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, February 13, 2013** 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.

February 6, 2013

Joanne S. Marchetta
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
128 Market Street
Stateline, NV

February 13, 2013
9:30 a.m.

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.

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. Monitoring, Evaluation and Reporting Efforts at Tahoe Page 1

B. Priority Recommendations Page 25

VI. PUBLIC HEARING

A. Amendment for Plan Area Statement 013, Watson Creek; to add transportation routes related to non-motorized public trails and other matters properly related thereto, located between Dollar Creek and the end of Fulton Crescent Road in Placer County Page 41

VII. REPORTS

A. Executive Director

B. General Counsel

C. APC Members

VIII. PUBLIC COMMENT

IX . ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA January 9, 2013
Stateline, NV

Regular Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Mr. Hester said both our Chair and Vice Chair are absent today and would like to ask one of the APC members to make a motion to appoint Mr. Teshara as acting Chair for today's meeting.

Ms. Krause made a motion to appoint Mr. Teshara as acting Chair for today.
Motion carried unanimously.

Chair Mr. Teshara called the meeting to order at 9:32 a.m. He said on behalf of the APC he thanked the TRPA staff, senior management and all of the team for treating the APC very well and allowing them to participate in the joint meeting process over the past three months. He thanked Mr. Donohue as the Chair for handling the last meeting with extraordinary distinction and having a good process that I feel we all appreciated.

Members Present: Mr. Buelna, Ms. Garcia, Mr. Gaskin, Mr. Jepsen, Ms. Krause, Mr. Larsen, Mr. Loftis, Ms. McMahon, Mr. Riley, Ms. Roverud, Mr. Teshara, Mr. Upton

Members Absent: Mr. Donohue, Mr. Greene, Ms. Huggins, Mr. Lefevre, Mr. Maurer, Mr. Plemel, Ms. Merchant

II. APPROVAL OF AGENDA

Mr. Jepsen moved approval.
Motion carried unanimously.

III. PUBLIC INTEREST COMMENTS

None

IV. DISPOSITION OF MINUTES

Ms. Garcia made a motion to postpone the approval of the minutes until February in order for everyone to have time to read them.

Motion carried unanimously.

V. PLANNING MATTERS

A. AIS 2012 Program Report

Staff member Mr. Thayer provided a presentation of the accomplishments and statistics of the 2012 AIS Program.

Commission Member Comments & Questions

Mr. Riley asked when the inspections are done of the non-motorized watercraft if they are on the shore or on the Lake.

Mr. Thayer said they take place on the shore.

Mr. Buelna said you spoke about the presence of weeds in the North Shore and asked if there are any indications of Asian clams in the North Shore.

Mr. Thayer said the last survey that was done which was not this year showed that the furthest northern extent of Asian clams on the Nevada side was Glenbrook. There are a few clams that were detected in Glenbrook, but the majority of the clams are in the south east corner from Cave rock to approximately the outlet of the Upper Truckee River and an isolated population in Emerald Bay.

Ms. Roverud asked if a project like the 2.7 acre Lakeside Marina weed program take all summer or what is the duration.

Mr. Thayer said generally we keep the barriers down from six to eight weeks to try and ensure that we kill the weeds. We put them down in the spring and we take them out during the summer.

Ms. Roverud asked if it effects the Marina operations the whole summer.

Mr. Thayer said a diver is in the water when we are installing but once the barriers are down and with a high lake stand like it is now the boats are moving over the barriers all summer and it does not affect their operations.

Mr. Upton said when you have completed the five acres of matting at Emerald Bay and it is pulled up will you also vacuum up the dead shells.

Mr. Thayer said we have not yet developed a technology that can efficiently remove those shells. Currently the plan is to kill them in place and stop the spread of the population. The Asian clam working group has discussed whether we can remove those shells efficiently and vacuum them off the bottom. In 2010 we looked at diver

assisted suction as a removal technique for these clams. We found that we were picking up so much of the Lake bottom that it was not an effective way to control these clams. The smallest size of these clams is approximately the same size as the sub straight in some of the areas. It is something that we have discussed and we realize that there may be at some point a use for some of these clam shells since they are a source of calcium that can be used as a fertilizer amendment.

Mr. Upton asked what the cost of performing decontamination.

Mr. Thayer said last year it was $25.00. You would have a yearly sticker fee based on the size of the vessel and a $25.00 decontamination fee because of the extra time and cost that staff incurs to complete the decontamination.

Mr. Upton asked if that would include the engine, hull, etc.

Mr. Thayer said yes and there is an additional $10.00 charge for ballast tanks. It would be $35.00 for a ski boat with ballast tanks. The process for ballast tanks require us to fill them with hot water which takes additional time and cost for the hot water.

Public Comment

Darcie Collins, League to Save Lake Tahoe asked for clarification on the graph showing boat inspections that indicated the amount of boats that were inspected and then the unique boats. She is curious why there was less boats inspected in comparison to the number of unique.

Mr. Thayer said the number of unique vessels is made up of all the vessels that we saw this year in our database. That includes vessels that are Tahoe only that do not come in and out plus the inspected vessels equal the 15,300 vessels. That is not the same as the number of launches or the amount of boat use that is reflected in the launch figure that was shown earlier.

Darcie Collins said theoretically every new boat into the Lake has to have an inspection.

Mr. Thayer said that is correct, every new boat that comes into the area that does not have a seal or that is not in the possession of one of our MOU partner's storage facilities that launch boats directly have to have a seal and needs to be inspected.

Darcie Collins said the League is excited to be doing more hands on. In the past we have been supportive with funding through the Tahoe Keepers program; this summer we helped launch the volunteer removal program and are hoping to launch more of those and to supplement the educational opportunities and outreach of the Tahoe Keepers program. This is an area we have a lot of experience and a large

membership base and this is a great way to get the community involved. We want to increase our volunteer opportunities for aquatic invasive species where is makes sense. Sometimes volunteers do not work because there needs to be either certified research divers that do the removal, but in the cases where it is useful for volunteers is where we want to beef up our partnership with this program. She said continue to look for that and also with our outreach of materials we are handing out and we are doing a better job in engaging the community and the visitors. We have 80,000 friends on Facebook and want to figure out how to engage all of those individuals and get them to the next step in understanding their part in preventing the spread.

Commission Member Comments & Questions

Mr. Teshara said that Mr. Thayer has also been active with the Lake Tahoe Federal Advisory Committee and gave the committee a presentation recently. Because of that we have a draft letter which he will pass around copies to members and staff. Tomorrow is final meeting of this Federal Advisory Committee Charter and will have to go through our re-charter process and will be offline for a few months. We have two letters that the committee will be considering tomorrow, one is a letter on AIS. The issue that came up at the committee that Mr. Thayer helped us address was other lakes that do not have as robust inspection programs and in addition some of these lakes do not have single entry points. We were looking for what we can do from an enforcement standpoint; we are a department of Agriculture Advisory Committee therefore, we can write the Secretary of Agriculture with questions or recommendations. This letter is written to Secretary Vilsack who has a key leadership position in AIS issues of the national level and asking that they look at increasing enforcement. He said you cannot always enforce these restrictions on moving boats or violations of not being cleaned, drained and dry if there are not penalties and the law for it. There may be some Lacey act opportunities. In addition to all of the things Mr. Thayer described there are other forums in the community and other ways that we can try to improve this as an issue across the United States. We feel that imposing additional fines people will realize that it is not worth it. He recalls a few years ago there was a high profile case where someone tried to launch their boat at one location and turned away and went elsewhere to launch. We have not had that because we are consistent in our message.

Mr. Thayer said that was in 2009 we had an individual who tried to get around the system and not have decontamination and it resulted in a $5,000 penalty. There are a number of considerations within the Lacey Act and it is a potential way for the Federal Government to pursue violations of spreading aquatic invasive species between states and there is a big move around the west to beef that up to address the movement of Quagga mussel infested boats around the West. Currently, the Zebra Mussel is listed on the injurious species list but the Quagga mussel is not. Without that listing, boats moving Quagga mussels around are not subject to Lacey Act violations. Fines associated with the Lacey Act can be steep along with a federal felony. There are a number of infested lakes around the west that are federally

managed waters and the Federal Government has great regulations to keep invasive species off of their lands. They do not have any regulations to keep them from leaving their lands which is another item we are trying to pursue.

Mr. Riley said the $25.00 and $35.00 decontamination charges seem low. He asked if we are breaking even on that process.

Mr. Thayer said he would like to defer that question to staff member Mr. Zabaglo in the next presentation. This last year it was 46 percent of the cost of the inspection program.

Mr. Teshara said he looks forward to the Finance plan and asked staff when it would be available.

Mr. Thayer said it is in the analysis stage and hopefully will be available this spring.

Mr. Teshara said the funding right now we are looking at trying to meter it out over as many years as possible but we need a new strategy soon.

Mr. Thayer said yes that is correct. Last year when we went through the prioritization process for projects we prioritized full funding for our prevention program for 2013. That program will continue this year, fully funded and we are looking at still being able to do some control this year. In 2014, the Southern Nevada Public Land Management Act funds will run out and are currently pursuing other grant funding as well as having our ongoing inspection fees.

B. Review and Discussion of Proposed 2013 Watercraft Inspection Fees

Staff member Mr. Zabaglo provided a presentation on the proposed Watercraft Inspection Fees for 2013 boating season.

<u>Commission Member Comments & Questions</u>

Mr. Riley asked staff why we would not want to at least break even on this program which would be $50.00 and $70.00 for the extra charge.

Mr. Zabaglo said if we were to have 100 percent cost recovery we would have to double our cost. The in and out boat pays $65.00 to $75.00 on average, you would double that to $130.00 and a decontamination fee of $50.00. We feel instituting these operational efficiencies is more responsible to do that first before we do both, raise fees and decrease levels of service. We also do not have to do that right now, we still have some funding available and want to have a balance point. If we do 100 percent cost recovery we could price ourselves out of the market and could impact the number of boats that come to the Lake. Recreational boating is a big source of the economy for the Tahoe Basin.

Mr. Riley clarified that he suggested that the decontamination fee be doubled and not all of the other fees.

Mr. Zabaglo said it is hard to determine exactly how much a boat cost to decontaminate because of the varying size of boats. Some boats need something as simple as a flush of the engine or bilge tank and some would need the outside of the boat. full flush. The $25.00 fee seems to be an appropriate level for our cost that we incur.

Mr. Riley asked if staff has checked with other lakes to see what their decontamination fees are.

Mr. Thayer said when we have looked at other programs around the west a lot of them do not charge additional fees for decontamination. Some of these programs do not rely as heavily on decontamination because they rely more on quarantines.

Mr. Riley said the economics of it get to me and cannot see someone owning a $20,000 boat coming to Lake Tahoe and having to be decontaminated not do it or go to another lake because it is $50.00 instead of $25.00.

Mr. Buelna asked if someone were to arrive at a site that is closed down that there would be appropriate signage directing them to other locations.

Mr. Zabaglo said yes there would be signage.

Mr. Jepsen asked what the average time to decontaminate a vessel.

Mr. Zabaglo said it depends on the level of decontamination; if the average boat needs a flush of the bilge and engine it would be approximately 15-20 minutes.

Mr. Buelna suggested possibly considering an hourly rate for the decontamination service.

Mr. Zabaglo said one of the proposals is the $10.00 additional fee per system to recoup some of those costs as well. He said if the Governing Board approves these fees, they would be effective February 1, 2013.

Public Comment

None

VI. REPORTS

A. Executive Director

Mr. Hester said we have received non official confirmation that we have our MPO status back.

Mr. Teshara said in the context of Map 21, Federal Transportation Legislation language that authorized the Tahoe MPO was not replicated. An Individual at Federal Highways said we could not be an MPO anymore which we countered that we were allowed to be. The Governors of the two states were given the ability to go through the process and create that in 1999. He said why does the language authorizing that need to be in every subsequent bill. Governors Sandoval and Governor Brown wrote a joint letter to the Transportation Secretary LaHood pointing out some of these items and when it was elevated to the Secretary level it began to roll back down through the chain. Also to TRPA and TMPO's credit that we were able to locate a person in Washington that was able to have the experience and knowledge to have the access to folks to help us point out the error. It amounts to approximately $600,000 in planning funds per year; we had already lost our one half percent project development funds.

Mr. Hester said Mr. Haven will be contacting all the individuals to thank them with their assistance on this. The Washoe RTC supported us and led the effort to get all of the MPS's in Nevada to support us at the California Council of governments. We did not receive formal support but we got indications of support. Both states DOT's supported also us.

Mr. Teshara said we also had our congressional support from our members and they were prepared to move forward with a legislative fix should one have been necessary.

B. General Counsel

Mr. Lichtig said we received a decision in the Sierra Club and Friends of the West Shores challenge to the Homewood redevelopment project on the West shore on Friday out of the Eastern District of California in Sacramento. Judge Shubb in favor of TRPA on the overwhelming majority of the issues raised by the plaintiff including all of the Threshold Findings, and all of the Mitigation Findings regarding air quality and noise. There is a lot of positive language in there for the Agency moving forward and for this project. There was one singular cause of action that the Judge did remand the decision for it. In the determination of infeasibility for Alternative 6 which was the reduced size alternative. The Judge found that the economic analysis that was the support for that determination was not substantial evidence to provide the finding that Alternative 6 was infeasible. We have been reviewing the decision and speaking with JMA Ventures and Placer County who were co-defendants in the suit and we plan on fixing that small mistake and bringing the project back for approval. Because all of the challenges to TRPA's environmental findings and Threshold determinations are now muted, we feel very confident that this project is going to move forward.

Ms. McMahon asked if the economic analysis was required by TRPA or submitted by the applicant voluntarily to support their case.

Mr. Lichtig said the Judge found that TRPA has a similar requirement as CEQA, which means that you have to have a determination if there are alternatives with less environmental impact. It is arguable whether this alternative has less environmental impact. Assuming you have to make a finding of infeasibility for a decreased environmental impact alternative under CEQA. This case would have been determined the same way if it was in another location in California. There is a similar requirement under TRPA Code, but the Judges findings were based both on CEQA and the TRPA Compact.

Ms. McMahon said they utilize the economic analysis to demonstrate that Alternative 6 would not be feasible but the environmental impacts with Alternative 6 and the proposed alternative is questionable whether there would be less environmental impacts with Alternative 6.

Mr. Lichtig said yes; the EIS was written as Alternative 6 was a reduced size alternative. It was a bit of an inconsistent statement in that the Judge in one place indicated that a reduced size alternative didn't have lessor environmental impacts but still overturned that part of the Finding based on a lack of substantial evidence of infeasibility. The Judge made the assumption that there was a reduced environmental impact for Alternative 6. There are a couple different elements of the order that we are questioning; although we think it is a very good decision and are determining the best way forward.

Mr. Riley asked if Mr. Lichtig could give an estimated time of when the project might move forward.

Mr. Lichtig said JMA Ventures, Art Chapman, and Dave Tirman are committed to the project and are hoping to do it in the near future.

Mr. Riley said part of it would depend on the court.

Mr. Lichtig said there are a few different paths for us to take regarding how to remedy this one element of the Findings that the Judge questioned. Mr. Lichtig, Mr. Marshall and the attorneys for our outside council and JMA's outside council in Sacramento and Placer County are discussing options.

C. APC Members

Ms. Roverud said with the elections last November we have a new council member Joanne Connor. Claire Fortier resigned her position and council is looking to fill the 5th seat on the council either with an appointment or a special election.

Mr. Teshara asked if they are leaning toward the appointment option.

Ms. Roverud said yes they did and they are soliciting applications but they are leaving it open to potentially doing an election if needed.

Mr. Teshara said part of the Regional Plan Update package is Attachments 4 and 5. Attachment 4 is the mitigation measures that the Governing Board is obligated under the Plan to develop during the course of this year. He asked Mr. Hester if there is a role that staff sees for APC in the development of that. He asked if staff would make a presentation at the next APC meeting as to what is on the on list of Attachment 4.

Mr. Hester said staff will bring information on 4 and 5

Mr. Teshara said Attachment 5 is the to do list. Items on 4 are required by the Plan for mitigation and 5 are other items that came up during the process that were put on the to do list.

Mr. Hester said the Governing Board will be prioritizing them and a lot of them are of interest to the members here.

VII. PUBLIC COMMENT

None

VIII. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 10:59 a.m.

Respectfully submitted,

Marja Ambler

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

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MEMORANDUM

Date: February 6, 2013

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Monitoring, Evaluation, and Reporting Efforts in the Lake Tahoe Region

Requested Action: This is an information item only. Staff will provide a summary presentation on monitoring, evaluation, and reporting efforts in the Lake Tahoe Region. Staff welcomes questions from and discussion by the Advisory Planning Commission (APC) on the content of the presentation. No formal APC action is requested at this time.

Staff Recommendation: Staff recommends that the APC consider the presented information and make recommendations to the Executive Director on the steps proposed by staff to continue the update of TRPA's monitoring program.

Required Motion(s): This is an informational item only, no motion is required.

Project Description/Background: The 1980 TRPA Compact (PL-96-551, 1980) directed TRPA to adopt Environmental Threshold Carrying Capacities (Threshold Standards). They are "environmental standard(s) necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region (TRPA Compact, Art. II(i)). In 1982, the TRPA Governing Board adopted through TRPA Resolution 82-11 more than 130 Threshold Standards in nine categories. Every five years, with the collaboration of scientists, research institutions, and agency partners who collect and provide needed data, TRPA has prepared and published a Threshold Evaluation report that summarizes a wide variety of monitoring data; including a summary of the attainment status of Threshold Standards and the summary of a number of different performance measures related to the implementation and effectiveness of TRPA Regional Plan land use regulations, implementation measures and programmatic provisions (known as "compliance measures").

Over the last five years, the TRPA has been working with partner agencies and the science community to continually improve and update the Threshold monitoring

program, known as the Lake Tahoe Status and Trend Monitoring and Evaluation Program or simply the M&E Program. Updates have included the explicit documentation of the M&E Program's planning elements (e.g., resource-specific monitoring and evaluation plans) in order to improve the continuity of status and trend data collection over time. At the same time, the TRPA has worked with the multi-sector, multi-agency partnership that administers the Environmental Improvement Program (EIP) to select a refined set of performance measures and to explicitly document the tracking procedures for the selected EIP performance measures. Additionally, other more recent efforts have been implemented by TRPA to refine permit tracking procedures, and reporting procedures and products.

Recent California appropriation bill language asks TRPA to continue work on updating its monitoring program in collaboration with partner agencies and the science community. Specifically, the bill states:

- *In coordination with the Natural Resources Agency and the Nevada Department of Conservation and Natural Resources, establish four-year measurable performance benchmarks for all of the implementation measures and programmatic provisions included in the Tahoe Regional Planning Agency 2012 regional plan update.*
- *In coordination with the Tahoe Science Consortium, State Air Resources Board, State Water Resources Control Board, Department of Transportation, Department of Fish and Game, California Tahoe Conservancy, Department of Forestry and Fire Protection, and other state and federal agencies, develop a comprehensive monitoring, evaluation, and reporting plan, including a scope, schedule, and budget for all of the following:*
    - *(1) Monitoring all environmental threshold standards.*
    - *(2) Tahoe Science Consortium review of the scientific basis of the threshold standards and indicators.*
    - *(3) Tahoe Science Consortium development of independent annual reports on the regional plan performance benchmarks and an independent peer-reviewed four-year report on the status of the threshold standards.*

A report has been prepared by TRPA (in coordination with partner agencies and the Tahoe Science Consortium) and submitted to the California Legislature that summarizes the collaborative process that TRPA, the Tahoe Science Consortium (TSC), and state and federal agencies propose to administer through a public process to implement an updated Comprehensive Monitoring, Evaluation, and Reporting Plan called for by appropriations bill directives (Attachment A).

Staff's presentation briefing will include a review of the current scope of the Basin's monitoring program that informs Regional Plan decisions, as well as a review of past, current, and proposed future monitoring initiatives in Tahoe.

Contact Information: If you have any questions, please contact Shane Romsos, Science, Monitoring and Evaluation Coordinator, at sromsos@trpa.org, (775) 589-5201, Ted Thayer, Environmental Improvement Coordinator (775) 589-5301 tthayer@trpa.org, or Jeanne McNamara, Implementation Department Director, jmcnamara@trpa.org, (775) 589-5252.

Attachment A – TRPA report prepared in response to California Appropriation Bill 1464, Section 3110-101-0140

Introduction

In response to the Appropriations Bill #1464, section #3110-101-0140, the Tahoe Regional Planning Agency (TRPA) in collaboration with its Tahoe partners are forwarding this report to address the California Legislature's recognized need to continue efforts to update Tahoe monitoring efforts. This report lays out a scope, schedule and budget to continue the update of a Comprehensive Monitoring, Evaluation and Reporting Plan that is scientifically credible, cost-feasible, prioritized and can more effectively inform policy decision-making and the public.

The TRPA[1] was established in 1969 through a Bi-State Compact between California and Nevada that was ratified by Congress. TRPA has unique planning and regulatory authority that spans from setting environmental quality standards to permitting individual development projects, as well as implementing environmental restoration throughout the Lake Tahoe Basin. In 1980, the Compact was amended to call for the establishment of Environmental Threshold Carrying Capacities, or Threshold Standards. These Standards are the environmental goals for the Tahoe Region and achieving and maintaining these standards is the primary purpose for virtually all of the implementation measures and programmatic provisions found in TRPA's Regional Plan. TRPA works collaboratively with a wide variety of federal, state and local agencies, including research institutions to implement its Regional Plan and to monitor, evaluate and report on the status of indicators associated with Threshold Standards. Given the historical significance of establishing the Threshold Standards, any changes are of great concern to Lake Tahoe stakeholders. However, there is now scientific and policy consensus that these 130+ Threshold Standards, now 30 years old, need to be reviewed and updated.

The review of the Threshold Standards and associated indicators was undertaken through TRPA's Pathway planning effort between 2004 to 2007. This program invested in science-management technical work groups to review existing Threshold Standards and indicators. The work groups made recommendations, through a public process, based on technical and science-based information. This work, however, did not lead to any substantive changes at the time because participants agreed that additional data analysis and scientific review was necessary to fully support recommended changes to Threshold Standards. In addition, the cost to implement the monitoring system for the indicators the technical workgroups identified during Pathway planning alone was estimated in excess of $10 million per year[2]. Under today's measurement and monitoring requirements, TRPA with the help of the Basin's multi-agency partnership attempts to fully measure and report on over 130 adopted Threshold Standards, over 20 applicable state and federal air and water quality standards, 34 Environmental Improvement Program (EIP) performance measures for annual accountings to the US Congress, over 200 Regional Plan "compliance measures" as specified in the TRPA Regional Plan, newly adopted performance measures related to the Tahoe Total Maximum Daily Load (TMDL), and additional measures now under development associated with the recently adopted sustainable community strategies as required by California's SB375 legislation. Since the Pathway planning effort and with the

[1] Funding for the agency from California is received through the California Natural Resources Agency, Special Resources Program (Program 10 and payable from the California Environmental License Plate Fund).

[2] Praul, C., J. Sokulsky, M. Buckley, D. Mouat. 2007. Pathway indicator monitoring and reporting strategy: Technical Report. Prepared by Environmental Incentives, LLC for the Tahoe Regional Planning Agency. Stateline, NV.

reality of declining agency budgets, many agencies have had to cut back on what has historically been available for monitoring and measurement. Consequently, there is now a recognized need to focus limited resources on measuring the most meaningful and high priority indicators of environmental condition well rather than attempt to measure these multiple hundreds of measures incompletely or in a substandard fashion. Although initiatives completed through the Pathway planning work provided ambitious aspirations, now focused work is needed to prioritize and refine currently required indicators and performance measures to a realistic reduced set that is:

1) Scientifically sound,
2) Financially feasible to implement, and
3) Meaningfully informs policy and management decisions and actions.

Recognizing this reality, TRPA had already begun early work on an initiative related to the California appropriations bill language concerning revisions to the Basin's Comprehensive Monitoring, Evaluation and Reporting Plan. Over the last five years, in response to TRPA monitoring mandates, the findings of the Pathway planning process, and anticipated Lake Tahoe Restoration Act reauthorization, TRPA has been progressively updating the established monitoring approach to create an improved although still fully expansive Lake Tahoe Status and Trend Monitoring and Evaluation Program (M&E Program) in collaboration with the member researchers in the Tahoe Science Consortium (TSC) and multiple partner agencies (such as the Lahontan Regional Water Quality Control Board, Nevada Division of Environmental Protection, US Forest Service – LTBMU, US Environmental Protection Agency, and California Tahoe Conservancy). For example, standardized monitoring plans have been updated and documented[3]. The M&E Program was designed as a cooperative effort between agency partners and the TSC to cost effectively monitor and report the status and trends of environmental Threshold Standards and socioeconomic conditions for the Tahoe Region. Information reported through the implementation of the M&E Program and other work (e.g., EIP performance measures) has informed decision-making and provided an ongoing understanding of Tahoe Basin conditions. Along with developing these improvements to the M&E Program, we have also improved our tracking and accounting of EIP programs and project accomplishments through regular reporting on 34 EIP performance measures. Most recently, the updated M&E and EIP Program concepts and practices were incorporated into the TRPA Governing Board-accepted 2011 Threshold Evaluation.

The cost of implementing a threshold monitoring program based on the existing suite of Threshold Standards is significant. An early 2011 analysis[4] of the threshold monitoring program found that about a one-time $4 million investment[5] is needed to sufficiently document the monitoring program planning elements[6] and that approximately $3 million a year is needed to implement the Threshold-related monitoring program. Between 2000 and 2010, with the addition of funding provided above general fund baseline through the Southern Nevada Public Land Management Act (SNPLMA), it was estimated that TRPA and partner agencies have invested on average $2 million per year to support status and

[3] Sokulsky, J., C. Praul, M. Protteau, S. Romsos, 2008. Conceptual model and indicator framework development guidance: Tahoe status and trend monitoring and evaluation program. Prepared by Environmental Incentives, LLC, for the Tahoe Regional Planning Agency Stateline, NV; M&E Program Strategic Plan; TRPA 2009. Tahoe Status and Trend Monitoring and Evaluation Program Manual. Version 1.0. Originally prepared by Environmental Incentives, LLC for the Tahoe Regional Planning Agency. Stateline, NV.; Elements of a Monitoring & Evaluation Action Plan.

[4] Environmental Incentives, LLC. 2011. Finance scenarios informing resource decisions for status and trends monitoring. Memo to TRPA.

[5] This estimate has been updated to a $3 million one-time cost for program planning because additional program planning documents have been completed since the 2011 estimate was made.

[6] M&E Program planning elements include: 1) documentation of conceptual models, 2) documentation of resource-specific monitoring and evaluation plans, 3) the pilot implementation of monitoring and evaluation plans, and 4) development and implementation of a resources-specific database.

trend monitoring of threshold-related indicators. This $2 million per year in funding is approximately $1 million short of the $3 million needed to fully implement a scientifically supportable and comprehensive Threshold monitoring program based on the existing suite of indicators (Figure 1). With funding from SNPLMA sun-setting, it is anticipated that available funding for the monitoring program will decrease to approximately $1.2 million per year, increasing the current $1 million funding gap to an estimated $1.8 million funding shortfall to implement the current requirements.

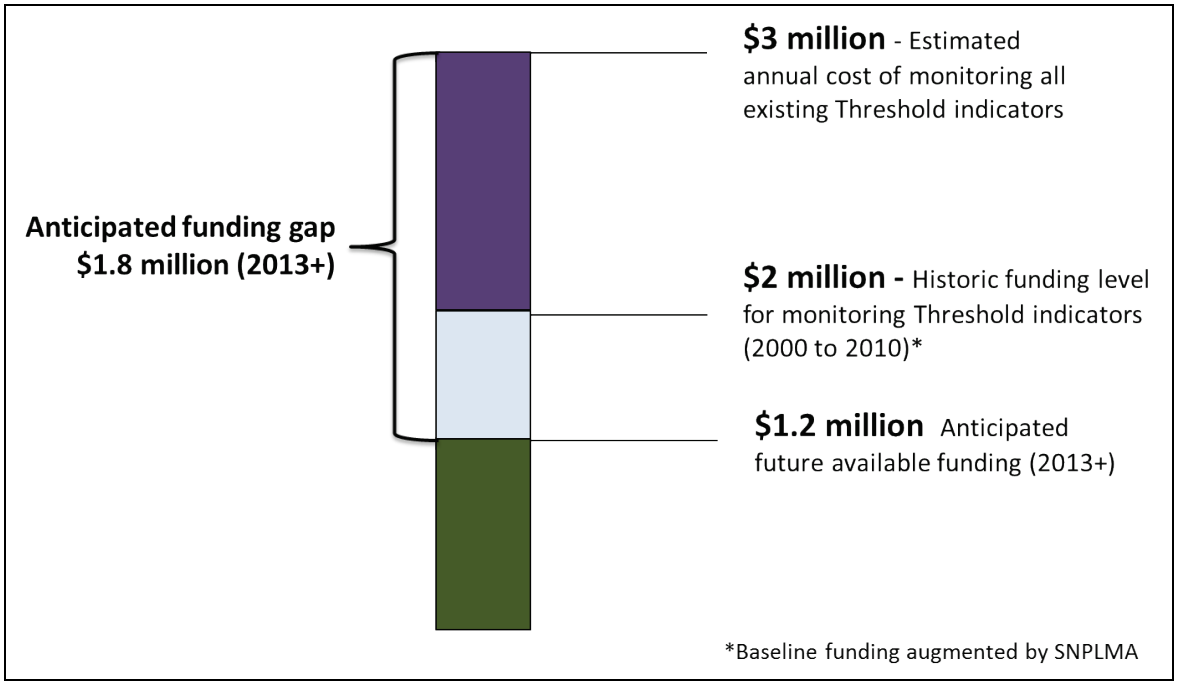

Figure 1. Historic annualized funding (across Tahoe partners) of the status and trend monitoring program showing that an estimated $3 million is needed to evaluate and report on all indicators related to currently adopted Threshold Standards. When this program cost estimate is compared to the current best-case scenario estimate for future available funding, the funding gap will increase to an estimated $1.8 million.

TRPA and its partner agencies in the Region have made effective use of the historic $2 million in annual funding for monitoring threshold indicators. Funding for different resource categories of air, water, land, and people has been differentially allocated (Table 1) and existing monitoring efforts are extensive.

Table 1. Estimated annualized funding of the status and trend monitoring program across Tahoe partners by each of the resource categories of air, land, people and water (2000 to 2010).

Resource Category	Estimated Annual Historic Expenditure By Resource Category (2000 to 2010)
Air (criteria pollutants, visibility)	$ 130,000
Land (vegetation, wildlife, impervious cover)	$ 455,000
People (scenic quality, noise, recreation)	$ 180,000
Water (Lake Tahoe and streams)	$1,180,000
Total	$1,945,000

Examples of monitoring currently performed by TRPA, research institutions such as UC Davis, partner agencies, and local governments include:

Air Quality Monitoring Highlights:

- Six monitoring stations to measure criteria pollutants (particulate matter, ozone, oxides of nitrogen, carbon monoxide) supported by TRPA, and county and state air quality agencies.
- Twenty-three locations measuring traffic volumes for vehicle miles traveled (VMT) monitoring, operationalized by California and Nevada Departments of Transportation.
- The *IMPROVE Program* (a national program to measure atmospheric visibility) to monitor regional haze

Water Resources Monitoring Highlights:

- UC Davis's deep-water Lake Tahoe clarity monitoring of approximately 25 samples annually, funded by TRPA and Lahontan Regional Water Quality Control Board.
- US Geological Survey (USGS) streamflow and tributary water quality monitoring of 300 stream samples (LTIMP) collected annually on 10 different streams.
- TRPA stream bioassessment of 48 samples collected/year – with sampling occurring on all perennial streams in coordination with Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife – Aquatic Bioassessment Lab, and Nevada Division of Environmental Protection.
- UC Davis's annual nearshore attached algae sampling at 10 sites in addition to lake-wide surveys, funded by Lahontan Regional Water Quality Control Board.
- Pilot implementation and testing of the California Rapid Assessment Method (CRAM) for assessing riparian conditions at 62 sites in two watersheds in 2011 and 2012.

Land Resources Monitoring Highlights:

- Cost-effective remote sensing and satellite technologies used to map and assess status of land use, impervious land coverage, and upland vegetation and wildlife habitat.
- Monitoring the population status of over 10 different sensitive wildlife and plant species.

People (Socioeconomic) Monitoring Highlights:

- Scenic quality assessment of 860 unique scenic resource units by TRPA every 5 years representing different roadway, shoreline, and recreation settings.
- Five-year Region-wide recreation quality surveys conducted by the US Forest Service.

Although progress has been made to update the M&E Program and EIP, further effort is needed to build out various aspects of these monitoring systems, and to further integrate, evaluate, synthesize and report metrics of Regional Plan implementation and effectiveness (i.e., performance measures). The reporting strategy for delivering knowledge from monitoring data to the public and decision makers needs additional refinement, public outreach, and prioritization as well.

This report summarizes the collaborative process that TRPA, the TSC, and state and federal agencies will administer through a public process to implement an updated Comprehensive Monitoring, Evaluation and Reporting Plan (Plan). A scope, schedule and budget for three primary tasks associated with the further development of the Comprehensive Monitoring, Evaluation and Reporting Plan are presented in detail in this report. They include:

Task 1: Identify key TRPA Regional Plan implementation measures designed to achieve Threshold Standards that can be quantitatively assessed by a set of high priority existing performance measures, benchmarks and targets. These established priority performance measures, benchmarks, and targets will measure the expected benefits from the recent Regional Plan amendments. The list of high priority performance measures selected in this task will be coordinated with TSC personnel conducting the scientific review of Threshold Standards, with results integrated into the updated Comprehensive Monitoring, Evaluation and Reporting Plan and reported in annual and four-year reports (Task 3).

⇨ **This task is being executed with existing appropriations and inter-agency resources.**

Task 2: The TSC preparation of a technical document that evaluates the scientific basis of currently adopted Threshold Standards[7] and associated indicators. Other objectives of this task are to clearly identify the highest priority indicators and Standards, and provide recommendations on an evaluation and reporting framework that effectively characterizes the linkage between policy and management actions and environmental conditions.

⇨ **The budget estimate for this task is $355,000 (includes $250,000 for Tahoe Science Consortium and one full-time equivalent position at TRPA).**

Task 3: Complete the development of an updated Comprehensive Monitoring, Evaluation and Reporting Plan for high priority threshold indicators, including the integration of high priority performance measures and planning elements for the production of independent annual and four-year reports in coordination with the TSC.

⇨ **Budget to be determined following completion of Tasks 1 and 2.**

The first two tasks are projected to be completed within one year and Task 3 is projected to be complete in late 2015 as outlined in Figure 2, below.

	2013											2014					2015
Task	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	
Task 1 - Performance Measures																	
Task 2 – Science Review of Threshold Standards																	
Task 3 – Updated Monitoring Plan																	

Figure 2. Proposed schedule to complete directives in California Appropriation Bill #1464, section #3110-101-0140.

[7] TRPA Resolution 82-11, Exhibit A.

Scope of Work

This scope of work addresses all directives outlined in the California appropriations bill with the ultimate objective to update the Comprehensive Monitoring, Evaluation and Reporting Plan. The scope is developed around three guiding principles:

1) Utilize and build upon established work efforts to update Lake Tahoe Basin's monitoring and reporting programs.
2) Engage the science community, stakeholder agencies, and the public in the completion of all tasks outlined in this report.
3) Further develop and implement an updated monitoring program that is scientifically sound, streamlined, cost feasible, and effective in informing the public and decision-making.

Three tasks are scoped to fulfill the appropriations bill directives. The scope takes advantage of past and current work efforts to refine the monitoring and reporting process for existing Threshold Standards and EIP- related performance measures. Past work will also be used in evaluating the scientific basis of Threshold Standards.

Task 1: Identify and Prioritize Key Regional Plan Implementation Measures and Programmatic Provisions for Assessment with Performance Measures, Benchmarks and Targets

All actions implemented by TRPA are guided by the Compact-required Regional Plan. In December 2012, through a public and highly collaborative process, TRPA adopted a focused set of amendments to the Regional Plan to further facilitate the attainment and maintenance of regional environmental quality standards (i.e., Threshold Standards). The amendments to the Regional Plan targeted incentives to encourage redevelopment of town centers for needed environmental improvements, to facilitate a reduction in the development footprint on sensitive lands, and to promote walkability and non-automobile transportation modes. The majority of the 1987 Regional Plan – its regulatory controls, implementation measures and programmatic provisions – remained the same under the Regional Plan Update, including policies related to TRPA's monitoring mandates, such as:

1) Developing and implementing a threshold monitoring program; measuring and regularly reporting on the attainment and maintenance of adopted Threshold Standards; and adjusting Regional Plan implementation measures and programmatic provisions in response to monitoring results and recommendations.
2) Conducting regular technical review and updates to Threshold Standards.
3) Monitoring and reporting on the implementation and effectiveness of Regional Plan implementation measures and programmatic provisions (known as "compliance measures") in achieving and maintaining Threshold Standards.

Pre-existing policies within the Regional Plan call for work similar to that directed in the appropriations bill language. Consequently, the tasks outlined in this work plan, schedule and scope are consistent with tasks periodically performed under the Plan. The Regional Plan policy calling for periodic review of the Thresholds Standards that underpin the Plan is addressed in Task 2. Additional policies call for further development, implementation, and periodic review of the monitoring program, which is addressed in Task 3, and new Area Plan conformance policies adopted in the recent Plan amendments require an

annual review of the effectiveness of local planning and permitting activities in meeting Regional Plan goals and policies. Finally, adopted Regional Plan policies require annual reporting so that needed changes can be identified, adjustments can be made to the Regional Plan, and the planning and management process is more responsive to changing conditions.

Task 1 will inventory existing Regional Plan implementation measures and programmatic provisions (including those recently adopted as part of the Regional Plan Update) and associated performance measures, benchmarks, and targets. An interagency workgroup will then evaluate the list of implementation measures and plan provisions using criteria including:

1) potential for unintended consequences resulting from the execution of the implementation measure,
2) uncertainty of the implementation measure effectiveness in achieving a desired outcome,
3) level of investment made to execute an implementation measure, and
4) level of public interest in the implementation measure or programmatic provision.

Other criteria, such as the cost to retrieve performance measure data, may also be used. For implementation measures and programmatic provisions that meet these criteria, the interagency workgroup will coordinate with the Task 2 TSC science review panel to assess the workgroups findings. The workgroup, along with the TSC science review panel, will then identify appropriate existing, updated or new performance measures, benchmarks, and targets for selected implementation measures to create a cost-feasible and manageable set of performance measures.

Concurrent with the prioritization and selection of performance measures in this task, the Tahoe Science Consortium will undertake the science review of the Threshold Standards and associated indicators (Task 2). Built into the schedule for Tasks 1 and 2 are interactions between the performance measure workgroup and the science review panel to ensure continuity between the two tasks. Task 1 is expected to take up to 12 months to complete while Task 2 is expected to take up to 9 months. Together, Tasks 1 and 2 are expected to yield recommendations for a prioritized and manageable set of performance measures and Threshold related indicators and will significantly influence the scope of the updated Comprehensive Monitoring, Evaluation and Reporting Plan.

For the purpose of Task 1, TRPA defines a performance measure as a quantifiable expression of the cost or result of activities that indicate at what level services are provided during a given time period. A performance benchmark is directly related to a performance measure and is the interim objective that should be achieved to demonstrate incremental progress toward reaching a target. A performance target is a numerical objective that is established for an individual performance measure. Achievement of a performance target would indicate that the program or policy was a success. Failure to meet a performance benchmark or performance target could indicate the need to adjust operations or policy.

Performance Measures

The list of existing indicators and performance measures that will be examined by the prioritization process in Tasks 1 and 2 can be summarized in four categories:

1. **Policy Initiatives:** Performance measures related to Regional Plan policies such as the basic indicators of land use activity including development/redevelopment statistics (e.g., allocation of residential units, residential units provided as an incentive, hotel/motel units provided as a restoration incentive, allocation of commercial floor area, transfers of commodities, and

additional sensitive lands restoration), sensitive land coverage reductions, measures of recreation activity intensity ("people at one time" or PAOTs), and water supply and demand.

2. **Capital Programs:** Performance measures of capital improvement and restoration actions such as the Environmental Improvement Program (EIP) performance measures, and sediment and nutrient load reductions as part of the Tahoe TMDL (Total Maximum Daily Load).
3. **Socioeconomics:** Indicators of sustainability such as those being identified to monitor environmental, social and economic conditions through a grant from the California Strategic Growth Council.
4. **Threshold Standards:** Indicators associated with each of the Threshold Standards will be coordinated with and evaluated as an element of Task 2.

Public interest in the Regional Plan Update centered largely around category **1, Policy Initiatives**, and how Regional Plan policies impacted category **4, Threshold Standards**. Many of the plan's updated policy provisions provide incentives for accelerated environmental improvement that would be realized through the implementation of private projects. As such, the rate and scale of these environmental benefits are affected by numerous factors, such as economic fluctuations at various scales; the location, scope, and rate of future projects that could be proposed throughout the Region over 20 or more years; and the degree of correlation and causation between the measure and the intended outcome. As a result, quantifying the environmental benefits of updated Regional Plan provisions is challenging.

The Environmental Impact Statement for the Regional Plan Update (EIS) [8] used the best available information to estimate the effects of updated provisions. While these estimates cannot quantify the exact effect of updated policy provisions, they can provide an approximate indication of the type and scale of environmental benefits likely to result from the Regional Plan Update. The analysis in the EIS estimated that by the year 2035, the updated Regional Plan provisions would result in the following:

- Transfers of development rights resulting in the permanent retirement of 960 vacant sensitive and/or outlying residential lots;
- Transfers of existing development resulting in the restoration and permanent retirement of 250 sensitive and/or outlying residential lots containing existing development;
- Increased land coverage transfers resulting in a reduction of 10 to 15 acres of land coverage from Stream Environment Zones (SEZ); other mitigation programs and the EIP will result in additional SEZ restoration;
- Increased multi-modal opportunities within Town Centers resulting in more than a four percent reduction in vehicle trips in these areas; and
- A more concentrated land use pattern that results in a greater than a three percent reduction in per capita Vehicle Miles Travelled Region-wide and a greater than seven percent reduction in per capita Greenhouse Gas emissions from the 2005 baseline on the California side of the Region.

The following subtasks are proposed to identify and prioritize Regional Plan performance measures, benchmarks and targets:

a) ***Conduct a Public Workshop with TRPA Advisory Planning Commission and Governing Board on the Threshold Monitoring System.*** As an initial step, a workshop will be held with the TRPA Advisory Planning Commission and Governing Board in February 2013 to familiarize them with

[8] TRPA. 2012 (October). Regional Plan Update - Final Environmental Impact Statement. CA SCH # 2007092027, NV SCH #E2008-124.

the scope of existing monitoring mandates and the existing monitoring program. The workshop will highlight the scope of work proposed here and provide the Advisory Planning Commission, Governing Board, and the public with an understanding of the anticipated schedule and budget. The workshop will also provide TRPA's decision makers and the public with an early opportunity to provide input on those Regional Plan implementation measures and programmatic provisions that should be tracked with performance measures.

b) Develop a Comprehensive Inventory of Existing Regional Plan Policy Initiatives, Implementation Measures and Programmatic Provisions, and Existing Performance Measures. To establish baseline information needed for common understanding across agency and science personnel and to initiate the process for identifying high priority performance measures, TRPA will publish a comprehensive list of all programmatic provisions and policy initiatives currently implemented through the updated Regional Plan. TRPA will also incorporate applicable performance measures, benchmarks, and targets as well as other applicable performance measures (e.g., TMDL, Strategic Growth Council grant – Sustainability Indicators, other agency-specific performance measures) into the inventory. This subtask will be used as common baseline information for the interagency workgroup (Task 1.c, below) and the TSC Science Review Panel (Task 2). This work is expected to yield more than 200 implementation measures with associated performance measures, including Threshold Standard related indicators, EIP performance measures, and Strategic Growth Council-Sustainability Indicators.

c) ***Identify an Interagency Policy Review and Performance Measure Workgroup.*** A workgroup representing the interests of TRPA, the California Natural Resources Agency, the Nevada Department of Conservation and Natural Resources, and the TSC Science Review Panel (Task 2) will be assembled and chartered to fulfill the subtasks identified in Task 1[9]. Appendix 1 summarizes the list of agencies and research institutions that will either be included on the interagency taskforce or will be engaged by the interagency workgroup.

d) ***Identify High Priority Regional Plan Policy Initiatives, Implementation Measures, and Programmatic Provisions for Performance Measure Monitoring.*** TRPA currently implements well over 200 implementation measures and programmatic provisions designed to individually and cumulatively achieve and maintain Threshold Standards. The interagency workgroup will review available information collected in Task 1.b and perform a facilitated and standardized prioritization of all policy initiatives, implementation measures, programmatic provisions (including recently amended policies) included in the Regional Plan using a defined set of criteria. This process will be used to filter the list of implementation measures to a policy-relevant and manageable set that can be cost effectively implemented over the long term; targeting no more than 25 implementation measures to monitor. The workgroup will facilitate the review and vetting of implementation measures through a participatory process that includes interested public stakeholders. A TRPA Governing Board Subcommittee may be used for vetting public input or other process will be identified. The process and results of this subtask will also be coordinated with the TSC Science Review Panel (Task 2) to ensure consistency with any recommendations related to an updated evaluation and reporting framework (Task 2 and Task 3).

[9] The level of participation on the interagency workgroup from agencies external to TRPA will largely depend on interest and ability to program staff.

e) ***Document Standard Operating Procedures for Measuring and Reporting Selected Performance Measures.*** TRPA will use an already established template (i.e., the "EIP Performance Measure Information Sheet Template") to document the tracking and reporting procedures for each selected performance measure. Completion of this subtask will result in the full documentation needed to support the ongoing implementation of performance measure tracking and reporting and will be incorporated into Task 3 – Comprehensive Monitoring, Evaluation and Reporting Plan.

f) ***Meetings with TSC Science Review Panel.*** In addition to having one or more representatives from the TSC Science Review Panel on the interagency workgroup, targeted meetings will be scheduled between the full TSC Science Review panel and the interagency workgroup as appropriate throughout the duration of Task 1 in order to coordinate work across tasks.

g) ***Periodic Tahoe Interagency Executive Steering Committee Meetings.*** The interagency workgroup will provide regular status updates to the Tahoe Interagency Executive Steering Committee. Additional opportunities for public input will be encouraged at these meetings through the participation of the Lake Tahoe Federal Advisory Committee Chair public representative.

h) ***Recommend Amendments to the Regional Plan to Reflect identified Priority Implementation Measures and Performance Measures.*** The result of Task 1 will culminate with recommended amendments to the Regional Plan. The amendments will reflect the high priority implementation measures and performance measures selected and vetted by the workgroup, Science Review Panel, and public.

i) ***Scope, Schedule and Budget for Tahoe Science Consortium Preparation of Annual and Four-year Reports on Regional Plan Performance Measure and Threshold Standard Attainment Status***. The appropriation bill language 1.b.3 directs the TSC with the "*development of independent annual reports on the regional plan performance benchmarks and an independent peer-reviewed four-year report on the status of Threshold Standards*." The TSC and TRPA will develop a scope, schedule and budget for these activities based on the outcome of Tasks 1 and 2, and in coordination with the further development of an updated Comprehensive Monitoring, Evaluation and Reporting Plan in Task 3. The structure, content, and cost for preparing an annual report on Regional Plan implementation and effectiveness largely depends on the nature and level of detail agreed to by stakeholders for the performance measures, benchmarks, and targets in Task 1. The TRPA and TSC will develop the structure, content and cost for preparing annual and four-year reports on threshold indicators based on the recommendations of the independent Science Review Panel (Task 2) and the updated Monitoring Plan (Task 3). The scope and budget for annual and four-year reports on the Threshold Standard attainment depends on the assessment of the scientific basis of the Threshold Standards and the adoption of a framework for prioritizing monitoring and evaluation activities.

Deliverables:

1) Comprehensive list of implementation measures, programmatic provisions, and other policy initiatives combined with existing and anticipated performance measures,
2) List of key implementation measures and programmatic provisions and associated high priority performance measures, benchmarks and targets,

3) Information sheets for selected performance measures,
4) Bi-monthly TIE-SC meeting notes,
5) Recommendations for amendments to the Regional Plan, and
6) Scope, Schedule, and Budget for TRPA and TSC preparation of annual and four-year reports.

Task 1 Schedule – Up to 12 months (and concurrent with the Review of Threshold Standards)

Prioritize Regional Plan Performance Measures		2013											2014		
Task ID	**Task**	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**	**October**	**November**	**December**	**January**	**February**	**Result, Product, or Deliverable**
1.a	***Conduct Public Workshop with TRPA Advisory Planning Commission and Governing Board on Threshold Monitoring System***														Staff presentation to TRPA Advisory Planning Commission and Governing Board
1.b	***Develop Comprehensive Inventory of Existing Regional Plan Policy Initiatives, Implementation Measures and Programmatic Provisions, and Existing Performance Measures***														Table showing Regional Plan implementation measures, programmatic provisions, and associated performance measures
1.c	***Identify an Interagency Policy Review and Performance Measure Workgroup***														
1.d	***Identify High Priority Regional Plan Policy Initiatives, etc. for Performance Measure Monitoring***														Table of selected high priority Regional Plan implementation measures and programmatic provisions, and associated performance measures, benchmarks and targets with supporting summary narrative
1.e	***Document Standard Operating Procedures for Measuring and Reporting Performance Measures***														Documentation that will be used to guide the continuous tracking and reporting of selected performance measures
1.f	***Meetings with TSC Science Review Panel***														
1.g	***Periodic Tahoe Interagency Executive Steering Committee Meetings***														
1.h	***Recommend Amendments to the Regional Plan to Reflect Priority Implementation Measures and Performance Measures***														Memo recommending amendments to Regional Plan
1.i	***Scope, Schedule and Budget for TRPA and TSC Preparation of Annual and Four-Year Reports on Regional Plan Performance Measure and Threshold Standard Attainment Status***														Scope, Schedule and Budget for annual and four-year reporting of performance measures and Threshold related indicators

<u>Task 1 Budget</u>: In-kind Contributions $200,000

Item	Unit Cost	Total Cost	Notes
Nevada Department of Natural Resources and Conservation	0.5 FTE @$100,000/FTE	$50,000	NV-DNRC funding would be used to support various Nevada Tahoe Resource Team staff participation in subtasks associated with accomplishing this task.
California Natural Resources Agency	0.5 FTE @$100,000/FTE	$50,000	Existing funding would be used to support staff as appointed by the CA Natural Resources Agency to participate in subtasks associated with accomplishing this task.
TRPA	1 FTE @$100,000/FTE	$100,000	TRPA would contribute existing staff time and resources to achieving this task from its baseline budget.
Workgroup Facilitation	-	-	A member of the interagency workgroup will be designated to facilitate and manage the workgroup.
TOTAL Estimated Cost		**$200,000 (In Kind)**	**All funding for Task 1 would be supported through existing baseline budgets.**

Task 2: Science Review of Threshold Standards and Indicators

The TSC will establish and facilitate an independent Science Review Panel to conduct the scientific review of Threshold Standards[10]. Technical workgroup review of Threshold Standards and indicators during the Pathway planning process and research reports[11] have suggested opportunities to improve the suite of standards and indicators used to measure environmental conditions relative to desired conditions in the Lake Tahoe Region. An independent peer review of the 2011 Threshold Evaluation Report (accepted by the TRPA Governing Board in December 2012) agreed with the Report's findings that existing standards, with a few exceptions, needed some level of clarification or revision to reflect best available science, and incorporate emerging issues. The peer review also recommended that TRPA consider a different framework to evaluate threshold carrying capacities and to prioritize and focus monitoring efforts on those Threshold associated indicators that are most relevant for characterizing environmental conditions and the effect of management actions on environmental conditions.

The Task 2 science review will include a review of historic and current data, past and ongoing scientific studies, management reports, the 2011 Threshold Evaluation peer review, and monitoring and evaluation frameworks used by other successful watershed monitoring programs. The goals of the science review will be to:

- Evaluate the scientific basis for the existing threshold standards[12],
- Propose an alternative and more effective framework from which to base the monitoring, evaluating and reporting of environmental status and trends with science-based criteria for prioritizing monitoring activities, and
- Identify and rank the most relevant threshold related indicators and identify potential gaps in indicators in the current Threshold monitoring system.

The Science Review Panel will release a technical report with recommendations to enhance the effectiveness of monitoring and evaluation programs in the Tahoe Basin to detect changes in environmental conditions.

The findings and recommendations in the technical report will at a minimum address the following questions:

- Does sufficient scientific evidence exist to justify existing Threshold Indicators and Standards?
- Is the suite of quantitative (numerical) and qualitative (management and policy statements) standards appropriate to assess both environmental condition and environmental change?
- Are existing Threshold Standards likely to be achieved or are they beyond the control of management and regulatory agencies (e.g., climate change)?
- Are two or more threshold standards mutually exclusive or duplicative?
- Does sufficient scientific evidence exist to eliminate or modify any of the existing threshold standards and indicators, including, but not limited to (i) adequacy of the scientific evidence and (ii) changes in our level of understanding since Resolution 82-11 was adopted in 1980?

[10] Resolution 82-11, Exhibit A

[11] e.g., Taylor et al. 2004, Lahontan and NDEP 2010, and Chen et al. 2011

[12] It is not the purpose of the TSC review to make recommendations for changing already adopted state and federal environmental standards that are also referenced as TRPA Threshold Standards. The TSC Review Panel will, however, comment on their applicability to evaluate environmental status and trends.

- Which threshold-related indicators are most relevant for informing environmental quality policy and management actions? Which indicators are least informative?
- Are there gaps in the current suite of Threshold Standards? If so, does scientific evidence exist to recommend new or revised Threshold Standards or indicators to address issue area gaps?

Composition of the Science Review Panel:

- The TSC will establish a Science Review Panel comprised of a broad variety of qualified technical experts representing aquatic and terrestrial resources and socioeconomic systems.
- The TSC Executive Director will administer the Science Review Panel process.

Subtasks for the TSC Science Review Panel will include:

a) ***Establish a Science Review Panel****.* The TSC - Committee of Scientists will establish a Science Review Panel (SRP). The SRP will select a Panel chair. The Panel chair will coordinate and manage the SRP in all activities related to this task including interactions with the interagency workgroup identified in Task 1.

b) ***Science Panel Meetings****.* The SRP chair will plan and hold regular coordination meetings with the SRP to promote an integrated evaluation of content and ensure timely production of deliverables.

c) ***Conduct Background Monitoring Policy Review.*** The SRP will examine TRPA's current monitoring, evaluation, and reporting mandates associated with Environmental Threshold Carrying Capacities as expressed in the Compact, Resolution 82-11, and TRPA Regional Plan as well as other, non-threshold related reporting mandates (i.e., applicable state and federal standards). The SRP will review documents that were used as the technical basis for currently adopted Threshold Standards, such as the 1982 Study Report for the Establishment of the Environmental Threshold Carrying Capacities, and the accompanying Environmental Impact Statement. The panel will evaluate other relevant information as practical (e.g., the peer-review report on the 2011 Threshold Evaluation and materials related to frameworks for other large-scale monitoring programs). This task will provide the SRP with an understanding of current monitoring mandates and indicators measured as part of the threshold monitoring system.

d) ***Prepare Technical Report.*** The SRP will prepare a technical review document that presents the strengths and weakness of the science used to establish the currently adopted set of the Threshold Standards. When appropriate, the SRP will evaluate historical and alternative data. The technical report will include recommendations for a general evaluation and reporting framework that can better integrate the various monitoring and evaluation programs to: 1) assess the status and trend in environmental condition relative to established standards and 2) further link measures of Regional Plan implementation and effectiveness (performance measures) with Threshold Standards. It will also make recommendations for prioritizing, as appropriate, indicators associated with Threshold Standards as currently embodied in TRPA Resolution 82-11.

e) ***Prepare Recommendations Briefing****.* The SRP will prepare a briefing to provide an executive-level summary of prioritized Threshold Standards and for integrating selected Regional Plan performance measures into the evaluation and reporting structure.

f) ***Bimonthly Meetings with Interagency Workgroup (to coordinate with Task 1).*** The SRP chair will organize regular bimonthly meetings for a sub-group of the SRP with resource agency staff to ensure that a high level of communication and understanding is maintained with the full Science Review Panel.

g) ***Executive Briefing Meetings.*** The SRP chair will provide the Tahoe Interagency Executive Steering Committee with bimonthly progress reports on this task. These meetings will also be used to coordinate efforts between Tasks 1 and 2.

h) Public Meeting. The preliminary results and recommendations of the tasks will be presented at a public meeting. Public input will be incorporated into the final report.

Deliverables*:*

1) Bimonthly Science Review Panel meetings
2) Final Report to be issued by the Science Review Panel on behalf of the TSC will provide an independent assessment of findings on the scientific basis of existing Threshold Indicators and Standards and will provide recommendations for focusing and prioritizing monitoring and evaluation programs
3) In coordination with TRPA, present the Science Review Panel findings to the public in a public forum

Task 2 Schedule – Up to 9 months

Scientific Review of Threshold Standards		2013						2014			
Tasks	**Task**	**July**	**August**	**September**	**October**	**November**	**December**	**January**	**February**	**March**	**Product/Deliverable**
2.a	*Establish a Science Review Panel*										Request for Qualifications, Participant contracts and agreements
2.b	*Science Panel Meetings*										Meeting agendas and notes
2.c	*Conduct Background Monitoring Policy Review*										Summary memo on the breadth of review conducted
2.d	*Prepare Technical Report*										Technical Findings Report, list of prioritized indicators
2.e	*Prepare Recommendations Briefing*										Recommendations Memo
2.f	*Bimonthly Meetings with Interagency Workgroup (Task 1)*										Meeting notes reflecting coordination between the Science Review Panel and Interagency Workgroup
2.g	*Executive Briefing Meetings*										Meeting notes reflecting executive input on progress and deliverables
2.e	*Public Meeting*										Present findings and receive input from public SRP findings and recommendations

Task 2 Budget– TRPA will request a budget augmentation from the state of California that includes $250,000 to contract with the Tahoe Science Consortium to administer work carried out by the Science Review Panel. TRPA will also request cost recovery equal to 1 FTE ($105,000) for TRPA staff. Funding for TRPA staff will cover the costs associated with contract administration, research, and material preparation for Science Review Panel, meeting preparation and participation, and public forum. Total cost and request to the state of California is estimated at $355,000.

Item	Total Cost	Comment
Independent Reviewers	$175,000	A total of 7 Subject Matter Experts and a Review Panel Chair will serve on the Science Review Panel from the TSC organizations and other academic, government agency, and the private sector entities. The panel may seek input from other technical experts in the field, as needed.
Travel Expenses	$12,000	Travel for Reviewers and subject matter experts to attend meetings of the Science Review Panel, discussions with TRPA and other agencies, and other meetings, as required.
Research & Administrative Support	$10,000	Technical, administrative and contract support to the Science Review Panel.
Workshops	$2,000	Support for workshops with Science Review Panel, local agencies, and technical experts, and others as required.
IT and Web Meeting Support	$1,000	Subscription to web-based meeting tools and document sharing support for the Science Review Panel to facilitate remote interactions and regular discussions among the panelists.
Estimated Overhead	$50,000	Assumes average institutional overhead of 25% consistent with the UCD overhead rate from CA/Natural Resources Appropriations.
SUBTOTAL	**$250,000**	Amount of funding that would be provided to TSC to administer the Science Review Panel.
TRPA Staff (1 FTE)	$105,000	To cover staff costs associated with supporting and participating in the Science Review Panel work, including contract administration, research, providing requested information and material preparation for Science Review Panel, meeting preparation and participation, and public forum.
TOTAL	**$355,000**	

Task 3: Comprehensive Monitoring, Evaluation and Reporting Plan

The Comprehensive Monitoring, Evaluation and Reporting Plan (Plan) that will be updated under this task will build upon, refine, and modify the existing M&E Program. Planning elements included in the M&E Program include: 1) the documentation of conceptual models, 2) the documentation of resource-specific monitoring and evaluation plans, 3) the pilot implementation of monitoring and evaluation plan (i.e., test field and analytical procedures), and 4) resource-specific database development. The plan will document and guide all substantive monitoring activities in the Lake Tahoe Region including the independent reporting of performance measures and Threshold Indicator monitoring information on an annual and four-year reporting cycle.

The prioritization of indicators in Task 2 of this report is expected to reduce the cost for developing program planning elements for status and trend monitoring. However, some additional costs are expected with the integration of high priority Regional Plan performance measures (Task 1) into the current M&E Program. At the completion of this task, the plan will only include guidelines and procedures for a cost-feasible and highly relevant set of indicators and performance measures as documented in Tasks 1 and 2 of this report. The degrees of cost reduction relative to offsetting cost increases are unknown at this time. Therefore, the subtasks, budget, and schedule for updating the Comprehensive Monitoring, Evaluation and Reporting Plan task <u>will be revised</u> following the completion of Tasks 1 and 2.

The interim subtasks pending the completion of Tasks 1 and 2 include:

a) ***Select Third Party Taskforce Lead***. An independent third-party project manager will be selected to be responsible for guiding, coordinating and completing all aspects of the updated Comprehensive Monitoring, Evaluation and Reporting Plan task. TRPA will work with agency partners to select the taskforce lead.

b) ***Interagency Taskforce***. Form an interagency taskforce, including representatives from the Tahoe Science Consortium and Basin agencies, which will be responsible for completing Task 3. Agencies that participate in the taskforce would be expected to contribute baseline funding to support their agency representatives, while science community representatives would be compensated as part of the budget for Task 3.

c) ***Review Result of Tasks 1 and Task 2***. The lead and the taskforce will review results of Tasks 1 (Performance Measures Prioritization) and 2 (Scientific Basis of Threshold Standards). The scope of the updated Comprehensive Monitoring, Evaluation and Reporting Plan task will be adjusted according to the results of Tasks 1 and 2.

d) ***Update the Comprehensive Monitoring, Evaluation and Reporting Plan.*** The taskforce will then further refine the M&E Program into the updated Comprehensive Monitoring, Evaluation and Reporting Plan based on the results of Tasks 1 and 2.

- **<u>Deliverables</u> -**
    - ○ Interagency taskforce charter
    - ○ Revised work plan per completion of Tasks 1 and 2
    - ○ Updated Comprehensive Monitoring, Evaluation and Reporting Plan

- **Schedule** – To Be Determined. Depending on the scope, this task could take up to 2 years [some elements may be started concurrently with Tasks 1 and 2]. A detailed schedule will be developed following the completion of Tasks 1 and 2.

- **Budget and Staffing** – To Be Determined. Similar to the scope of work for this task, the budget and staffing for this task will need to be revised following the results of Tasks 1 and 2.

Conclusion

TRPA welcomes the opportunity provided by the California appropriations budget language to further the initiative that we have already begun to revise our existing standards, indicators and performance measures to a reduced set that is scientifically sound, financially feasible to implement, and that will meaningfully inform policy and management decisions and actions. The collaboration with our Tahoe partners and the public will be important to move this initiative forward. To address the language in the California appropriation budget, work on the three tasks outlined in this report is proposed to begin immediately and will continue over the next two years culminating in an updated Comprehensive Monitoring, Evaluation and Reporting Plan. TRPA appreciates the California Legislature's recognition of the need to continually improve and refine its Regional Plan for the purposes of protect Lake Tahoe for current and future generations.

Appendix 1. Matrix showing potential participants/stakeholders by Threshold Category in the development of an updated Comprehensive Monitoring, Evaluation and Reporting Plan and the scientific assessment of Threshold Standards and performance measures.

Agency or Organization	Air Quality	Water Quality	Soil Conservation	Wildlife	Fisheries	Recreation	Noise	Vegetation Preservation	Scenic Resources
Bi-State									
Tahoe Regional Planning Agency*	X	X	X	X	X	X	X	X	X
Tahoe Science Consortium*	X	X	X	X	X	X	X	X	X
Washoe Tribe	X	X	X	X	X	X	X	X	X
California									
Natural Resources Agency*	X	X	X	X	X	X	X	X	X
Water Board – Lahontan*	X	X	X						
Tahoe Conservancy*		X	X	X	X	X		X	X
Air Resources Board*	X	X							
Fish and Game*				X	X	X		X	
CalFire*			X					X	
CalTrans*	X	X					X		
UC Davis*		X			X				
State Lands					X	X		X	
State Parks						X		X	
Highway Patrol							X		
Nevada									
Department of Conservation and Natural Resources*	X	X	X	X	X	X	X	X	X
Division of Environmental Protection	X	X	X						
State Lands		X	X			X		X	
State Parks						X			
Department of Wildlife				X	X				
Division of Forestry			X					X	
University of Nevada, Reno		X	X	X	X	X			
Desert Research Institute	X	X	X						
Highway Patrol							X		
Federal									
US Forest Service – LTBMU and PSW	X	X	X	X	X	X	X	X	X
US Geological Survey		X							
US Environmental Protection Agency	X	X	X						
US Fish and Wildlife Service				X	X			X	
Natural Resources Conservation Service			X						
Federal Aviation Administration							X		
Local									
City of South Lake Tahoe		X	X			X	X		
El Dorado County	X	X	X			X			
Placer County	X	X	X			X			
Washoe County	X	X	X			X			
Douglas County	X	X	X			X			
Non-Governmental Organizations									
Sierra Club and League to Save Lake Tahoe	X	X	X	X	X	X	X	X	X
Interested Public including LTFAC Chair	X	X	X	X	X	X	X	X	X

*Agencies specifically listed in appropriations bill language

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MEMORANDUM

Date: February 13, 2013

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Priority Recommendations

Requested Action: The Advisory Planning Commission recommend priority projects for the Governing Board to consider at their annual retreat.

Project Description/Background: As you know the recently adopted Regional Plan includes policy ME-3.6 stating that the Governing Board will annually set work program priorities for discretionary projects above and beyond the regular TRPA work program requirements (e.g., reviewing development applications). Specifically, the policy states:

"ON AN ANNUAL BASIS TRPA WILL PREPARE A PRELIMINARY LIST OF WORK PRIORITIES. THIS LIST WILL BE DERIVED FROM THE MOST RECENT ANNUAL THRESHOLD REPORT, REGIONAL PLAN AND CODE OF ORDINANCES AMENDMENTS SUGGESTED BY STAFF AND STAKEHOLDERS, THE MOST RECENT ANNUAL ENVIRONMENTAL IMPROVEMENT PROGRAM REPORT, THE ANNUAL REPORTS ON MEMORANDA OF UNDERSTANDING, PRIORITIES IDENTIFIED BY THE ADVISORY PLANNING COMMISSION, AND SIMILAR INFORMATION. THE GOVERNING BOARD SHALL REVIEW THE PRELIMINARY LIST OF WORK PRIORITIES AND ARRANGE THE PROJECTS IN ORDER OF PRIORITY. THE EXECUTIVE DIRECTOR SHALL SUBMIT AN ANNUAL BUDGET AND WORK PLAN THAT INDICATES HOW THE WORK PRIORITIES WILL BE COMPLETED IN ORDER OF PRIORITY TO THE DEGREE POSSIBLE WITH THE RESOURCES AVAILABLE TO THE AGENCY. THE LIST OF PROJECTS AND ORDER OF PRIORITY SHALL BE INCLUDED IN THE REGIONAL PLAN AS ATTACHMENT 5 AND SHALL BE UPDATED AND REPLACED ANNUALLY. FOR THE PERIOD PRIOR TO ADOPTION OF THE NEXT ANNUAL WORK PROGRAM AND BUDGET BUT AFTER INITIAL ADOPTION OF THE REGIONAL PLAN INCLUDING THIS POLICY, THE LIST OF PROJECTS IN ATTACHMENT 5 WILL BE CONSIDERED THE PRELIMINARY LIST OF PRIORITY PROJECTS FOR THE GOVERNING BOARD TO ARRANGE IN ORDER OF PRIORITY AND FOR SUBSEQUENT PREPARATION OF THE ANNUAL AGENCY WORK PROGRAM AND BUDGET."

Consistent with this policy, the Advisory Planning Commission is being asked to identify priorities. The recommended priorities are not limited to the items listed in Regional Plan Attachment 5: "Preliminary List of Priority Projects". In addition, the APC agenda item prior to this item outlines the need for improvements to the monitoring and measurement system as requested by California State Appropriations Bill #3110-101-0140. There is also a list of Regional Plan Final Environmental Impact Statement mitigation measures that must be completed within 12 months. Finally, there are a few other items that staff will recommend that you consider.

The "Preliminary List of Priority Projects" is included as Attachment A. This list of projects was created during the Regional Plan update process by the Regional Plan Update Committee, Bi-State Consultation group, and the Governing Board. Staff is preparing an annotated version of this list (to be distributed

separately from this staff summary) and will explain these items in more detail at your meeting. The annotated list of Final Environmental Impact Statement mitigation measures is included as Attachment B. Staff will also explain these items in more detail at your meeting. Staff will identify any other priority projects recommended for consideration, and provide a summary of the potential list of priority projects using a summary table (to be distributed separately from this staff summary) showing all potential priority projects and their interrelationships.

Following the presentation of the monitoring and measurement agenda item, staff presentations of Attachments A and B, staff presentation of other priority projects, and questions and discussions from APC members, each APC member will then be given a ballot form (to be distributed separately from this staff report). APC members will be asked to individually pick the top priority projects for the FY 2013/2014 work program. The results will be compiled for all members and the rankings transmitted to the Governing Board later this month.

Contact Information: If you have any questions, please contact John Hester, Planning Director, at 775.589.5219.

ATTACHMENT A
PRELIMINARY LIST OF PRIORITY PROJECTS

Projects noted with "**" were identified as priorities by the TRPA Governing Board during the plan refinement and adoption process. Other projects were identified by the Regional Plan Update Committee during the plan development process.

PROJECTS RELATED TO DEVELOPMENT ALLOCATIONS AND TRANSFERS

1. **Review and update the allocation release system (residential and non-residential) in coordination with the Local Government Committee.
2. **Review of the efficacy of the [development transfer] ratios.
3. Evaluate of the IPES program, including the unique situation in Placer County, and identify possible amendments to Regional Plan policies and/or the development code.
4. Consider incentives for the transfer of development to areas outside of Centers that meet certain requirements, such as transit service, pedestrian facilities, and commercial businesses.

PROJECTS RELATED TO LAND COVERAGE

1. **Complete a detailed review of coverage transfers across hydrologic zones. This review will include presentations from the California Tahoe Conservancy and the Nevada Land Bank / Nevada Division of State Lands.
2. Evaluate the coverage management system and identify possible amendments to Regional Plan policies and/or the Code of Ordinances.
3. Evaluate the water quality mitigation fee and coverage mitigation fee programs and consider amendments to reflect water quality impacts and benefits from development and redevelopment activities in accordance with updated Regional Plan policies. (Repeated in Water Quality)

PROJECTS RELATED TO COMMUNITY CHARACTER

1. **Prioritize an evaluation of Affordable Housing Policies (also a required mitigation measure).
2. Evaluate Level of Service standards for regional roadways, including standards related to peak periods, and identify possible amendments to Regional Plan policies, the Code of Ordinances and/or Transportation plans and programs.
3. Evaluate policies and regulations related to drive-up windows and identify possible amendments to Regional Plan policies and/or the Code of Ordinances (Addressed in part by drive-up pharmacy Pilot Project)

4. Consider incentives or other regulatory revisions that would promote redevelopment of areas along the Truckee River, which are outside of the Lake Tahoe Hydrographic Tahoe Basin.

PROJECTS RELATED TO WATER QUALITY PROGRAMS

1. **Create a subcommittee of the TRPA Governing Board, along with interested parties, to explore options related to BMP compliance.

2. **Review stormwater discharge standards and resolve any inconsistencies with TMDL requirements.

3. Evaluate floodplain management strategies and identify possible amendments to Regional Plan policies and/or the Code of Ordinances.

4. Evaluate the Environmental Improvement Program (EIP) and identify possible amendments to the EIP based on Total Maximum Daily Load (TMDL) Pollutant/Stormwater Load Reduction Strategies (PLRPs and SLRPs) and other Regional Considerations.

5. Evaluate the water quality mitigation fee and coverage mitigation fee programs and consider amendments to reflect water quality impacts and benefits from development and redevelopment activities in accordance with updated Regional Plan policies. (Repeated in Coverage)

6. Evaluate SEZ Restoration strategies and identify possible amendments to Regional Plan policies and/or the Code of Ordinances.

7. Develop a strategy to initiate a public information campaign to educate the public about the plan to phase out the use and sale of chemical lawn fertilizer containing phosphorus by 2017, subject to outlined exceptions.

PROJECTS RELATED TO AIR QUALITY PROGRAMS

1. Develop an incentive program to encourage the replacement of non-compliant wood stoves and conversion of fireplaces by 2015.

PROJECTS RELATED TO PROCESS IMPROVEMENTS

1. **Implement a certified contractor program for Land Capability Verifications and consider additional procedural improvements related to the Land Capability Verification process.

2. Evaluate the Code of Ordinances and identify topics that could be modified to be more understandable and effective.

3. Develop standardized evaluation criteria for determining the suitability of soil conditions for wet season grading, activity on sensitive lands, and resource management operations. Develop corresponding monitoring protocols for determining the effects of these activities on soil and water quality.

4. Reorganize the Rules of Procedure and incorporate it into the Code of Ordinances.

5. Evaluate the opportunity for a variance process within TRPA Code of Ordinance regulations.

6. Improve coordination of GIS data among agencies.

7. Evaluate TRPA Code of Ordinances requirements for Temporary Activities to streamline the process.

8. Evaluate TRPA permit security bonds that have been held for many years and develop a program for utilizing those funds.

9. Evaluate TRPA Code of Ordinances Chapter 21 for opportunities to update and consolidate use categories.

10. Consider additional financial assurances to fund site remediation if a project commences but is not completed in a specified time period.

OTHER PROJECTS

1. Develop an urban bear strategy and identify possible amendments to Regional Plan policies, the Code of Ordinances and/or agency programs.

2. Review of the TRPA Code of Ordinances requirements for historic resource protection to streamline the process and eliminate redundancy with California State Law.

ATTACHMENT B
FINAL EIS MITIGATION MEASURES

The Regional Plan EIS includes eight programmatic mitigation measures that address significant impacts that could result from implementation of the Regional Plan. With certification of the Final EIS and adoption of the Regional Plan, the Governing Board committed to implementing these programmatic mitigation measures. Each of these mitigation measures requires the development and implementation of policies addressing specific topics within one year of adoption of the Regional Plan. The eight programmatic mitigation measures address four separate topic areas:

- Construction best practices for air quality and noise,
- Reductions in greenhouse gas emissions,
- Long-term noise reduction, and
- Affordable and moderate income housing.

A summary of the mitigation requirements and the full text of each mitigation measure is provided for each topic area.

Best Construction Practices for Air Quality and Noise

Summary: Four separate mitigation measures address different aspects of construction impacts related to air quality, noise, and ground vibrations. Each of these mitigation measures calls for TRPA to coordinate the development and implementation of a construction best practices policy. The policy will consider existing state and local regulations and where existing regulations meet the intent of the policy, no additional or redundant requirements will apply. Where existing regulations do not meet the intent of the policy, TRPA will coordinate with local jurisdictions to ensure that the policy is implemented. For practical purposes, each of these mitigation measures will likely be addressed through a single construction best practices policy that includes all required elements.

Mitigation Measures:

Mitigation Measure 3.4-2: Develop and Implement a Best Construction Practices Policy for Construction Emissions.

Within 12 months of adoption of an updated Regional Plan, TRPA will coordinate implementation of Best Construction Practices for Construction Emissions through TRPA approved plans, project-permitting, or projects/programs developed in coordination with local or other governments that require, as a condition of project approval, implementation of feasible measures and Best Management Practices to reduce construction-generated emissions to the extent feasible. Until that time, TRPA will continue existing practice to require measures developed on a project-specific basis. Where local ordinances, rules, or regulations already require Best Construction Practices for construction emissions, no further action is necessary. Where local government ordinances, rules, or regulations do not adequately address Best

Construction Practices, those practices will be implemented through local government and/or TRPA permitting activities. Such measures may include, but are not limited to, the following:

- Construction contractors shall prepare and submit an inventory of heavy-duty equipment over 50 horsepower and used an aggregate of 40 or more hours during construction. The equipment inventory shall demonstrate that the project-wide fleet average will achieve a minimum 20 percent NOX and 45 percent particulate matter emissions reduction compared to the most recent statewide average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
- Fugitive dust shall not exceed 40 percent opacity and not go beyond the property boundary at any time during project construction.
- No open burning of removed vegetation shall occur during infrastructure improvements.
- Minimize idling time to five minutes for all diesel-power equipment.
- Apply water to control dust as needed to prevent dust impacts offsite. Operational water truck(s) shall be onsite, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
- Apply approved chemical soil stabilizers, vegetative mats, or other appropriate Best Management Practices to manufacturer's specifications, to all inactive construction areas (previously graded areas which remain inactive for 96 hours). Spread soil binders on unpaved roads and employee/equipment parking areas and wet broom or wash streets if silt is carried over to adjacent public thoroughfares.
- Utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary diesel power generators, wherever feasible.

Mitigation Measure 3.4-5: Develop and Implement a Best Construction Practices Policy for Toxic Air Contaminant (TAC) Emissions during Construction.

Within 12 months of adoption of an updated Regional Plan, TRPA will coordinate implementation of Best Construction Practices for Construction Emissions through TRPA approved plans, project-permitting, or projects/programs developed in coordination with local or other governments that require, as a condition of project approval, implementation of feasible measures to reduce exposure of sensitive receptors to construction-related TAC emissions. Until that time, TRPA will continue the existing practice to require measures developed on a project-specific basis. Where local ordinances, rules, or regulations already require Best Construction Practices for construction emissions, no further action is necessary. Where local government ordinances, rules, or regulations do not adequately address Best Construction Practices, those practices will be implemented through local government and/or TRPA permitting activities. Such measures may include, but are not limited to, the following:

- Limit idling time to five minutes maximum.
- Equip heavy-duty construction equipment with diesel particulate traps.
- Locate construction staging areas as far away as possible on the project site from off-site receptors.
- As a condition of approval, individual project environmental review shall demonstrate that current district-recommended BMPs are implemented to ensure sensitive receptors are not exposed to substantial TAC concentrations.

Mitigation Measure 3.6-2: Develop and Implement a Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration.
Within 12 months of adoption of an updated Regional Plan, TRPA will coordinate implementation of a Best Construction Practices Policy for Minimization of Construction-Generated Noise and Ground Vibration through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments. Until that time, TRPA will continue the existing practice to require measures developed on a project-specific basis. The policy will require implementation of measures for the reduction of noise generated by demolition and construction activity in the Region. Where local ordinances already require Best Construction Practices for construction noise, no further action is necessary. Where local government ordinances do not adequately address Best Construction Practices, those practices will be implemented through local government and/or TRPA permitting activities. Measures for minimizing exposure to construction-generated noise may include, but are not limited to, the following:

- All construction equipment shall be equipped with properly operating mufflers and engine shrouds, in accordance with manufacturers' specifications.
- Equipment engine doors shall be kept closed during equipment operation.
- Inactive construction equipment shall not be left idling for prolonged periods of time (i.e., more than 5 minutes).
- Stationary equipment (e.g., power generators) and staging areas for other equipment shall be located at the maximum distance feasible from nearby noise-sensitive receptors.
- Trucks hauling materials and goods to and from the construction site shall only do so during active construction periods.
- Temporary sound barriers shall be installed along the boundaries of the construction site or surrounding stationary sources of noise (e.g. pumps or generators) to protect nearby noise-sensitive receptors, where feasible and applicable.
- All construction and demolition activity using heavy-duty, off-road equipment shall be performed between 8:00 a.m. and 6:30 p.m. Construction-generated noise is exempt from TRPA noise standards during these hours by TRPA Code Section 68.9. Noise-

generating construction activity may occur during other times of the day if the resultant noise levels would not exceed TRPA noise standards. TRPA will require all project applications to include a construction noise reduction plan, specific to the proposed project that fully complies with those applicable measures identified in the Region-wide Best Construction Practices Policy.

Mitigation Measure 3.6-3: Develop and Implement a Best Construction Practices Policy for the Minimization of Construction-Generated Noise and Ground Vibration.

The Best Construction Practices Policy for the Minimization of Construction Noise and Ground Vibration, which is required by Mitigation Measure 3.6-2, will also include measures to address vibration generated during construction and demolition activity. Measures required by the policy to reduce ground vibration may include, but are not limited to, the following:

- Sonic pile driving shall be performed instead of impact pile driving, where feasible;
- To further reduce pile-driving ground vibration impacts, holes shall be predrilled to the maximum feasible depth to reduce the number of blows required to seat the pile;
- All construction equipment on construction sites shall be operated as far away from vibration-sensitive sites as reasonably possible;
- No construction or demolition activity shall be performed that would expose an existing structure to levels of ground vibration that exceed 0.20 in/sec PPV. The vibration control program shall include minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, blasting) for the purpose of preventing damage to nearby structures. Established setback requirements may be waived with a project-specific analysis conducted by a qualified specialist that indicates that no structural damage would occur at nearby buildings or structures.
- No construction or demolition activity shall be performed that would expose human activity in an existing building to levels of ground vibration that exceed FTA's 80 VdB standard. The vibration control program shall also include minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, blasting) for the purpose of preventing negative human response. Established setback requirements may be waived with a project-specific analysis by a qualified specialist that indicates that the buildings would not be exposed to ground vibration levels in excess of 80 VdB, confirmed by monitoring.

TRPA will only approve projects, plans, or programs that would comply with the requirements of the Best Construction Practices Policy.

Reductions in Greenhouse Gas Emissions

Summary: One mitigation measure requires that TRPA implement sustainability measures that will reduce the emissions of greenhouse gases (GHGs). While the Regional Plan Update already includes measures to reduce greenhouse gas emissions from transportation sources, this mitigation measure requires that TRPA coordinate the implementation of policies that reduce GHGs from construction activities, and from the long-term operation of buildings and other facilities. This policy will consider existing

state and local regulations and where existing regulations meet the intent of the policy, no additional or redundant requirements will apply. Where existing regulations do not meet the intent of the policy, TRPA will coordinate with local jurisdictions to ensure that the policy is implemented. This mitigation measure will likely be addressed through a best construction practices policy that is closely aligned with the best construction practices policy for air quality and noise, described above; and a separate policy that targets long-term operational GHG emissions.

Mitigation Measure:

Mitigation Measure 3.5-1: Implement Sustainability Measures with Performance Standard. Within twelve months of adoption of an updated Regional Plan, TRPA will coordinate implementation of a GHG Emission Reduction Policy through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments addressing Best Construction Practices and ongoing operational efficiency. Until that time, TRPA will continue existing practice to require measures developed on a project-specific basis. The policy will require implementation of measures for the reduction of GHG emissions generated by demolition and construction activity in the Region and by ongoing building and property operations. Where local ordinances already require GHG Emission Reductions consistent with the Policy, no further action is necessary. Where local government ordinances do not adequately address GHG reduction practices, those practices will be implemented through local government and/or TRPA permitting activities. Such measures may include, but are not limited to, the following:

Minimize Construction-Related GHG Emissions

- Limit equipment idling time to a maximum of five (5) minutes.
- Recycle or reuse construction waste and demolition material to the maximum extent feasible.
- Use electrified or alternative-fueled construction equipment to the maximum extent feasible.
- Use local and sustainable building materials to the extent possible.

Minimize Operation-Related GHG Emissions

- Use on-site renewable energy, such as photovoltaic systems.
- Exceed building code standards for energy efficiency.
- Install energy efficient appliances and equipment in new buildings.
- Retrofit existing buildings to exceed energy efficiency building code standards.
- Construct new development to allow for electric lawn maintenance and snow removal equipment compatibility.
- Require minimum passive solar design standards in new buildings.
- Expand recycling opportunities and increase recycling infrastructure, including food waste diversion into a composting process.
- Implement water conservation standards in new development.

TRPA will require through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments that GHG emissions from project-specific construction and operational activities permitted pursuant to and in accordance with the Regional Plan are reduced to the maximum extent feasible. As described in the RTP/SCS EIR/EIS, all feasible mitigation measures pertaining to mobile-source GHG emissions have been considered within the range of transportation strategies already included in the three RTP/SCS Transportation Strategy Packages. Through the grant awarded to the Lake Tahoe Region from the California Strategic Growth Council, a partnership of agencies and organizations are working on a regional Sustainability Action Plan, which will address other primary sources of GHG emissions (i.e., energy use and efficiency, water supply and conservation, and solid waste). When a Sustainability Action Plan is completed for the Tahoe Region, TRPA will coordinate implementation measures through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments, as feasible.

Long-Term Noise Reduction

Summary: Two mitigation measures address different aspects of long-term noise levels. One of these requires that TRPA coordinate the development and implementation of a long-term traffic noise reduction program to achieve adopted thresholds. The other mitigation measure requires that TRPA develop a noise standard for the new mixed-use land use classification. It should be noted that the peer-review of the most recent Threshold Evaluation identified a need to revise the adopted noise Threshold Standards. Implementation of this mitigation measure should be closely coordinated with any revisions to Noise Threshold Standards.

Mitigation Measures:

Mitigation Measure 3.6-1: Establish and Implement a Region-Wide Traffic Noise Mitigation Program.

Within 12 months of adoption of an updated Regional Plan, TRPA will coordinate implementation of a Region-wide traffic noise reduction program through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments that will implement measures for reducing attaining and maintaining traffic noise levels to below applicable CNEL standards. Until that time, TRPA will continue its existing practice of requiring measures to be developed on a project-specific basis. Measures may include those required as conditions of approval for development projects and those to be implemented by TRPA to address cumulative, regional noise levels. Traffic noise mitigation measures will be implemented through local government and/or TRPA permitting activities. Such measures may include, but are not limited to, the following:

- Construction of barriers, berms, and/or acoustical shielding—Any barriers shall blend into the overall landscape and have an aesthetically pleasing appearance that is compatible with the color and character of the general area, and not become the dominant visual element of the community. Relocation of existing vegetation and/or landscaping may also be necessary to achieve an aesthetically pleasing appearance;

- Replacement of driveways that provide access from highways to individual buildings with a common access way that routes ingress and egress traffic to nearby intersections in order to reduce the number of gaps in barriers and berms;
- Planting of dense vegetation in key locations where noise absorption is needed;
- Use of noise-reducing pavement, including repaving existing roadways with noise-reducing pavement —All pavement must be suitable for the climate of the Tahoe Region, snow removal needs, and particulate matter standards;
- Reduction of speed limits and/or implementation of traffic-calming measures that slow travel speeds, if feasible and practical;
- Establishment of setback requirements for new development in specific areas exposed to highway noise;
- Realignment of segments of the highway, if feasible, to reduce noise-sensitive areas to exposure of traffic noise from that highway segment;
- Acquisition of additional right-of-way adjacent to specific roadway segments to remove existing noise-sensitive receptors, including existing residences;
- Establishment of programs to pay for noise reduction such as low-cost loans to owners of noise-affected property or establishment of developer fees;
- Noise-reducing acoustical treatment of existing buildings; and
- Additional measures that would, based on substantial evidence, reduce the number of vehicle trips associated with project operations, such as an employee carpool or van pool program, shuttle bus service for residents or tourists, parking fees, and bicycle amenities.

Prior to adoption of the traffic noise reduction program, TRPA will continue to evaluate individual projects at the project level and enforce CNEL standards on a project-by–project basis pursuant to the noise limitations in Chapter 68 of the Code.

For projects that do not require environmental documentation beyond a checklist, TRPA may apply general noise reduction measures in the twelve months preceding adoption of the Region-wide traffic noise reduction plan.

Mitigation Measure 3.6-4: Develop and Implement an Exterior Noise Policy for Mixed-Use Development.

Within 12 months of adoption of an updated Regional Plan, TRPA will coordinate implementation through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments of an exterior noise standard, and related policies, for outdoor activity areas of mixed-use development. Until that time, TRPA will continue existing practice to require measures developed on a project-specific basis. Traffic noise mitigation measures will be implemented through local government and/or TRPA

permitting activities. Development of the exterior noise standard will be based on health criteria for noise exposure and will take into account the following:

- Pertinent guidance provided by the California Governor's Office of Research and Planning (OPR 2003: p.253-254);
- Noise exposure standards established by local jurisdictions in the Region, including Douglas County Code 20.690.030, the Placer County General Plan (Placer County 1994: p. 139, 141), and the El Dorado County General Plan (El Dorado County 2004: p.116-117);
- The health-related effects of noise exposure;
- Any unique characteristics of the noise environment in the Region; and
- Proximity and access to quiet outdoor areas from community centers in the Region (e.g., undeveloped areas, areas zoned by TRPA for urban outdoor recreation, rural outdoor recreation, or wilderness and areas without roads).

TRPA will not approve any proposed land use development project, plan, or program that would expose outdoor activity areas of residential and tourist accommodation uses to exterior noise levels that exceed the identified standard.

Affordable and Moderate-Income Housing

Summary: One mitigation measure requires that TRPA coordinate a regional housing needs assessment, and coordinate the implementation of policy or ordinance changes necessary to achieve adopted housing goals.

Mitigation Measures:

Mitigation Measure 3.12-2: Prepare a Regional Housing Needs Program and Implement Recommendations.

Within 12 months of adoption of an updated Regional Plan, TRPA shall coordinate with local governments and other organizations to develop and implement a Regional Housing Needs Program. The Housing Needs Program will evaluate progress towards the adopted housing goals and recommend policy and ordinance changes necessary to achieve housing goals. Changes may include, but are not limited to, the conversion of residential allocations to bonus units that would be available only for the construction of affordable and/or moderate-income housing, the creation of new bonus units for affordable housing and modification of development standards to promote housing affordability

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Date: February 6, 2013

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Advisory Planning Commission Recommendation to the TRPA Governing Board of Amendments to Plan Area Statement (PAS) 013, Watson Creek, located between Dollar Point and Flick Point northward of the residential area in Placer County, California, to (1) Add transportation routes as a special use to the Public Service use list and (2) Add a Special Policies limiting new transportation routes to non-motorized public trails.

Requested Action: Advisory Planning Commission (APC) recommendation to the Governing Board for the attached ordinance (Attachment B) approving the proposed Plan Area Statement (PAS) 013 – Watson Creek amendments and a finding of no significant effect.

Staff Recommendation: Staff recommends that the APC endorse Governing Board adoption of the attached ordinance approving the proposed PAS amendment (see Attachment B).

APC Required Motions: To recommend Governing Board adoption of the amended PAS, the APC must make the following motions, based on this staff summary and the evidence in the record:

1) A motion to recommend Governing Board approval of the required findings (see Attachment A), including a finding of no significant effect; and
2) A motion to recommend Governing Board adoption of the amended PAS (see Attachment B).

For the motions to pass, an affirmative vote of a simple majority of the APC members present is required.

PAS Amendment Description/Background: This is a staff-initiated proposal to amend PAS 013 – Watson Creek to allow transportation routes as a special use to facilitate approval of the Dollar Creek Shared-Use Trail project. In the current version of PAS 013 – Watson Creek, transportation routes are not listed as a permissible use. Placer County plans to construct a non-motorized public shared-use trail (biking and walking) from

Dollar Hill terminating near Fulton Crescent Drive. The trail is a continuation of the shared-use trail that currently starts in Tahoe City and ends at the top of Dollar Hill. The trail is identified in the TRPA Regional Transportation Plan and the Lake Tahoe Region Bicycle and Pedestrian Plan; both approved by the TRPA Governing Board. The project is also on the Environmental Improvement Program (EIP) 5-Year Priority Project List. Construction of non-motorized transportation options will help TRPA meet air quality thresholds by reducing dependence on the automobile.

The Placer County Board of Supervisors has already amended the North Tahoe Area General Plan allowing transportation routes in this plan area.

Pursuant to TRPA Code Chapter 11, before TRPA can adopt this proposed Plan Area Statement, it must find that the amendment will improve at least one Environmental Threshold. This PAS amendment will improve at least two Environmental Thresholds; Recreation and Air Quality. Thresholds gains will be as follows;

1. Recreation: Construction of this additional shared-use trail will increase public access to wooded wildland areas and existing hiking and biking trails on public lands resulting in a Recreation Threshold improvement. The proposed PAS special policy amendment limiting new transportation routes to non-motorized trails will prevent future proposals for roads and off road vehicle routes.

2. Air Quality: The extension of a pedestrian/bicycle trail from Dollar Hill to Fulton Crescent Drive and the neighborhoods between those points will increase use by bicyclists and pedestrians and will reduce Vehicle Miles Traveled (VMT) resulting in an Air Quality Threshold improvement.

Regional Plan Compliance: The proposed amendments comply with all requirements of the TRPA Goals and Policies and the TRPA Code of Ordinances, including all required findings in Chapters 3, 4, and 11 of the TRPA Code of Ordinances (see Attachment A for details).

Contact Information: For questions regarding this project, please contact Brian Judge, Principal Environmental Specialist, at (775) 589-5262 or bjudge@trpa.org.

Attachments:

A. Required Findings/Rationale
B. Proposed PAS 013

Attachment A

REQUIRED FINDINGS AND RATIONALE
FOR
AMENDMENT OF PLAN AREA STATEMENT 013

TRPA Code of Ordinances Chapter 11 Findings:

Finding 1: The amendment is substantially consistent with the plan area designation criteria in subsections 11.6.2 and 11.6.3; and of the TRPA Code of Ordinances.

Rationale: The proposed non-motorized public trail is proposed to pass through Plan Area Statement 013, Watson Creek, a Conservation Plan Area. Plan Area 013 is described as an area with a good mixture and distribution of plant communities, but mature fir trees still dominate the overall plant composition. Much of the area has high land capability; however, the plan area is mostly undeveloped and in public ownership. Existing uses are mostly limited to dispersed-types of recreation and to timber management. Many existing informal roads and trails currently crisscross the plan area. The planning statement states that this area should be managed with an emphasis on providing opportunities for dispersed recreation and timber harvest. Adding transportation routes as a special use, and limiting the routes to non-motorized public trails, is consistent with the planning statement because expansion of public trails provides improved opportunities for dispersed recreation by increasing access to those rural areas accessed by bicyclists, hikers, and other recreationists.

Conservation plan areas are defined by TRPA as follows:

Conservation Areas: Conservation areas are areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include:

(i) Public lands already set aside for this purpose;
(ii) High-hazard land, stream environment zones, and other fragile areas without substantial existing improvements;
(iii) Isolated areas which do not contain the necessary

infrastructure for development;

(iv) Areas capable of sustaining only passive recreation or non-intensive agriculture; or

(v) Areas suitable for low-to-moderate resource management.

Management Strategy: The Management Strategy for PAS 013 is development with mitigation and is the predominant management strategy for this plan area. Most areas of existing residential or recreational use carry this designation. Areas with this designation may accommodate additional development if the impacts are fully mitigated and the land is capable of withstanding the use. Both onsite and offsite mitigation of environmental impacts from development shall be required.

The proposed trail will be built to avoid sensitive areas and all water quality impacts will be mitigated through use of Best Management Practices. The proposed trail crosses Dollar Creek in one location and uses a bridge to minimize SEZ impacts.

Finding 2: If the amendment is to expand an existing urban plan area boundary or to add residential, tourist accommodation, commercial, or public service as permissible uses to a non-urban plan area, TRPA shall find that the amendment will make the plan area statement consistent with an adopted policy or standard of the Regional Plan, and that the amendment will satisfy one or more of the following criteria:

1. The amendment corrects an error that occurred at the time of adoption, including but not limited to a mapping error, an editing error, or an error based on erroneous information; or
2. The amendment enables TRPA to make progress toward one or more environmental thresholds without degradation to other thresholds as measured by the Chapter 16: *Regional Plan and Environmental Threshold Review*, indicators; or
3. The amendment is needed to protect public health and safety and there is no reasonable alternative.

Rationale: The proposed amendment adds the public service use (transportation routes) as a special use and limits new transportation routes to non-motorized public trails. Adding this use will enable TRPA to make progress towards both the air quality and recreation thresholds. Adding non-motorized

transportation alternatives and reducing dependence on the private automobile will help TRPA meet its air quality thresholds, including reduction of VMT in the Basin. Because off highway vehicle routes and single track hiking and biking trails already currently exist in this area, adding transportation routes to PAS 013 will not change the existing uses. Addition of non-motorized public trails will also enhance the recreation threshold by increasing access to recreational opportunities such as biking and hiking.

Code of Ordinances Chapter 4 Findings

Finding 1: 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, Code, and other TRPA plans and programs.

Rationale: Based on the environmentally beneficial improvements contained in the proposal related to air quality and recreation, the proposed project is consistent with and expected to enhance implementation of the Regional Plan by bringing the Agency closer towards its goals of achievement and maintenance of the environmental threshold carrying capacities. The proposed project is also listed as an EIP project, and related to the air quality and recreation thresholds.

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

Rationale: As discussed in the analysis above, the project will bring the Agency closer to achievement and maintenance of the Recreational and Air Quality thresholds by increasing use of non-motorized, recreational uses such as bicycling and hiking. These amendments will cause no significant impacts to the other thresholds and will not cause them to be exceeded. The applicant has completed an Initial Environmental Checklist and all potential impacts are mitigated, temporary, or less than significant.

Finding 3: Wherever federal, state, and local air 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: This project meets or exceeds all applicable federal, state, and

local air quality standards. The proposed public trail will facilitate the use of alternative modes of non-motorized transportation. See Chapter 11 findings, above.

Finding 4: The Regional Plan and all its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: The Regional Plan and all its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, works toward achieving and maintaining TRPA's thresholds. Due to the numerous environmental benefits included in this proposal (identified in full above), the amendment will bring TRPA closer to its mission of achieving and maintaining the identified environmental threshold carrying capacities.

013
WATSON CREEK

NOTE:

*** Added language is shown in underlined format.**

*~~Deleted language is shown in strikethrough format.~~

PLAN DESIGNATION:

Land Use Classification	CONSERVATION
Management Strategy	MITIGATION
Special Designation	NONE

DESCRIPTION:

Location: This is a large Plan Area that covers the backdrop country between Dollar Point and Flick Point and is located on Agency maps D-4, D-5, D-6, E-3, E-4 and the Martis Peak Quadrangle.

Existing Uses: The Plan Area is mostly undeveloped and in public ownership. Existing uses are mostly limited to dispersed-types of recreation and to timber management

Existing Environment: This area has a good mixture and distribution of plant communities, but mature fir trees still dominate the overall plant composition. Much of the area has good land capability.

PLANNING STATEMENT: This planning area should be managed with an emphasis on providing improved opportunities for dispersed recreation and timber harvest.

PLANNING CONSIDERATIONS:

1. There is an over abundance of unimproved roads.

2. There is good capability land for long range relocation of recreational development. However, the potential for developed recreational sites is constrained due to lack of the necessary infrastructure such as sewer, water, and improved roads.

3. The lack of significant natural features such as large streams or lakes limit the attractiveness of the area for campsite development.

4. The legal status of the North Rim Subdivision is uncertain.

SPECIAL POLICIES:

1. The development or relocation of recreational facilities should be limited to good capability lands within close proximity to urban services.

2. Some bank stabilization and fish passage barrier removal work should be performed on Watson Creek.

3. New transportation routes shall be limited to non-motorized public trails. [§]

[§] Amended 2/27/13

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List: The following list of permissible uses is applicable throughout the Plan Area.

Residential	Summer homes (S).
Public Service	Transmission and receiving facilities (S) and pipelines and power transmission (S), local public health and safety facilities (S), and transportation routes (S). [§]
Recreation	Day use areas (S), developed campgrounds (S), off-road vehicle courses (S), outdoor recreation concessions (S), riding and hiking trails (A), rural sports (S), group facilities (S), undeveloped campgrounds (S), and snowmobile courses (S).
Resource Management	Reforestation (A), regeneration harvest (A), sanitation salvage cut (A), selection cut (A), special cut (A), thinning (A), timber stand improvement (A), tree farms (S), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), farm/ranch accessory structures (S), grazing (S), range pasture management (A), range improvement (A), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), prescribed fire management (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).

MAXIMUM DENSITIES: Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

USE	MAXIMUM DENSITY
Residential	
Summer Homes	1 unit per parcel
Recreation	
Developed Campgrounds	8 sites per acre
Group Facilities	25 persons per acre

[§] Amended 2/27/13

MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL: The maximum community noise equivalent level for this Plan Area is 50 CNEL.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES **0 PAOT** WINTER DAY USE **0 PAOT** OVERNIGHT USES **400 PAOT**

OTHER: Seven miles of trail.

ENVIRONMENTAL IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan and Environmental Improvement Plan (EIP) for this area shall be implemented. [§]

[§] Amended 5/22/02