.

In Douglas County where there is no MOU, TRPA's performance in issuing permits and performing inspections for projects in Douglas County will be used to determine the level of allocation enhancements or deduction.

Performance Review Committee (PRC) Meeting:

In May 1997, the TRPA Governing Board adopted amendments to Chapter 33 of the TRPA Code of Ordinances. These amendments created the PRC, made up of a representative from each local jurisdiction receiving allocations and a TRPA representative. The PRC is charged with reviewing each of the local jurisdictions performance in the four linkage categories and making recommendations to the APC and GB on the distribution of allocations for the following year. On November 17, 2005, the PRC members met to determine their recommendation for the number of 2006 residential allocations for each local jurisdiction based on the performance criteria.

The PRC agreed at the meeting to extend the deadline to November 30 for jurisdictions to submit additional information pertaining to the EIP linkage category since only one report had been submitted to date. Since the November 17 PRC meeting, several more reports have been submitted resulting in the awarding of additional allocations to the local jurisdictions. All PRC members expressed a desire to have future PRC staff reports e-mailed or faxed to members as soon as reports are completed to give the members more time to review and comment on the staff recommendation.

During the discussion regarding the BMP linkage category, the Placer County representative suggested that the annual target levels be revised if the allocation program will be extended into the future since the targets are difficult to attain due to the limited number of resources that area available for assisting the public with achieving the BMP targets. Representatives from the City of South Lake Tahoe, Placer and El Dorado Counties expressed a desire to see more outreach and education efforts taken as retrofit deadlines approach, and enforcement actions taken by TRPA as deadlines pass. The Placer County representative also encouraged TRPA to continue to seek funding for the BMP retrofit program which can be used for assistance, outreach and education.

The permit monitoring and compliance discussion centered on the need for more training, especially for new staff, and better communication between TRPA and the local jurisdictions administering MOUs. Although audit scores for all jurisdictions were 90% or greater, it was recognized that there is always room for improvement. In response, TRPA staff suggested that audit forms be distributed to the local jurisdictions staff to use as a supplemental checklist in an effort to increase awareness of items that need to be checked during the permit review process. The City representative also suggested that a mid-year sample audit be performed to determine if there are permit review issues that can be improved upon before the actual audit takes place at the end of the grading season.

In regard to the transit linkage category, the Placer County representative suggested that if the allocation linkage program is used in the future the criteria should be revised to give greater credit for meeting level of service targets during peak times such as in summer. For example, Placer County experienced a 30% increase in trolley service during the summer but did not get any additional allocations because the results are average out over the entire year. The El Dorado representative suggested that bike trail construction be considered if the program is extended into the future.

Discussion of Need for Interim Residential Allocation Program Beyond 2006

Questions have arisen whether TRPA is planning for an interim allocation program after 2006. The current 1987 Regional Plan provides for the distribution of allocations up to December 31, 2006, in anticipation that a new Regional Plan would be in place starting January 1, 2007. Since TRPA does not expect to have a new Regional Plan adopted by January 1, 2007, and the Code does not currently provide for additional residential allocations to be distributed beyond 2006, TRPA is beginning to consider developing an interim program that could be adopted by the TRPA Governing Board. The PRC suggested that the Advisory Planning Commission and Governing Board be consulted on whether or not TRPA should proceed with creating a proposed interim residential allocation program, and if so, how best to proceed.

2005 Performance Evaluation Results:

City of South Lake Tahoe – Base number of residential allocations is 23.

Transit Level of Service The City of South Lake Tahoe will not receive enhancements or deductions in the number of allocations in this category for maintaining the TLOS criteria as documented in the prior year.

Permit Monitoring The City of South Lake Tahoe scored 98.5% on the project review portion of the performance audit and scored 94% on the compliance portion. Therefore, two units of enhancement (six allocations) will be awarded in this category since the audit scores in both categories are 90% or greater.

EIP Project Implementation: The City of South Lake Tahoe completed greater than 100% of EIP project components based on 2004-2008 EIP project list submittals. Therefore, two additional units of enhancement (six allocations) will be awarded in this category.

BMP Retrofit Implementation The City of South Lake Tahoe maintained adequate resources to implement their BMP Retrofit Implementation Program. Therefore, no additional units of enhancement will be awarded in the category.

Summary Staff recommends that the City of South Lake Tahoe receive 35 residential allocations in 2006.

EI Dorado County – Base number of residential allocations is 55.

Transit Level of Service EI Dorado County will not receive enhancements or deductions in the number of allocations in this category for maintaining the TLOS criteria as documented in the prior year.

Permit Monitoring EI Dorado County scored 94.1% on the project review portion of the performance audit and scored 97% on the compliance portion. Therefore, two units of enhancement (14 allocations) will be awarded in this category since the audit scores in both categories are 90% or greater.

EIP Project Implementation: EI Dorado County completed greater than 100% of EIP project components based on 2004-2008 EIP project list submittals. Therefore, two additional units of enhancement (14 allocations) will be awarded in this category.

BMP Retrofit Implementation EI Dorado County maintained adequate resources to implement their BMP Retrofit Implementation Program. Therefore, no additional units of enhancement will be awarded in the category.

Summary Staff recommends that El Dorado County receive 83 residential allocations in 2006.

Placer County – Base number of residential allocations is 34.

Transit Level of Service Placer County will not receive enhancements or deductions in the number of allocations in this category for maintaining the TLOS criteria as documented in the prior year.

Permit Monitoring Placer County scored 92% on the project review portion of the performance audit and scored 90% on the compliance portion. Therefore, two units of enhancement (8 allocations) will be awarded in this category since the audit scores in both categories are 90% or greater.

EIP Project Implementation: Placer County completed greater than 100% of EIP project components based on 2004-2008 EIP project list submittals. Therefore, two additional units of enhancement (8 allocations) will be awarded in this category.

BMP Retrofit Implementation Placer County maintained adequate resources to implement their BMP Retrofit Implementation Program. Therefore, no additional units of enhancement will be awarded in this category.

Summary Staff recommends that Placer County receive 50 residential allocations in 2006.

Washoe County – Base number of residential allocations is 25.

Transit Level of Service Washoe County will not receive enhancements or deductions in the number of allocations in this category for maintaining the TLOS criteria as documented in the prior year.

Permit Monitoring Washoe County scored 98.5% on the project review portion of the performance audit and scored 97% on the compliance portion. Therefore, two units of enhancement (6 allocations) will be awarded in this category since the audit scores in both categories are 90% or greater.

CIP Project List and Water Quality Project Maintenance A CIP Project List and MEP were submitted to TRPA. However, since this was the first year Washoe County submitted a list, no progress can be measured this year. Therefore, one unit of deduction (3 allocations) will be assessed in this category.

BMP Retrofit Implementation Washoe County achieved 50% to 100% of the 2005 BMP target developed for Washoe County. Therefore, one additional units of enhancement (3 allocations) will be awarded in this category.

Summary Staff recommends that Washoe County receive 31 residential allocations in 2006.

Douglas County – Base number of residential allocations is 13.

Transit Level of Service Douglas County will not receive enhancements or deductions in the number of allocations in this category for maintaining the TLOS criteria as documented in the prior year.

Permit Monitoring Douglas County scored 92% on the project review portion of the performance audit and scored 93% on the compliance portion. Therefore, two units of enhancement (2 allocations) will be awarded in this category since the audit scores in both categories are 90% or greater.

CIP Project List and Water Quality Project Maintenance A CIP Project List and MEP were not submitted to TRPA. Therefore, one unit of deduction (1 allocation) will be assessed in this category.

BMP Retrofit Implementation Douglas County has not developed a program that is expected to achieve the BMP retrofit targets. Therefore one unit of deduction (1 allocation) will be assessed in this category.

Summary Staff recommends that Douglas County receive 13 residential allocations in 2006.

The results are further summarized in the following table.

	Douglas	Washoe	El Dorado	City SLT	Placer	Total
Base (150)	13	25	55	23	34	150
Permit Compliance	2	6	14	6	8	
EIP Implementation	-1	-3	14	6	8	
BMP Retrofit	-1	3	0	0	0	
Increase TLOS	0	0	0	0	0	
Total	13	31	83	35	50	212
Maximum Possible	21	49	111	47	66	294
Minimum Possible	9	13	27	11	18	78

TRPA staff appreciates the efforts of the local jurisdictions in regard to helping to achieve the targets of the residential allocation program and for responding to requests for information in a timely manner. If you have any questions or comments on this matter, please contact Paul Nielsen, at (775) 588-4547, extension 249. Thank you.

ATTACHMENT "A"

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION 2005-__

RESOLUTION TO SET THE NUMBER OF 2006 RESIDENTIAL ALLOCATIONS

WHEREAS, Chapter 33 of the TRPA Code of Ordinances was amended on December 18, 2002, to modify the performance-based allocation system; and

WHEREAS, the amendments to Chapter 33 included the previously established Performance Review Committee which includes one member from each local jurisdiction receiving residential allocation; and

WHEREAS, the amendments to Chapter 33 charged the Performance Review Committee with determining the number of residential allocations based on the general guidelines provided by the Governing Board; and

WHEREAS, the Performance Review Committee used the adopted criteria in December 2003 to evaluate the performance of each local jurisdiction receiving allocations, and recommended the assignment of 2006 residential allocations based on these criteria; and

WHEREAS, the Performance Review Committee presented their recommendations for assignment of 2006 residential allocations to the Governing Board on November 17, 2005.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board, based on the recommendation of the Performance Review Committee and substantial evidence in the record, hereby sets the number of 2005 residential allocations for each local jurisdiction as follows:

City of South Lake Tahoe	35 allocations
Douglas County	13 allocations
El Dorado County	83 allocations
Placer County	50 allocations
<u>Washoe County</u>	<u>31 allocations</u>
Total	212 allocations

Passed and adopted this 21 day of December, 2005 by the Governing Board of the Tahoe Regional Planning Agency, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Tim Smith, Chairman

TAHOE REGIONAL PLANNING AGENCY

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December 7, 2005

To: Advisory Planning Commission

From: Transportation Programming Staff

Subject: Project Amendments for the 2004 Federal Transportation Improvement Program (FTIP)

Action Request: No action is being requested at this time. This item is informational only as the Tahoe Transportation Commission (TTC), at the November 18, 2005 meeting, approved this amendment and made recommendation for adoption to the Tahoe Metropolitan Planning Organization. This item is being presented to the APC as an example of the various programming documents that are acted upon by the TTC that will be brought to the APC for action in the future.

Background: In order to include a new project into the current FTIP so that federal funds may be obligated, the FTIP must be formally amended and adopted by the TMPO. After adoption, the amendment will be forwarded to Caltrans, Nevada DOT and the Federal Highway Administration (FHWA) for their approval process. There are two types of planning/programming documents, one Federal and one State, each with its own update cycle. The FTIP is a three-year planning/programming document that is required to be updated every two years. In Nevada, however, NDOT updates their Statewide Transportation Improvement Program (STIP) annually while Caltrans updates their STIP every two years. Given these differences, it has been agreed that on odd-numbered years NDOT projects will be amended into the FTIP and on even-numbered years a new FTIP will be adopted addressing both NDOT and Caltrans projects.

Discussion: Caltrans is requesting a new project (State Highway Operations and Protection Program (SHOPP) SR267 water quality and drainage improvement 2.6 miles to 1.2 miles North of SR28 near Kings Beach / MPO ID# CA0409 EIP# 997) be amended into the 2004 FTIP to begin Preliminary Engineering-PE phase in FY 05/06. The Tahoe Transportation District (TTD) is requesting 2 new projects be amended into the 2004 FTIP resulting from two Federal Transit Administration (FTA) congressional earmarks regarding BlueGO Bus Replacement (MPO ID# TMC0406 Construction-CON FY 07/08 EIP# 800) and Lake Tahoe Passenger Ferry Service (MPO ID# TMC0405 Preliminary Engineering-PE FY 07/08 EIP# 10027). The TTD is also requesting an amendment to the Transit Operating Assistance project (MPO ID# TMC0209 Construction-CON 05/06, 06/07, 07/08 EIP# 10019) to reflect increases in FTA section 5311 funding allocations. Before construction may begin, or federal funds are obligated, the 2004 FTIP must be amended to include these projects.

Please find attached for your review, the project summaries that will be included in the 2004 FTIP upon approval.

Staff Recommendation: Staff recommends that the APC review these requests and seek clarification about the process with staff because in the future these amendments will be coming to the APC in the role of the Tahoe Transportation Commission (TTC) pursuant to the proposal that was presented and endorsed by the APC one year ago.

If you have any questions or comments, please contact Marc Reynolds at (775) 588-4547 ext. 302.

Tahoe Regional Planning Agency - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 03	COUNTY: Various Counties	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: NA	PM:	EIP #10019 / Transit Operating Assistanc (EIP #10019 / Transit operating assistance for both El Dorado & Placer Counties within the Tahoe Basin.	State Aprv: / /
PPNO:	KP:)	Federal Aprv: / /
EA:	MPO ID: TMC0209		
CTIPS ID: 220-0000-0010			
IMPLEMENTING AGENCY: Various Agencies		PRJ MGR: ALFRED KNOTTS	EPA TABLE II or III EXEMPT CATEGORY: Transit operating assistance.
		PHONE: (775) 588-4547	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project				PE
						Prog Con	Prog RW			
3	Active	11/14/2005	MREYNOLD	Amendment - Cost/Scope/Sch. Change	4	747				
2	Official	11/17/2004	MREYNOLD	Adoption - Carry Over		442				
1	Official	07/24/2002	CNEIBLE	Adoption - Carry Over		312				

	PRIOR	04/05	05/06	06/07	07/08	08/09	09/10	BEYOND	TOTAL
• Fund Source 1 of 1									
• Fund Type: FTA 5311 - Non Urbanized									
• Funding Agency: Tahoe Regional Planning Agency									
TOTAL	247	65	145	145	145				747

Comments:

***** Version 3 - 11/14/2005 *****
 ***** Version 2 - 06/23/2004 *****
 ***** Version 1 - 01/17/2002 *****
 2000 FTIP number - TMC 12

 TRPA FTP/RTP number - #169
 11/14/05 5311 Funds Increase to \$145k beginning 05/06

Placer Regional Planning Agency - Federal Transportation Improvement Program

(Dollars in Thousands)

State Highway System

DIST: 03	COUNTY: Placer County	TITLE (DESCRIPTION): EIP#997 SR267-water quality & drainage i (Near Kings Beach-2.6 miles to 1.2 miles North of SR 28-water quality & drainage improvements.)	MPO Aprv: //
ROUTE: 267	PM: 7.3 / 8.7		State Aprv: //
PPNO: 5702B	KP: 11.7 / 14.0		Federal Aprv: //
EA: 1C9721	MPO ID: CA0409		
CTIPS ID: 220-0000-0051			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR: RICH WILLIAMS	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (916) 274-0655	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project				TOTAL				
						Prog Con	Prog RW	PE	BEYOND					
1	Active	11/10/2005	MREYNOLD	<None>		2,800				1,420				
						<u>PRIOR</u>	<u>04/05</u>	<u>05/06</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>BEYOND</u>	<u>TOTAL</u>
	• Fund Source 1 of 1													
														PE
	• Fund Type: National Hwy System													RW
														CON
	• Funding Agency: Caltrans													TOTAL

Comments:

***** Version 1 - 11/10/2005 *****

Glenn Regional Planning Agency - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 03	COUNTY: Various Counties	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE:	PM:	EIP#800 BlueGO Bus Replacement (Bus Replacement for BlueGO Transit Service)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: TMC0406		
CTIPS ID: 220-0000-0049			
IMPLEMENTING AGENCY: Various Agencies	PRJ MGR: MARC REYNOLDS	EPA TABLE II or III EXEMPT CATEGORY: Purchase new buses and rail cars to replace exist.	
	PHONE: (775) 588-4547		

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project					PE			
						Prog Con	Prog RW							
1	Active	11/08/2005	MREYNOLD	<None>		5,000								
						<u>PRIOR</u>	<u>04/05</u>	<u>05/06</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 2														PE
• Fund Type: FTA5309(c) - Bus														RW
• Funding Agency: Federal Highway Administration (FHWA)										1,000	1,000	1,000	1,000	CON
										1,000	1,000	1,000	1,000	TOTAL
						<u>PRIOR</u>	<u>04/05</u>	<u>05/06</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2														PE
• Fund Type: Local Transportation Funds										250	250	250	250	RW
• Funding Agency: Various Agencies										250	250	250	250	CON
										250	250	250	250	TOTAL
Project Total						<u>PRIOR</u>	<u>04/05</u>	<u>05/06</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>BEYOND</u>	<u>TOTAL</u>
										1,250	1,250	1,250	1,250	PE
										1,250	1,250	1,250	1,250	RW
										1,250	1,250	1,250	1,250	CON
										1,250	1,250	1,250	1,250	TOTAL

Comments:

***** Version 1 - 11/08/2005 *****

New Project--SAFTEA-LU Federal Earmark

Tahoe Regional Planning Agency - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 03	COUNTY: Various Counties	TITLE (DESCRIPTION): EIP#10027 Passenger Ferry Service (Lake Tahoe Passenger Ferry Service)	MPO Aprv: / /
ROUTE:	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: TMC0405		
CTIPS ID: 220-0000-0050			
IMPLEMENTING AGENCY: Various Agencies		PRJ MGR: MARC REYNOLDS	EPA TABLE II or III EXEMPT CATEGORY: Non construction related activities.
		PHONE: (775) 588-4547	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project					PE			
						Prog Con	Prog RW							
1	Active	11/08/2005	MREYNOLD	<None>							10,000			
						<u>PRIOR</u>	<u>04/05</u>	<u>05/06</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 2										4,000	4,000			8,000
• Fund Type: FTA5309(a) - Fixed Guideway Modernization														
• Funding Agency: Federal Highway Administration (FHWA)														
						TOTAL				4,000	4,000			8,000
						<u>PRIOR</u>	<u>04/05</u>	<u>05/06</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2										1,000	1,000			2,000
• Fund Type: Local Transportation Funds														
• Funding Agency: Various Agencies														
						TOTAL				1,000	1,000			2,000
Project Total						<u>PRIOR</u>	<u>04/05</u>	<u>05/06</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>BEYOND</u>	<u>TOTAL</u>
						PE				5,000	5,000			10,000
						RW								
						CON								
						TOTAL				5,000	5,000			10,000

Comments:

***** Version 1 - 11/08/2005 *****

New Project--SAFETEA-LU Federal Earmark

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December 6, 2005

To: APC
From: TRPA Staff
Subject: Pathway 2007 Status Report

Proposed Action: Staff will present a PowerPoint Pathway 2007 Status Report for informational purposes. This item requires no action by the APC; however, discussion and questions after the presentation are encouraged.

Background: Gabby Barrett, the TRPA Pathway 2007 Manager, will give a PowerPoint presentation updating the APC on the current activities of TRPA and outside partner agencies. This will include items such as the status of the Evaluation Report (copy of Executive Summary enclosed), current Forum activities, and the new place-base planning effort. The complete Pathway 2007 Evaluation Report is available on the website at the following address: <http://www.pathway2007.org/evaluation.aspx>

If you have any questions please contact Gabby Barrett at 775-588-4547 x219.

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MEMORANDUM

December 1, 2005

To: Advisory Planning Commission
From: TRPA Staff
Subject: Draft Initiative to Develop a TRPA "Certified Professionals Program"

Proposed Actions: This item is on the TRPA Advisory Planning Commission (APC) agenda for discussion and feedback to staff only. No other action is required.

Proposal: Staff requests that the Advisory Planning Commission review and provide feedback to staff regarding a new initiative under development that is intended to streamline the application review process. This initiative involves development and implementation of an alternative permit review process using a TRPA "Certified Professionals Program." Under this initiative, staff hopes to improve application review efficiency and timeliness, improve customer service, and improve the quality of certain application submittals. In simple terms, the initiative may be viewed as an extension of TRPA's current delegation Memorandum of Understanding (MOU) program, with the exception that it would be directed to certification of eligible professionals rather than agreements with government and quasi-governmental entities.

This initiative could require modifications to the TRPA Rules of Procedure, Code of Ordinances, and other regulations for full implementation, and may affect application fee revenues. If implemented, TRPA may need to establish a Professional Certification Board to establish certification standards, including but not limited to: eligibility requirements, training programs, testing requirements, ethical codes of conduct, auditing procedures, certification fees and dues, rights of appeal, etc.

Additional information will be presented at the APC meeting and no action is required at this time. If APC feedback is positive, staff may add this initiative to the TRPA work program and begin allocating time and resources toward its development, including outreach to the community and other governments.

Please contact Lyn Barnett, Chief of Environmental Review Services, at (775) 588-4547, extension 239, if you have any questions regarding this agenda item.