

**TAHOE REGIONAL PLANNING AGENCY  
GOVERNING BOARD**

The Chateau  
955 Fairway Blvd.  
Incline Village, NV

June 25, 2008

TRPA  
128 Market Street  
Stateline, NV

June 26, 2008

**REGULAR MEETING MINUTES - REVISED**

- I. PLEDGE OF ALLEGIANCE
- II. CALL TO ORDER AND DETERMINATION OF QUORUM

Governing Board Chair Ms. Bresnick called the meeting to order at 9:40 a.m.

Members Present:

Ms. Aldean, Mr. Biaggi, Ms. Bresnick, Mr. Galloway, Mr. Kranz, Ms. McDermid, Mr. Leslie, Mr. Merrill, Ms. Thomas for Mr. Miller, Ms. Ruthe, Ms. Santiago, Mr. Swobe, Mr. Weber, Mr. Yount, Mr. Waldie participated via teleconference.

Mr. Lawrence joined the meeting at 1:30 p.m. replacing Mr. Biaggi.  
Mr. Miller arrived at 1:30 p.m., replacing Ms. Thomas  
Mr. Swobe left the meeting at 4:30 p.m.

- III. PUBLIC INTEREST COMMENTS

Ron Grasse stated his concerns regarding the Quagga & Zebra Mussel threat.

Ann Nichols, representing Friends of Crystal Bay/Brockway, stated that the Washoe County Commissioners upheld their appeal and overturned Boulder Bay's application for the abandonment variance of Reservoir Road and Washoe Road in Crystal Bay.

John Salom stated that as part of Boulder Bay's application they are requesting an amendment to Chapter 22 of TRPA's Code of Ordinances to allow for additional height. He is very opposed to this and asked that the Board deny their application.

- IV. APPROVAL OF AGENDA

Ms. Aldean moved approval with changes.  
Motion carried unanimously.

V. APPROVAL OF MINUTES

Ms. Aldean moved approval.  
Motion carried unanimously.

VI. CONSENT CALENDAR (see Consent Calendar agenda below, for specific items)

1. Acceptance of May 2008 Monthly Financial Statement
2. Adoption of Agency's 5-Year Strategic Plan and FY 08/09 Work Program
3. Adoption of Agency's FY 08/09 Budget
4. Resolution of Enforcement Action, MSM Tahoe Properties LLC and John Kruger, Unauthorized Material Damage to Trees, 1040 West Lake Boulevard, Placer County, California, Assessor's Parcel Number (APN) 083-183-004
5. Franciscan Owners Association Pier Expansion, 6944 North Lake Blvd, Placer County, California, APN 117-080-065, TRPA File #ERSP2007-0723
6. Resolution Allocating FY 2007-2008 Local Transportation Funds (\$204,904) to El Dorado County for its BlueGO Curb to Curb Transit Service Operating Assistance
7. Approval to Add Five New Members to the Social Services Transportation Advisory Council and to Adopt Bylaws for the Council
8. Preliminary Fiscal Year 2008/2009 Transportation Development Act Local Transportation Fund and State Transit Assistance Apportionments
9. California Conservation Corps Addition/Expansion, 949 Apache Avenue, Meyers, CA, El Dorado County APN: 034-270-58, TRPA File No. ERSP2008-0069
10. Request to Reopen the Approved Settlement Agreement in TRPA v. Bluth (Case No. CV-N-04-0419 LRH (RAM) to Allow for Re-negotiation to Redirect a Portion of the Settlement Payment

Ms. Santiago stated that on Item #9 she wanted to clarify that this project relates only to the facility that is located on Apache.

Mr. Swobe moved to pull Consent Calendar Item #10 for discussion.

Ms. Aldean stated that the Legal Committee voted unanimously to support the settlement agreement in Item 4 as proposed by staff. In addition, the recommendation from the Legal Committee is that the \$15,000 fine be directed toward the funding of the "Living with Fire" program, which is in need of bridge funding in connection with its activities in the Lake Tahoe Basin.

Mr. Merrill stated that the Operations Committee approved all their items.

Mr. Biaggi moved approval of the Consent Calendar with the exception of Item #10. Motion carried unanimously.

Board Discussion & Questions on Consent Calendar Item #10:

Mr. Swobe stated that he requested that we reopen the Bluth Settlement Agreement to redirect \$50,000 in settlement funds to “Living with Fire”. This successful program is now short of funds and it needs \$50,000 and he requests that 50% of the \$100,000 settlement should go to the “Living with Fire” needs as fire protection is supposed to be our Number 1 priority.

Ms. Aldean stated that the Legal Committee decided with one descending vote, which was Mr. Swobe's, not to reopen the settlement agreement with Mr. Bluth. The agreement as it stands today provides that the \$100,000 can be used to acquire additional boat washing stations. Currently, we have nine ramps that are not equipped with boat washing stations and we just heard from Ron Grasse about the impending crisis concerning aquatic invasive species. Without opening the settlement agreement, we have the right to direct that money toward the acquisition of additional boat washing stations. At approximately \$20,000 per boat washing stations, we can equip 5 more boat launching areas with the facilities and the equipment that they need to hopefully prevent the infestation of invasive species at Lake Tahoe which is extremely important. There is no cure for this infestation and no way of getting rid of these mussels. The members of the Legal Committee committed to work with TRPA staff and members of the community to find the additional funding that is necessary to fund this fire program.

Mr. Swobe stated that “Living with Fire” is an essential part of fire prevention. Nickel and dimeing this project, which is our Number 1 priority, is wrong. He feels that this agency is guilty of foot dragging and this is an example of it. He calls for a vote on the proposed action. If it wasn't for this, we would never have received the money that was found for the fire – the \$29,000. The focus on the fire projects would be shuttled into the back. We are going back after the Governor's conference back to business as usual and fire prevention will be gone.

Mr. Swobe moved to reopen the Bluth Settlement for the purpose of funding “Living with Fire” in the amount of \$50,000.

Yes votes: Mr. Swobe, Mr. Leslie, Mr. Weber

No votes: Ms. Aldean, Mr. Biaggi, Mr. Galloway, Ms. Thomas, Ms. Ruthe, Mr. McDermid, Ms. Bresnick, Mr. Merrill, Mr. Waldie, Ms. Santiago, Mr. Kranz

Motion failed.

## VII. GOVERNING BOARD MEMBER REPORTS

Mr. Galloway stated that last week they had a ground breaking ceremony for the Crystal Bay utility under-grounding project, which would under-ground power lines at Crystal Bay, which is in economic trouble with the declining tourist related activities at the Stateline. He thanked all the contributors to the project.

Ms. Santiago and Mr. Weber stated that in the interest of going forward with the agenda, they would request to reserve comments for tomorrow morning.

Ms. Santiago moved to adjourn as the TRPA and reconvene as the TMPO. Terri

Marceron, representing the Forest Service, joined the Board as the Federal member of the TMPO.

VIII. TAHOE METROPOLITAN PLANNING ORGANIZATION

A. 2008 Regional Transportation Plan Update Presentation

Staff Member Nick Haven and Keith Norberg presented the 2008 Regional Transportation Plan Update.

No Public Comment.

No action was taken.

Approval by Resolution of Formal Amendment #9 to the TMPO 2007 Federal Transportation Improvement Program (FTIP)

Staff Member Nick Haven presented the Resolution of Formal Amendment #9 to the TMPO 2007 Federal Transportation Improvement Program (FTIP).

No Public Comment.

Mr. Biaggi moved approval.  
Motion carried unanimously.

Ms. Santiago moved to adjourn as the TMPO and reconvene as the TRPA. Terri Marceron, stepped down from the Board.

IX. PUBLIC HEARINGS

- A. Certification of the Kings Beach Commercial Core Improvement Project Final Environmental Assessment/Environmental Impact Report/Environmental Impact Statement (EA/EIR/EIS)
- C. Amendments to the Kings Beach Community Plan, and Other Matters Related Thereto (***this item was not voted on***)

- X. A. Kings Beach Commercial Core Improvement Project, Placer County, California, TRPA Project Number 530-105-03, TRPA File Number 20031259

**Please Note: One Public Hearing was conducted for all three of the agenda items above.**

Executive Director Singlaub introduced, as part of the presentation, is Jon Paul Harries, who is on contract with TRPA, Kenn Graham, Executive Director of Placer County Public Works, John Hitchcock and Keith Norberg from TRPA who presented the project. There are many communities throughout the United States that are struggling to maintain the character and cohesion of their main streets, which have changed from dirt tracks to two-lane to four lane highways. In all towns that are about the size of Kings Beach, highways have grown into thoroughfares that have sliced our communities in half. In Kings Beach we have a rare opportunity to regain the communities' character and to give pedestrians

and bike rider's equal footing on the streets with the automobile, and slow down the pace of the main street for the people who live here, and for the tourists that fuel the economy. TRPA, Placer County and Caltrans have come together in a rare opportunity to support that change and break down the paradigm of automobile dominance and highway expansion. Critically needed water quality improvements are included in all the alternatives, but there is much more at stake. If we truly desire our communities to be bike and pedestrian friendly, we need to start here.

Kenn Graham, Placer County Public Works, gave a presentation on the technical aspects of the proposed Alternative and what was analyzed for the project. The County recommendation is the Hybrid Three-Lane Alternative.

Jon Paul Harries presented information supporting the required findings on the Certification of the Final Environmental Impact Statement, the Community Plan Amendments and the proposed project. This is a joint environmental document for a NEPA (EA), a CEQA (EIR) and an EIS under TRPA. This process began in 2002 with the release of the Draft EA/EIR/EIS and continued until today with a recommended project.

Alan Tolhurst, Advisory Planning Commission Chairman, stated that the Planning Commission unanimously recommended approval of the EA/EIR/EIS and supported the recommended Hybrid three-lane alternative.

Public Comment:

John Bervid supports the four-lane alternative.

Ellie Waller supports the four-lane alternative.

Kelly Ogilvy supports the three-lane Hybrid alternative.

Carina Cutler supports the four-lane alternative.

Bill Johnson supports the three-lane Hybrid alternative.

Larry Dowdle supports the three-lane Hybrid alternative.

Susan Smith supports the three-lane Hybrid alternative.

Steven Brown supports the three-lane Hybrid alternative.

Regina Straver supports the three-lane Hybrid alternative.

Beth Cayce supports the four-lane alternative.

Ty Polastri supports the three-lane Hybrid alternative.

Megan Chillemi supports the three-lane Hybrid alternative.

Madison Ordway & Tannyr Pasvantis, representing students at North Tahoe Middle and High Schools supports the three-lane Hybrid alternative.

Donna Reid supports the three-lane Hybrid alternative.

Sue Daniels supports the four-lane alternative.

Abel Villagomez supports the four-lane alternative.

Dan Daniels supports the four-lane alternative.

Emilio Vaca, Executive Director of the North Tahoe Family Resource Center, supports the three-lane Hybrid alternative.

Rick Papaleo supports the three-lane Hybrid alternative.

Kali Kopley supports the three-lane Hybrid alternative.

Andrew Ryan supports the three-lane Hybrid alternative.

Meera Beser supports the four-lane alternative.

Theresa Duggan supports the three-lane Hybrid alternative.

Nicki Riley, representing the Sierra Business Council, supports the three-lane Hybrid alternative.  
Marshall Nixon supports the four-lane alternative.  
Dave Waller supports the four-lane alternative.  
Dave McClure supports the four-lane alternative.  
Tony Pastore supports the three-lane Hybrid alternative.  
Peter Morris supports the three-lane Hybrid alternative.  
Priscilla Mills supports the three-lane Hybrid alternative.  
Patty Orlando supports the four-lane alternative.  
Don Starbard supports the four-lane alternative.  
Sue Kyler supports the three-lane Hybrid alternative.  
Jim Gardiner supports the three-lane Hybrid alternative.  
Michael LaFrancois supports the three-lane Hybrid alternative.  
Carolyn Pretzer supports the three-lane Hybrid alternative.  
Alex Mourelatos supports the three-lane Hybrid alternative.  
Darin Dinsmore supports the three-lane Hybrid alternative.  
Mark Hollerbach supports the three-lane Hybrid alternative.  
Rose Pahl supports the four-lane alternative.  
Wanda McDermitt supports the three-lane Hybrid alternative.  
Tim Snyder supports the four-lane alternative.  
Jerry Dinzes supports the four-lane alternative.  
Kevin McDermott supports the three-lane Hybrid alternative.  
Mona Mallory supports the three-lane Hybrid alternative.  
Phil McPhail supports the four-lane alternative.  
Morgan Krizan supports the four-lane alternative.  
Frank Maguire supports the four-lane alternative.  
Anne Feeley supports the four-lane alternative.  
Rachel Snyder supports the four-lane alternative.  
Tom Turner supports the four-lane alternative.  
Leslie Bruening supports the three-lane Hybrid alternative.  
Gail High supports the four-lane alternative.  
Adam Going supports the three-lane Hybrid alternative.  
Nicole Gergans, League to Save Lake Tahoe, supports the three-lane Hybrid alternative.  
Bob McCormick supports the three-lane Hybrid alternative.  
Wyatt Ogilvy supports the three-lane Hybrid alternative.  
Bruce Yankton supports the four-lane alternative.  
Barb VanMaren supports the three-lane Hybrid alternative.  
Dave Wilderotter supports the three-lane Hybrid alternative.  
Dave Ferrai supports the three-lane Hybrid alternative.  
Jeff Pritchard supports the four-lane alternative.  
Alicia Daniels supports the four-lane alternative.  
Joe Bucher supports the three-lane Hybrid alternative.  
Crin Connolly supports the three-lane Hybrid alternative.  
Julie Wainscoat supports the four-lane alternative.  
Kevin Astudillo supports the four-lane alternative.  
Carol Savary supports the three-lane Hybrid alternative.  
John Bergmann supports the three-lane Hybrid alternative.  
Ken Arnett supports the three-lane Hybrid alternative.

Board Discussion & Comments:

Ms. McDermid asked if the winter times with the Hybrid alternative were addressed in terms of traffic counts, gridlock, etc.

Kenn Graham stated yes.

Ms. McDermid stated that she heard that 70% of the traffic on State Route 28 is through traffic, is that a correct statement?

Gordon Shaw, LSC transportation consultants, stated that yes that is correct. They did not do license plate matches on one end of town versus the other, but they did do an evaluation of all the turns in and out of all the driveways and streets through town.

Ms. McDermid stated that if that is true, how does going from 4-lanes to 3-lanes reduce the number of cars?

Kenn Graham stated that it would not reduce the number of cars. In reality, what does happen is when congestion occurs sometimes people will choose to make another choice or they might stretch out the actual peak period of time when traffic is going through. We are not anticipating in our numbers that there is going to be some reduction in the number of cars.

Ms. McDermid stated that based on the number of cars that are going to be on State Route 28, they may go onto the side streets, correct? Do those streets have stop signs, sidewalks, curb and gutter, bike lanes, on street parking and lighting?

Kenn Graham stated that the current roads are unimproved except for the pavement. There are some stop signs at some locations. They are proposing to do a Neighborhood Management Program and portions of that would be looking at things like stop signs, signage and some different tools to try to slow down the traffic. There are sidewalks proposed as part of this project on the side streets for the first block up from the highway.

Ms. McDermid asked if any of the groups involved considered putting this question of alternatives on the ballot for the voters in this area.

Kenn Graham stated that there were definitely discussions on that, but they had never done this before in the County as far as he knows.

Ms. McDermid asked that in regards to transit, on the three lane alternative, where are the transit stops and how do those function.

Kenn Graham stated that the transit stops are pull outs along the side of the road. They are supplying bus stops and the necessary bus stop items such as benches.

Ms. McDermid asked that in the Hybrid alternative, is there parking in front of businesses on the street.

Kenn Graham stated that if you try to get people out of the current driveways and if you provide parking, you create an unsafe condition caused by parked cars blocking a lot of the current driveways. We are proposing 63 parking spaces that we can supply without safety concerns on the highway. They are only allowed during the non-peak periods.

Ms. McDermid asked if there had been any kind of economic analysis done.

Kenn Graham stated that they tried to come up with a methodology, but how do you decide what is better? Some will tell you they need the parking and others say they don't.

Mr. Weber asked when was the community plan last updated for this area.

Kenn Graham stated that he believes it was the mid 1990s.

Mr. Weber asked if there are any statistics on the number of people killed in Kings Beach.

Kenn Graham stated he believes there were two people killed in the last 5-6 years.

Mr. Miller disclosed that he met with several people on this proposed project. Mr. Galloway disclosed that he spoke with Placer County on the phone.

Mr. Galloway stated that someone said that they didn't understand how 93 days of cut-through traffic went down to 43 days. Which is the correct number?

Gordon Shaw stated that those are both correct under different assumptions. The larger number is assuming complete build out of all community plans, including things like Ponderosa Ranch. We looked at the trend analysis and said 10% would be an average build-out and that is the lower number.

Mr. Galloway asked when you looked at the Hybrid versus the 4-lane alternative; did you translate the time delay on the through traffic going from one end of Kings Beach to the other? How much more time delay is there with the Hybrid compared with the 4-lane.

Gordon Shaw stated there are a lot of factors that go into this, but the bottom line is 8-10 minutes is the maximum delay we will see.

Mr. Galloway asked if the EIS considered how much fuel is consumed by this delay.

Kenn Graham stated that the EIS did not calculate the fuel consumed by this delay.

Mr. Galloway asked if the EIS considered evacuation scenarios.

Kenn Graham stated that they did look at emergency response, which includes the full range of emergency response. They talked to the Office of Emergency



Services, the Fire Districts and the bottom line is they see no issue with any of the alternatives.

Mr. Galloway asked if the EIS analyzed in both seasons and in best and worse case effect on traffic delay going from the Stateline to the intersection of Highway 267.

Gordon Shaw stated yes, and when it is not congested the three-lane roundabout and three lanes with roundabouts would be less delay as the traffic signals have more delay than the roundabouts do under non-congested conditions. In congested conditions, it is the three-lanes versus the four-lanes and that is where you get to the 8-10 minute delay.

Ms. Santiago stated that a comment was made that the study of the diverted traffic was not included in the EIS. Is that correct?

Kenn Graham stated that it was included.

Ms. Santiago asked when would the Neighborhood Traffic Management Program come into play and what are the components that would address some of the issues or concerns in regards to the traffic being diverted into the neighborhoods.

Kenn Graham stated that on the traffic studies, it shows that the significant impact on the diversion is well into the future. They are committed to implementing the measures of whatever the community can support in this traffic management plan and then gather the data to get measurements so that we can determine that when we do things that we are making a difference.

Ms. Santiago asked that in the traffic studies were there any studies regarding changes in driving behavior that occurs once people see the four-lanes.

Kenn Graham stated there is no doubt that people tend to speed up, why and how much, we do not have that direct information.

Ms. Santiago asked what is the improvement of public safety as a result of the 3-lane Hybrid Alternative? It has been stated that there will be better economic development opportunities, because you are slowing down the traffic and people will visit businesses. Has your economic development group looked at this and what is the basis of this argument.

Gordon Shaw stated that in the traffic analysis part of the EIR there is accident data analyzed from 1996 through 2004. Over that period there were 259 accidents that were reported to the California Highway Patrol and over that particular period, 8 included bicycles and 14 included pedestrians. Over that period there was one fatality which was a pedestrian. The rate of accidents is about 2 or 3 times the state-wide average on the existing streets.

Kenn Graham stated that outside the Basin, people are going toward the walkable communities. He believes that the private investors who are investing in Kings Beach support this vision for the benefit of the community.

Ms. Santiago stated that Caltrans has said that if you put crosswalks in that it formulates a false sense of security.

Gordon Shaw stated that there were studies down in Southern California ten years ago that proved that with a four lane road, just striping a crosswalk and doing nothing else, actually had a slight increase in accidents. There is a dramatic reduction in accident rates when you get hit at 40 miles per hour versus 20 miles per hour.

Ms. Santiago stated that with regards to air quality, are all the alternatives comparable.

Kenn Graham stated yes.

Mr. Leslie stated there was a lot of conversation regarding pollution and how one would be less polluting than the other. Is he right when he thinks that Kings Beach really doesn't have any significant amount of sidewalks, curbs and gutters?

Kenn Graham stated correct.

Mr. Leslie stated that at the current time, virtually all of the sand and muck goes into the Lake or someplace where it shouldn't be going. Is it a fact that if we put in sidewalks with curbs and gutters, that would be the collector of the sediments that we don't want to go into the Lake? Is that correct?

Kenn Graham stated correct.

Mr. Leslie stated that both the 3-lane and the 4-lane has sidewalks, curbs, gutters and drainage and so he is trying to understand how big an issue is the 3-lane versus 4-lane. It is the same amount of width and the same amount of stuff that is on there and it is the same curb and gutter drainage system that will take care of that. He is not convinced that you get all that much more environmental benefit from 3-lanes to 4-lanes as it relates to sediment.

Kenn Graham stated that all the alternatives have beneficial benefits to water quality, but on the roadways in the wintertime you typically use sand. The wider roadway needs more sand and the double amount of roadway, you will need more sand. As tires grind up this sand, a lot of it goes aerial. With the wider sidewalk areas, the assumption is that a portion of that area will be dedicated to landscaping types of improvements which will give a place for water to infiltrate as opposed to runoff directly into the Lake.

Mr. Leslie stated that the 90 parking spaces that were mentioned, will they be on the same streets that you have concerns about the number of cars cutting through to the highway.

Kenn Graham stated yes, but we are going to add the sidewalk area and improve the streets to allow for safe parking, safe traffic and provide a pedestrian way, so that people can get from their parking area down to the commercial core.

Mr. Kranz disclosed that he had many meetings with many people on this subject.

Mr. Kranz stated that he has made every effort to listen to people and try to get consensus and obviously after what he has heard today, that has not happened. Mr. Kranz stated that the level of service, clearly, Alternative 2 and Alternative 4 are the only two that we need to have findings of overriding consideration. The four-lane Alternative 3 is the only one that can meet it without that. He also wanted to restate that Caltrans did send a letter, unequivocally that their choice is the four-lane alternative. He asked about the sidewalks in the four-lane alternative. It states that it is a five foot sidewalk and he assumes that this is the smallest width the sidewalk is. He asked if it would get up to 10 or 12 feet in some areas.

Kenn Graham stated that if you take away the parking, that on-highway parking could go to sidewalk area.

Mr. Kranz stated that under your proposal, we are standing to eliminate 198 parking spaces that we currently have, is that correct?

Jon Paul Harries stated that this is in comparison of Alternative 2 which proposes 198 spaces. In developing the Hybrid, which looks a lot like Alternative 2, the number of spaces was reduced to 63.

Mr. Kranz started that he started looking at traffic circulation and when you look at pros and cons, Alternative 2 and 4 have substantial congestion problems, but not in Alternative 3. The environmental document shows that Alternative 3 is the better one for that particular purpose. When you look at traffic safety, same thing happens. There are more cons in Alternative 2 & 4 than there was in Alternative 3, which leads him to believe from an environmental perspective Alternative 3 is a better choice. Under traffic operations, the only two that had any cons were Alternative 2 & 4 and Alternative 3 didn't have any. When you talk about walkability, Alternative 3 did have walkability, it had sidewalks that we don't have today. We are making vast improvements over what currently exists. He looked at the section regarding the Community Plan and what was interesting to him is that the traffic circulation plan is consistent with the current Community Plan. Under Alternative 2 & 4 it is yes and no and under Alternative 3 it is yes it is consistent. Is level of service consistent with the current Community Plan? Under 2 & 4 it is not and under Alternative 3 it is. It appears that even when you are making comparisons, even with the Community Plan, the 4-lane alternative seems to be more consistent with the Community Plan then the one that is being proposed. From the environmental prospective, the 4-lane alternative seems to have the upper hand.

Mr. Kranz asked how are we going to improve potential pedestrian accidents when instead of having the cars go on the road that will now be a three-lane road and we divert them to the back streets where there are no sidewalks and the kids are using this as their playground. If you look at all the potential diversion routes that people may go to, basically we are sending these cars down roads that don't have sidewalks for the kids to play. We are asking for more pedestrian injuries. How we will reduce more pedestrian injuries? It may be reduced on the main

highway, but are we not simply transferring that to the back roads. He suspects, that is a strong possibility that will happen. He asked if there was any study that looked at the back roads to see if we are transferring some of the traffic and pedestrian problems there.

Gordon Shaw stated that there is not a methodology to really identify and look at the negatives in the neighborhood and the positives on the highway. We could not make a conclusion on this.

Mr. Kranz stated that we have to look and say are we not creating an additional problem. Those cars will go somewhere. If they are not on the main road, they will go on the back roads. If we don't have curbs, gutters and sidewalks and no playgrounds for the kids, he feels that there may be some problems there.

Mr. Kranz stated that as far as the sand on the road, if we are seeing diversion to all these back roads, are we not going to be putting a lot more sand on these back roads as there will be more traffic on the back roads than we had in the past.

Kenn Graham stated that typically, we will not be putting more sand down. We will be putting them at the same coverage. This is not a winter issue. The cut through traffic is a summer issue when the summer tourist traffic comes.

Jon Paul Harries stated that an EIS is largely an impact and mitigation disclosure document and we do not go into comparative analysis of benefits. We only focus on what are the significant negative impacts and that is what we are trying to disclose. In terms of safety and water quality regarding sand, the document didn't go into an in-depth analysis because we didn't identify it as a significant impact over the existing condition. What the document really does is focus on the potential impacts, but the EIS has its limits. Staff provides how this project is consistent with the Community Plan and with the goals of what we are trying to achieve. The EIS will not look at those items other than it is not complying.

Ms. Aldean stated that there seems to be a contradiction between the EIS conclusions regarding the ability to mitigate impacts on residential streets and the anticipated effectiveness of the neighbor traffic management plan. The EIS says that lessening the impacts on residential streets in respect to use of traffic calming devices, is not feasible. Selective street closings and converting streets into one-way segments are not feasible. Elimination of through traffic routes is not feasible. How do you reconcile what is in the EIS with what you hope to accomplish with the Traffic Management Plan?

Kenn Graham stated that the metrics that were used in the EIS to determine this impact is the traffic volume on a road way and if a residential roadway exceeds 3,000 vehicles per day, that would be a significant impact. We don't believe there is a feasible way to reduce that number. What we can do is slow traffic down.

Ms. Aldean asked if there was any appetite for roundabouts in a 4-lane alternative.

Kenn Graham stated that they are up to the buildings in a 3-lane roundabout and if you go to two lane roundabouts we are talking about having to move people's buildings and that is not what they typically want to do.

Ms. Aldean stated that an elimination of parking spaces near or adjacent to businesses is a problem for our aging population. In terms of social impacts was that taken into consideration?

Kenn Graham stated not directly. The parking that is out there now, is not necessarily disability compliant and a lot of the spaces aren't legal spaces. The way we are addressing this is the facilities that we do build will be fully compliant with ADA.

Ms. Aldean asked if snow stacking was taken into consideration in the center lane.

Kenn Graham stated yes. Talking with Caltrans and their operational representatives, they would do the same removal they do everywhere else in the Basin. They plow to the middle and at night haul it away.

Mr. Lawrence stated that Caltrans is in support of the 4-lane alternative, but are they on the record for whether they are neutral, in support or against the Hybrid alternative.

Kenn Graham stated Caltrans is on the record that they would prefer the 4-lane, but they find the 3-lane Hybrid acceptable.

Mr. Lawrence asked if the overriding consideration is for level of service only and that the level of service is not a TRPA threshold.

Agency Counsel Joanne Marchetta stated that there are four traffic related significant, unavoidable, unmitigatable impacts that can be partially mitigated, but not fully mitigated. None of those impacts are a threshold standard.

Mr. Lawrence asked if staff had looked at the connection between traffic, level of service impacts and any potential impacts to air quality.

Kenn Graham stated this very simple project has gone through such a significant review. This is usually reserved for the most complex land use development projects. There is also a substantial noise review in the EIS and it is a non-issue with any of the proposed alternatives.

Mr. Lawrence stated that we have a lot of work to do to reduce fine sediments going into the Lake and if we are going to meet the clarity challenge, does your project have water quality BMPs in place to address reducing fine sediment loads into the Lake.

Kenn Graham stated that through the Master Plan, we are addressing the best available, at the time, both on the county roadways and the best we can do with working with Caltrans on the state highway.

Mr. Yount stated that he has also spoken with many people regarding this project. He feels that this is the most divided and controversial subject that he has seen since serving on the Board. What is the number of cars that we would be forcing into the side streets with the Hybrid Alternative, versus the 4-lane Alternative?

Gordon Shaw stated that the number of cars on any one street is on the range of 3,000-4,000 per day more than there is now. These are distributed on different streets. From Fox, Minnow & Salmon streets, you would go from 2,000 to 5,400 between 2008 and 2028. It would probably be 10,000 cars a day total on a peak day, distributed on all the streets. He also stated that if they could build this tomorrow peak days would be 10 days. This is based on an average Saturday in August and depending on what day you pick, we would start off with just an hour or two and the numbers would be quite a bit less. When the roundabouts are not at capacity, you have substantially lower delays and you go through it at 20 miles an hour versus if there is a signal and one person wanted to turn left out of the side street, you would have to wait 15 or 30 seconds with a signal light.

Mr. Yount asked why there isn't a roundabout proposed at Highway 267 & Highway 28 which seems to be the most obvious place to have one. He understands that this would require a condemnation of a property at this corner that doesn't want to sell.

Kenn Graham stated that they would not want to take out a building or business.

Mr. Merrill asked if we could look at the difference between the 4-lane Alternative and the Hybrid by simply moving the funnel. By moving this funnel one mile further west, the ultimate traffic impact should be about the same.

Kenn Graham stated that from a traffic standpoint there are reasons to have 4-lanes in Kings Beach and it centers around the more commercial activity you have the more people are looking at it and driving slower and causing congestion. From an economic standpoint that is what you want, but from a traffic standpoint that is what you don't want. We have three lane segments on both sides of this 4-lane area. He believes the funnel points are elsewhere in the system. Kings Beach downtown is not the funnel point right now. With the Hybrid Alternative, it could become the funnel point much like Crystal Bay. There are reasons why Kings Beach is a little more of a congestion point with all of the commercial activity.

Mr. Kranz clarified that he can see this going toward the state line, but going the other way the 4-lane goes to Highway 267 and quite a few cars dump off going over the hill and the rest goes the other way, so it isn't a funnel there.

Mr. Merrill stated that he does not understand having the 63 parking spaces and then eliminating them when you need them, which is in the summer. What is the thinking behind that concept?

Kenn Graham stated that from all the public input, people wanted to have parking year round on the highway plus get as much additional parking, as was reasonably possible. Working with Caltrans on the traffic flow in the winter, the

trade off was if you want 3-lanes you need to improve the capacity by pulling off the traffic. A lot of congestion occurs when people are searching for a parking space.

Mr. Merrill asked if the construction period for the Hybrid Alternative would be one year and the four-lane alternative would be 2 years.

Kenn Graham stated that depending on what gets approved, they estimate that the four lane alternative will take 3 seasons and the three lane alternative will take 2 seasons.

Mr. Merrill stated that most of the roundabouts that he has seen are not in highly pedestrian areas. He doesn't understand the analysis that assumes that vehicles would not have to stop going through roundabouts.

Kenn Graham stated that the EIS does take into account that there will be pedestrian activity which reduces the capacity of the roadway. We have taken into account a level of pedestrian activity in the EIS. The good news is that people will cross one lane of traffic and they have a break at the center island and they can find another gap and then go across.

Mr. Merrill stated that what we should be concerned about is the total number of people impacted by whatever is decided. These traffic issues impact everybody at Lake Tahoe and that is why people don't like to come to Lake Tahoe. What do you assume about the flow of traffic when you have 3,000 people trying to cross these intersections and having every car stop for 30 seconds?

Gordon Shaw stated that if there were 3,000 pedestrians in any one location, we would be in trouble. What we did is use software that factors in pedestrians with roundabouts. Keep in mind that pedestrians are crossing one car back from the roundabouts, so the first car is not worrying about the pedestrians behind them. But when cars are exiting the roundabouts they have to watch for pedestrians and there will be some delay. We took the existing pedestrian counts and we put those into the software. There is no good way to forecast if you put sidewalks in a certain location, would this double or triple the pedestrians. There are things you can do to add more capacity to a roundabout by making it larger, but then we are getting into the right-of-way issues.

Mr. Merrill stated that we don't have all the funding for the Hybrid Alternative, is the plan to wait until all the funding is available to start the project.

Kenn Graham stated that their hope is to pull all the money together before the project is started. But if we don't have all the money, the project can be phased.

Agency Counsel Joanne Marchetta stated that there are three action alternatives in the EIS. But Placer County staff has brought forward a three-lane project and TRPA has reviewed that project and the draft permit in the packet is for that three-lane project. So there is no four-lane project in front of the Board. You would have to turn down the three-lane and then you couldn't vote on a four-lane project, because there isn't one. You would have to say to Placer County, go back to the drawing board.

Mr. Waldie stated that in all the years that he has been on the Board, he doesn't think he has participated in a discussion as thorough and meaningful that this one has been. He is enormously impressed with the staff presentation and with Mara's dignity in supervising the public comments. He thought that both sides had very good arguments.

Ms. Bresnick disclosed that she had a conversation with the County.

Ms. McDermid disclosed that she had a conversation with Kenn Graham.

Mr. Leslie disclosed that he had a conversation with Steve Brown, Tom Turner, the Director of Caltrans and Kenn Graham.

Ms. Bresnick asked that Agency Counsel explain what the options might be if there is no approval by the Board.

Agency Counsel Joanne Marchetta stated that she has advised Placer County that if a vote is taken and their proposed project is voted down, they cannot bring the same project back for 12 months. They would have to come back with a substantially revised project. One of the options of the Board is to propose a straw vote to see whether or not there is support for the proposed Hybrid project. That would give Placer County the ability to understand the potential will of the Board. Understand that a straw vote is not action or binding, but it is an option that you have to provide information to one another about where the Board as a whole may stand at this point. It is also an option for Placer County staff to understand where the Board may stand at this point. The other option is to walk through the motions and take the votes. Because there is no 4-lane project on the table, you may want to make your decision first on the 3-lane. If the will of the Board is to direct Placer County staff to go back and look at a more detailed 4-lane project alternative, no project can be voted on tonight, but you can give that direction to Placer County.

Mr. Kranz stated that they all recognize that something has to be done and we don't want to waste any more time. He can live with the EIS and he is more than willing to vote for that. But he would like to give direction to turn down the 3-lane and give direction to Placer County to bring back the 4-lane as presented. From his standpoint, the 4-lane looks acceptable and that would significantly improve the timing and they could hear the 4-lane at their Board of Supervisors meeting. It has been completely analyzed and we could probably bring this back at the next Governing Board meeting.

Agency Counsel Joanne Marchetta stated what would be helpful to Placer County is for the Board to take a straw vote for the proposed Hybrid Alternative.

Mr. Kranz stated that he wants to vote the 3-lane up or down period, and maybe take a straw vote on whether everyone would support the 4-lane as currently discussed in the document.

Mr. Galloway moved to approve the findings to certify the Final Environmental Impact Statement.



Yes Votes: Ms. Aldean, Ms. Bresnick, Mr. Galloway, Mr. Kranz, Ms. McDermid, Mr. Lawrence, Mr. Leslie, Mr. Merrill, Mr. Miller, Ms. Ruthe, Ms. Santiago, Mr. Waldie, Mr. Weber

Absent: Mr. Swobe  
Motion carried.

Mr. Galloway moved to certify the Final Environmental Impact Statement for the King Beach Commercial Core Improvement Project.

Yes Votes: Ms. Aldean, Ms. Bresnick, Mr. Galloway, Mr. Kranz, Ms. McDermid, Mr. Lawrence, Mr. Leslie, Mr. Merrill, Mr. Miller, Ms. Ruthe, Ms. Santiago, Mr. Waldie, Mr. Weber

Absent: Mr. Swobe

Motion carried.

Mr. Galloway moved for a straw vote on the 3-lane Hybrid proposed project. Following Governing Board discussion Mr. Galloway withdrew his motion.

Mr. Weber moved for a straw vote on the 4-lane Alternative.

Yes Votes: Mr. Weber, Ms. McDermid, Mr. Kranz, Ms. Ruthe, Mr. Leslie, Mr. Galloway, Ms. Aldean

No Votes: Ms. Santiago, Mr. Miller, Mr. Waldie, Mr. Lawrence, Mr. Merrill, Ms. Bresnick

Agency Counsel Joanne Marchetta stated that based on the straw vote there are not enough votes to carry the motion in favor of a 4-lane Alternative.

Mr. Kranz moved approval of the 3-lane Hybrid Alternative and a finding of no significant effect.

Mr. Leslie stated that from time to time he has been critical of TRPA, but when he was asked if he would serve on this Board, he made a conscious decision that he was going to be the best Board member he could be and work with the system and do a good job. With all these rules and regulations, it is almost impossible to do this and even afford to get a decision out of this organization, but this is what we have to live with. So here is his very first important vote and he is asked to make a finding that we should have degradation of roadway levels and there should be a degradation of intersection standards, that we should increase daily traffic on residential streets and that we should have a degradation of transit operations. How is he going to do that, when the other alternative doesn't degrade anything – what is going on here?

Yes Votes: Ms. Santiago, Mr. Miller, Mr. Waldie, Mr. Lawrence, Mr. Merrill, Ms. Bresnick

No Votes: Mr. Weber, Ms. McDermid, Mr. Kranz, Ms. Ruthe, Mr. Leslie, Mr. Galloway, Ms. Aldean

Motion fails.

Mr. Galloway stated that he voted no because of traffic diversion regardless of a plan onto residential streets and the heavy delays caused by the project and a major increase in gasoline consumption related to those delays.

Mr. Kranz moved to advise Placer County to look at bringing back the 4-lane Alternative that has already been fully analyzed through the environmental documents.

Yes Votes: Ms. Aldean, Mr. Lawrence, Mr. Galloway, Mr. Miller, Ms. Ruthe, Ms. McDermid, Mr. Merrill, Mr. Leslie, Mr. Kranz, Mr. Weber

No Votes: Ms. Bresnick, Mr. Waldie, Ms. Santiago

Motion carried.

## X. PROJECTS

- B. McCosker Pier Expansion/Rebuild, 3051 Jameson Beach Road, El Dorado County, California, APNs 032-110-28 and 032-110-29, TRPA File No. 20062005

Staff member Chantal Charette presented the McCosker pier expansion and rebuild.

No Public Comment.

Ms. Aldean moved approval of the required findings, including a finding of no significant effect.

Motion carried unanimously.

Ms. Aldean moved to approve the proposed project subject to the conditions contained in the draft permit.

Motion carried unanimously.

- C. Lake Tahoe Cruises, Private Charter Excursions, APN 027-690-06, TRPA File No. 20051495 **(this item was continued at the request of the applicant)**

## XI. APPEALS

- A. Hideaway Properties LLC, Appeal of Executive Director's Decision, 432 Gonowabie Road, Washoe County, APN 123-145-09

Assistant Agency Counsel Nicole Rinke stated that staff is requesting that the Board vote to continue the appeal. Both parties are in agreement and they have

both agreed to sit down at the table with TRPA staff and try to resolve the scenic issues before coming back to the Board. They have also agreed to hold off on litigating over anything related to this appeal until July 26, when the Board has had the opportunity to hear the matter.

Ms. Fett stated that she agrees to the continuance and to hold off on litigation.

Mr. Angres, representing the appellant, stated that he agrees to the continuance and to hold off on litigation.

Ms. McDermid moved approval.

Motion carried unanimously.

**The meeting continued at 9:00 a.m. on Thursday, June 26 at the TRPA Offices.**

**XII. PLANNING MATTERS**

**A. Presentation of Proposed Revisions to Shorezone Program Description and Draft Code of Ordinances, and Request for Board Direction on Policy and Process Issues**

Executive Director John Singlaub presented the proposed revisions to the Shorezone Program description and draft Code of Ordinances and requested direction from the Board on policy and process issues.

**Board Discussion & Comments:**

Mr. Galloway asked what it means to say the functionality will not be criteria for eligibility, but will be a location standard for development of a pier.

Executive Director John Singlaub stated that we had mixed eligibility of parcels for a pier with location criteria for a pier. The revised project description makes that clearer by putting eligibility criteria in one place and the location criteria in a separate place. We had initially proposed in order for a parcel to be eligible for a pier they had to be able to reach 6219 and 150' for a single use pier or 300' for a multi-use pier. Now we say instead of that being an eligibility criterion of the parcel, it is a location criterion for a pier.

Mr. Galloway asked if it makes a big difference; if you can't locate a pier even if you are eligible, how you would build one.

Executive Director John Singlaub stated that part of it means that you are eligible to join with another parcel in a multiple use pier. We have a large pool of eligible parcels.

Mr. Galloway stated 3 weeks ago, he identified another issue which had to do with work that would disturb the substrate. There are times when someone would be trying to rebuild or repair a pier and they could not achieve significant material environmental benefit, because it is just a repair. The language you had

could have prevented a repair because that is not exempt and requires a permit. He identified that issue and he would like that on a list.

Executive Director John Singlaub stated that kind of action is qualified exempt, so it is not a project anymore.

Agency Counsel Joanne Marchetta stated that all of Mr. Galloway's issues will be dealt with. She also commits to do a full review of all of the comments and all of the proposed changes and review that against the Code as it is currently drafted.

Mr. Galloway would like a checklist which includes not only things that you think need to be done, but also things that have been done.

Mr. Merrill stated that he is concerned that we have in the Code this ability to try to prove that you have had a buoy since pre-1972, simply because that is a big hassle and with some photos you can't determine if it is a buoy or a white cap. On the other hand, he can understand that people who have had buoys before this Agency was formed, there should be a way of potentially recognizing those. His understanding is that between 1972 and today there has been ample opportunity to get any buoy permitted, is that correct?

Executive Director John Singlaub stated not in fish spawning habitat.

Mr. Leslie stated that he likes the idea of having a cut off for the comments, but he feels that the June 30<sup>th</sup> date, which is four days from now, should be extended. He feels this could be open for criticism when the date might arrive before someone has a chance to even realize it.

Executive Director John Singlaub stated that if the Board would like to change the date we could certainly do that.

Public Comment:

Sara Ellis, Nevada Association of Realtors, asked for clarification on the Section that talks about exempt activities, "no discharge occurs to the waters of the Region and the structure is in accordance with the Shorezone design standards in Chapter 54." So exempt activities, not QE activities, have to fall into the design standards, which means the existing structure need to be designed under the new design standards that are being adopted. What was the intent of that? She needs clarification on when there was discussion of replacement of piles, does Item No. 2 supersede Item No. 8 where you have put replacement of piles as a QE exempt activity and do you not consider those in-kind? Under B, it says that a pier or similar structure may be replaced and in addition to provisions in Section 53.4A, the replacement structures foundation meets the requirements of Section 54.5A2(i). If you do an in-kind replacement, by the way this reads, you have to do the foundation that is under the new design standard. So it is not an in-kind replacement, you have to redesign it.

Agency Counsel Joanne Marchetta stated that if we find things that need to be corrected, we will correct them.

Greg Guison, Recreational Boaters of California, stated they are concerned with the Blue Sticker proposal regarding boats and as it is currently cast we would oppose this program. The program proposed to levy significant fees on boats for the purposes of mitigating environmental degradation, which is totally unrelated to the operation of boats.

Jan Brisco, Tahoe Lakefront Owners' Association, stated that she has heard nothing but rave review about the boat inspections from a variety of property owners and boat users who have been through the inspections at Cave Rock. The inspectors are courteous and they are knowledgeable and enthusiastic about preventing the spread of aquatic invasive. When you read the ordinance as drafted, we have to be cognizant of what that is. We would like to see things clarified in a simple way. Instead of building on the current ordinances, you are coming up with completely new ordinances and one of the things that she heard said, there were specific issues for backshore – from high water up into the upland. Sometimes your backshore can go all the way to the road on some properties. So what are we doing? We are overlapping ordinances with other sections. Let's get this straightened out. She asked for time through the fourth of July to provide their comments to staff. Any project, whether it is a pier decking or a couple of pilings that exceed \$8500, right now they cannot submit an application for a pier repair nor for a pier re-decking because the cost will exceed \$8500. She has no problem putting off projects that are expansion or brand new piers. She thinks that if this can be clarified, that would go a long way for their organization and the people who need to do those repairs.

Agency Counsel Joanne Marchetta stated that it is within the Board's discretion to exempt this category of project until the new Shorezone ordinances are in effect.

Ms. Adlean stated that what we could do is just say exempt and qualified exempt Shorezone activities and all in-kind repairs and replacements will be processed at any time based on the regulations in effect.

Jennifer Quashnick, Sierra Club, stated that there has been no official comment period on the current version or the version that came out on May 2. We were expecting to have 30 days to review this version. The Compact requires the 60 days comment period, but they request at least a 30 days period once the final version is released. How can the public comment on the final ordinances when you will cut off the public comment period before you even release the final ordinances? The environmental documentation requirements have not been met in this process. There has been no environmental impact analysis of the final proposed ordinances. There was no public comment period provided for the January 2007 EIS that contained the Blue Boating Program. They would recommend that an environmental analysis on the final proposed ordinances be prepared after which we provide the official comment period that is required by law.

Gregg Lien stated that the law as a whole seems to work at its best when you have a social consensus coming together in a clear concise document. This is an especially daunting process because there is not a social consensus. He

feels that we have made some real progress in trying to clarify some of the key issues. He feels that we need to go further. Another week would be requested to provide comments to staff. He represents a couple of commercial marinas and there is language that says no new projects may be approved in spawning habitat until we have fully-functional fish habitat restoration project mitigation. This will be difficult. His clients would like to legitimize their buoy fields. He doesn't know that the test drives have been to the level to where we can actually determine numbers and impacts. There may be a problem with the 350' buoy standard. Are they precluded from maintaining their buoys? The vast majority will not be able to meet that 350' standard even though they may have been there since the 1960s.

Raina Patrocinio, League to Save Lake Tahoe, stated that more buoys mean more boats, which leads to more pollution. Under the Shorezone ordinances, 6300 buoys will be permitted in the Lake. Currently there are 4500 buoys on the Lake of which 1500-2200 are unpermitted. This means that in order to reach the allowed 6300 buoys between 3300 and 4000 buoys will be permitted above the number that is permitted now. These numbers are excessive and do not reflect historical placement of buoys. The final EIS indicates that boat use is increasing by 1.5% per year. The trend toward larger boats will only increase pollution further. Lake Tahoe is designated as "an outstanding national water resource" because of its exceptional ecological and recreational significance. This means that absolutely no degradation is permitted to Lake Tahoe. Engine powered watercraft emit pollutants such as carbon monoxide, hydro carbons, nitrogen oxides, particulate matter and green house gases. These pollutants impact air quality, water quality and also water clarity. Damage can also be done to vegetation because of ozone pollution. It was determined that a traditional boat emits 1600 times more pollution than a Subaru Outback. Clearly this pollution needs to be curtailed. One solution for doing so is the use of catalytic converters. Boats with catalytic converters average a 78% reduction in emissions. TRPA should establish and enforce limits on the amount of air, water and noise pollution for any watercraft using Lake Tahoe as components of the Blue Boating Program. Require catalytic converters using a phased in approach similar to the TRPA's successful ban on 2-stroke engines. Create boat sticker fees that are based on horsepower and emission star ratings and create incentives for hybrid, solar and wind powered watercraft. Utilize real-time monitoring stations at launch sites and in the Lake with a higher density of this monitoring equipment in higher traffic areas. Hire the Tahoe Science Consortium to conduct random monitoring to prove the effectiveness of mitigation strategies. Establish performance standards with specified triggers for implementing pre-designated pollution abatement measures. Combine the Blue Boating Program and aquatic invasive species inspections to ensure that these are being conducted in conjunction with one another. To prevent boats from sinking when attached to buoys during storm events, implement and enforce a deadline for boat removal in the fall or ensure boats are adequately protected. The League strongly encourages the Board to extend the comment period.

Gary Midkiff stated he is tremendously encouraged by the discussion today with regard to maintenance and repair, in-kind replacement, etc. The continued use of 6219 as a one size fits all limitation and factor when the Lake will be held at least a couple of feet lower under the Truckee River Operating Agreement may

not make a lot of sense. So what he is suggesting is one final look. He would hope there would be sufficient flexibility in certain circumstances so that you leave the possibility for unique circumstances to be able to at least make a proposal and potentially be approved. With areas of steep rocky shorelines around the Lake, lakefront property owners without a walkway down to the water and some sort of a pier don't even have the ability to get to the water for swimming.

Mary Hassen, California State Lands, stated that they provided written comments to staff yesterday. Their staff wants to commend TRPA staff for all of their work in this effort and they have been very receptive to them to clarify certain sections of the Code as it has been changing and very helpful to them on a daily basis.

Ms. Aldean moved approval and direction to staff to adhere to the revised Shorezone schedule and procedure as set forth in Attachment A and amended to read as follows: Exempt and qualified exempt Shorezone activities and all in-kind repairs and replacements based on the current Code will be processed at any time based on the regulations in effect. The date for submission of final comments will be amended from June 30<sup>th</sup> to July 3<sup>rd</sup>, 2008.

Motion carried.

Ms. Aldean moved to direct staff to modify the draft Code and/or the EIS project description to adhere to the recommended changes.

Motion carried.

### XIII. REPORTS

- A. Executive Director Status Report
  - 1. Monthly Report on Permit Processing
  - 2. CEP Update
  - 3. Regional Plan Update
  - 4. Forest Fuels Management Update
  - 5. Agency Work Program Priorities for July

Executive Director John Singlaub gave the Executive Director's report.

- B. Legal Division Status Report

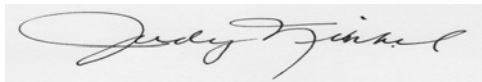
No report.

### XIV. COMMITTEE REPORTS

- A. Legal Committee – no additional report
- B. Operations Committee – no additional report
- C. Public Outreach/Environmental Education – The Public Outreach Committee will meet immediately following this meeting.

Governing Board Chair Ms. Bresnick adjourned the meeting at 12:30 p.m., Thursday, June 26, 2008.

Respectfully submitted,

A rectangular box containing a handwritten signature in cursive script, which appears to read "Judy Nikkel".

Judy Nikkel  
Clerk to the Board

*The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review at the TRPA Office, 128 Market Street, Stateline, Nevada.*