

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

North Tahoe Events Center
Kings Beach, CA

March 27, 2019

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Yeates called the meeting order at 9:46 a.m.

Members present: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce (by phone), Mr. Cashman, Mr. Kozeniesky for Mrs. Cegavske, Ms. Faustinos (by phone), Mr. Hicks, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Shute, Mr. Yeates

Members absent: Mr. Rice, Mr. Sevison

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS

None.

IV. APPROVAL OF AGENDA

Ms. Aldean moved approval.
Motion carried.

V. APPROVAL OF MINUTES

Ms. Aldean said she provided her non-substantive edits to Ms. Ambler and moved approval of the February 27, 2019 as amended.

Motion carried.

VI. TRPA CONSENT CALENDAR

1. February Financials
2. Environmental Improvement, Transportation, & Public Outreach Name Change and Charter Amendment

Ms. Aldean said the Operations and Governance Committee recommended approval of item one.

Ms. Novasel made a motion to approve the consent calendar.

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Kozeniesky, Ms. Faustinos, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Shute, Mr. Yeates

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Absent: Mr. Rice, Mr. Severson
Motion carried.

VII. PLANNING MATTERS

A. Climate Assessment Report Briefing by Dr. Michael Dettinger, USGS

Ms. Regan said Dr. Dettinger is the Research Hydrologist with the United States Geological Survey and a lead author on this California 4th Climate Assessment Report. This 4th assessment has the State of California broken up into regional areas which allows us to zero in on adaptations for specific areas in the state. Dr. Dettinger is well known both nationally and internationally and has degrees from the University of California, San Diego, the Massachusetts Institute of Technology, and the University of California, Los Angeles. He has authored and co-authored over 90 scientific articles, books and journals, and over 20 government reports amongst other important work.

Dr. Michael Dettinger provided the presentation.

Dr. Dettinger said California organizes climate assessments on a quasi-regular basis since 2005 from an executive order from then Governor Schwarzenegger that called for preparation of regular assessments of the science. The first one was completed in 2006 and focused on impacts of climate change and provided raw materials for the consideration of Assembly Bill 32. In 2008 and 2009 there was a second that started to break items out into more adaptation options. In 2012 there was more of the same and in 2018 they completed the fourth assessment. A new process this time was that they broke the state into nine different regions and three topical areas. The Sierra Nevada region comprised approximately one quarter of the state and is by far the largest of these regions. The topical reports were on climate justice issues, tribal communities, and coastal and marine issues.

There were broad themes that reoccurred in all the reports. One is that temperatures are projected to rise substantially in the 21st century in response to growing concentrations of greenhouse gases in the atmosphere. By the end of the 21st century annual temperatures are projected to increase by 6 to 9 degrees Fahrenheit. The 6 to 9 degrees have a number of uncertainties that provide that range, the largest is what people in society will do over the course of this century.

The second major theme is increasingly ferocious extremes that are coming. There are already some indications of that in the Sierra's as well as nationally and globally. Important to the Sierra's are the greater likelihood of droughts. The 2012 and 2016 drought had major impacts on forest and tree mortality and are also expected in the future. It's due to a combination of drought and that this was the warmest drought seen in historical period in California which are expected to increase in frequency and magnitude in the future. The upshot for more precipitation in the Sierra Nevada range, the projections of change for total precipitation annual average will be small changes from zero percent change in the averages from the end of the century to up to ten percent more in this assessment. The previous assessments the projections were showing less than historic low precipitation. Despite the uncertainty of which way precipitation on a whole is going to go and those changes for the most part looking small as opposed to temperatures which are large differences.

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Both the climate changes, the opportunities, and the cost of adaptation will be less demanding if global greenhouse gas emissions are greatly reduced. If the nations of the world buy in and implement the Paris accord, they can keep the temperatures to 1.5 to 2 degrees warmer. A tool available for adaptation and for responding to these projections of climate change for reducing their impacts in the long haul are land use decisions. The most immediate challenge that is in all reports is how climate change is going to impact water that sustains the Sierra Nevada

Other themes are the lack of local and state funding to plan and implement adaptation and insufficient staff capacity. The Sierra as a region are leading in these problems. There are many areas of vulnerability that could have been addressed but were advised to not do everything and focus on the most pressing vulnerabilities. The three areas of focus for the report were landscapes, fires, and wildlife, water resources, and human communities.

With these combinations of climate change the projections are for more wild fire risk; larger areas burned, more drought stressed, and reproduction and survival of wildlife and vegetation. From the historical to the end of the century, they're anticipating doubling the amount of area burned per year.

One of the impacts on water resources will be the snow pack loss with a projection that the snow pack will be lost below 7,000 feet. A concern while putting the report together that there was not enough information on how ground water use in the range will change which includes spring sources and well users. In addition, water quality changes are to be expected with this level of change in the snow pack and the surface water.

Twenty years ago, they were looking at gradual changes through time across the 21st century as the temperatures ratcheted up over time. Our grandchildren will be dealing with that gradual climate change of 4 to 9 degrees over the course of a century of warming. What we'll see and our children will see in our life time is this ratcheting up of these extreme events.

Communities are already being challenged by the change in climate with the fires. We're seeing impacts that are setting us up in a bad way to address climate change. The ability of these communities to respond to these kinds of changes now and into the future depend how severe the climate changes are. Twelve of the 20 counties that make up our region are classified as having disadvantaged communities within them. The communities are often small and don't have the resources to address major changes.

The report focused on three major kinds of communities although not mutually exclusive, but are the forestry dependent communities, agriculturally dependent communities, and tourism dependent communities. They reviewed 13 adaptation efforts with several major ones in the Basin.

Presentation can be viewed at:

[Agenda Item No.VII. A Sierra Nevada Climate Assessment](#)

Board Comments & Questions

Mr. Lawrence asked what the science gaps were so the board could make better decisions and if they're fortunate enough to get revenue for environmental work in the Basin, where should the focus be?

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Dr. Dettinger, USGS said there are a number of activities happening in the Basin that he's optimistic about. There are the Tahoe Climate Adaptation Action Plan efforts that are going on with the California Tahoe Conservancy and alike. This report broke the state into regions but is still not small enough especially for the Sierra Nevada. In his presentation he didn't get too detailed in the numbers because they tend to be in the north and south half of the range scale in this report. There's a report that is being worked on that is very focused to the Lake Tahoe Basin in that it's taking on the same kinds of projections and running through models of the Basin to review. For example, they're looking at it when there is a three or four month shift in the earlier run off peak in what would now be considered winter instead of in the late spring, what's that do to the fisheries and the clarity of the Lake? They're also looking at transportation and other communities' issues. The Lake Tahoe West partnership is another way that responses will be possible.

Mr. Yeates looks forward to the Tahoe Climate Adaptation Action Plan. The Catastrophic Wildfire Committee and Forest and Vegetation management committees will be starting up as a result of what's happening with the Lake Tahoe West. During a recent trip to Yosemite he saw a change with the tree mortality as a result of the drought. A presentation was made by Dr. Glenda Humiston at this Yosemite conference that talked about opportunities for different wood products to be utilized. She pointed out that the worst thing that could be done is to take all that wood and put it in a plant which will only create more greenhouse gas emissions. Those are the innovative types of things that we need to start thinking about and how we adapt to the changing climate.

Dr. Dettinger, USGS said there is discussion in the communities' section of the report about the biomass issues.

Public Comments & Questions

None.

B. Update on new Tools & Technology for Lake Tahoe Info

TRPA team member Mr. Bindl provided the presentation.

Mr. Bindl said the bathymetric data set helps to better understand the nearshore zone of Lake Tahoe and to see below the surface of the water to model that surface. The data acquired was from a larger aquatic invasive species project and is being used to inform some of the other mapping efforts of TRPA. This data has allowed staff to do robust analysis to better inform decisions. TRPA collected topographic LiDAR data in 2010 for entire land area and has proven to be invaluable for efforts to map and analyze the topography, vegetation, and the impervious surfaces but have lacked a comparable data set for the nearshore shallow areas of the Lake. This has left the area unmapped at a suitable scale for visualization and analysis. Until recently, LiDAR scanners were not able to penetrate the water surface but with the new capability of green LiDAR they're able to penetrate the surface of the water and map the lake bed creating a highly accurate elevation model. In addition to the bathymetric LiDAR, they can collect an aerial image of the entire circumference of the nearshore zone. This data set aligns with TRPA's strategic pillar to use the best available science and technology while implementing the Regional Plan. This data has been used to update several of TRPA's spatial data sets, improved the accuracy of the information used for internal mapping, and data provided to the public. This imagery will also be used as base data for the new mooring registration system being developed. Applicants will be

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able to select their parcels and moorings using the high resolution image. Planners will be able to use that same layers to review the location and design standards for the selected moorings. Boater safety and navigation will be improved using this data and TRPA's watercraft crew will be able to utilize a map on their tablet to navigate on Lake Tahoe. This data is publicly available and other entities can also generate new navigational charts, create data sets, and perform their own analysis.

Presentation can be viewed at:

[Agenda Item No. VII. B New Tools Technology Nearshore LiDAR](#)

Board Comments & Questions

Ms. Aldean asked what the maximum depth of penetration was for the LiDAR.

Mr. Bindl said the data can penetrate one to two secchi depths. On average, they're getting to about 6,210 elevation.

Ms. Aldean asked if there's a commitment to review this data periodically to monitor changes.

Mr. Bindl said they've been able to collect terrestrial LiDAR in an eight year interval. There's a new terrestrial LiDAR coming on line this summer which will help inform the threshold evaluation and to detect change in vegetation and surfaces.

Ms. Aldean asked what intervals are being considered to collect that information.

Mr. Bindl said his preference would be every four to eight years. If it's collected too often it may not show much change for items such a littoral drift.

Ms. Aldean asked what the cost was to collect this data.

Mr. Bindl said approximately \$200,000. The cost is going down with the advancements in LiDAR technology.

Ms. Novasel asked if this information will be available to the public for their use.

Mr. Bindl said it's quite a large data set, and the hope is in the future it could be provided to the public.

Mr. Lawrence asked if any consideration has been given to having a subset of information available to the public such as information on the no wake zone.

Mr. Bindl said yes, they plan is to have the no wake zone as part of the Tahoe Boating software application available to the public as part of the education effort.

Ms. Regan said TRPA's budget requests that are pending with both Nevada and California's Governors budgets include additional funds for more LiDAR. It's going to have a good use for forest health planning.

Mr. Bindl said it's one of the most instrumental pieces of data in his daily work on the Lake Tahoe West partnership. This data set that maps out every tree in the Basin assists with the work that's

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being done. By having it every eight years, they'll be able to detect changes that they wouldn't otherwise be able to detect.

Ms. Aldean said in addition to showing the location of trees, will there be infrared technology to help determine the health of a tree?

Mr. Bindl said yes, the high resolution aerial imagery also has an infrared band associated with it.

Public Comments & Questions

None.

C. Lake Tahoe Aquatic Invasive Species (AIS) Program Update: 2018 Achievements and Priorities for Building Future Success

TRPA team member Mr. Zabaglo provided the presentation.

Mr. Zabaglo responded to Ms. Aldean's question about the cost of the LiDAR acquisition. This was part of a larger monitoring project that included dive transects to map invasive and native plants. The total project was about \$420,000 which included significant dive times, development of a plan, and the remote sensing imagery. The imagery portion was about \$200,000 which included all the post processing.

Mr. Zabaglo said the program consists of monitoring for those existing species in the Lake such as the Eurasian watermilfoil and Curly Leaf pondweed and species not found in the Lake such as Quagga mussels, New Zealand mud snails, and water hyacinths. The program also has the aspect of control for Eurasian watermilfoil, Curly Leaf pondweed, and Asian clam projects underway. Lastly, prevention is the other part of the program that includes the watercraft inspection program. Lake Tahoe is considered a national model for the prevention program.

This work is possible through partnerships over the years that include the Aquatic Invasive Species Coordinating Committee that is co-chaired by Mr. Zabaglo and Ms. Hurt with the Tahoe Resource Conservation District. Members include many agencies of the Basin along with other organizations, private and public partnerships, the League to Save Lake Tahoe, the Tahoe Fund, and the boating public.

There's been no new detections in ten years. Monitoring samples are done every month during the summer season along with the lake wide surveillance. With some of the new LiDAR data sets they did a complete lake wide survey for the first time. Previous surveys and monitoring have been sporadic and targeted to locations where they knew species existed. It included over 80 diver transects with some being targeted and some random that included marinas and tributaries that were never done before. They now have the results of those diver surveys and imagery with a monitoring plan that allows them to repeat these survey efforts over time. Consistent monitoring was a missing piece was identified in the implementation plan developed a few years ago, by the University of Nevada, Reno.

The action plan is being contracted out through the California Tahoe Conservancy in coordination with the Aquatic Invasive Species Coordinating Committee. Information provided in surveys that went out are being used as some of the input for the program to make more meaningful metrics for success. Currently, the efforts in control are done by acres treated. It's a good metric for

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demonstrating how much work is being done and at what cost but it's not meaningful to describe success. Coupled with this plan will be a finance plan that will identify the existing funding and target other nontraditional sources of funding.

The previous strategic initiative of finding funding for control work amounted to about \$5 million last year, highlighted by the Lake Tahoe Restoration Act for over \$3 million and \$1 million from the US Army Corps of Engineers. The Lake Tahoe Restoration Act is being targeted to the Tahoe Keys project. The LTRA funding is being used to pay for the Tahoe Keys environmental analysis and the collaborative approach along with potential test projects within the Tahoe Keys.

Some of the areas where work was performed in 2018 was the Elks Point Marina where funds from the State of Nevada were used for work on private property. Because they were able to match that with private funding from the homeowners and a commitment from them to ensure that they monitor and survey their property in perpetuity the state was willing to put forth a portion of those funds for ongoing work. The League to Save Lake Tahoe has also helped with that project because they are training the homeowners to do the surveying and monitoring. The Truckee River in Tahoe City continues to be a project over the past couple of years. It's different than other areas in the Lake because it's a moving system with different water levels. Work continues at the Lakeside Marina which was the location of the ultra violet pilot project and work is also continuing at Sand Harbor on the Asian clams. In total there's about eight acres treated.

There are many active projects such as the one in Meeks Bay that is being initiated by the Forest Service with funds from Senate Bill 630 and the California Tahoe Conservancy coupled with funding from TRPA. It was listed as one of the top priority locations that was identified in the Aquatic Invasive Species Implementation Plan. The other two were the Tahoe Keys and Ski Run Marina.

Locations with new infestations identified through monitoring are Logan Shoals, Emerald Bay Eagle Creek, General Creek, Wavoka Estate rock crib, Camp Richardson, Pope Marsh, and Timber Cove. Burke Creek and Tahoe Beach Club in Nevada have already been funded through the Lake Tahoe License Plate fund and the Nevada Division of State Lands awarded the Tahoe Resource Conservation District with money to do those projects this year. They're hopeful that the areas on the California side that the California Tahoe Conservancy board will approve funds in April to respond to those infestations.

The ultra violet light pilot project done a few years ago at the Lakeside Marina was addressed in a recent report that suggested more of this type of technology to be tested. This was a small project with a uniform lake bottom. They are planning to take the lessons learned from that report and do another pilot within Lakeside Marina and possibly into the Tahoe Keys.

For the prevention program there are four inspection stations that operate at the entry points into the Basin from May through September and in the winter months the operations are at the Lake Forest boat ramp near Tahoe City and Cave Rock Nevada State Park. Inspections are done on the watercraft, trailer, and tow vehicle checking for invasive species or standing water. Any evidence of invasive species or standing water a 120 to 140 degree decontamination is done. Seals are then attached to the watercraft and trailer and then the boater can proceed to a boat ramp. Marina staff will then apply another seal when the boater leaves the water to eliminate another trip to the inspection station.

There were over 9,000 inspections for the 2018 boating season which was a significant increase from last year and most boaters are arriving clean, drain, and dry. Last season the inspectors

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found around 50 boats that had some sort of invasive species on it. About eight of those boats that had mussels attached that came from the Great Lakes area and the lower Colorado River system.

There is regional coordination and leadership amongst the partners. Mr. Zabaglo serves on the Western Regional Panel that includes the 19 western states and another 24 to 36 entities and organizations that are interested in aquatic invasive species. He is also a member of the Aquatic Nuisance Species Task Force. The coordination is beneficial because all the programs are consistent with the other and part of the coordination is working with the boating industry. Recently completed was a technical information report that was developed to educate the boat industry on how to design and build boats in consideration of aquatic invasive species. In development is a task force specific to building ballast tanks. Those ballast tanks present some of the biggest challenges because they drain completely and therefore, require a decontamination. They are continuing the development of the mobile applications at the inspection stations and ramps. This will help reduce paper and allow more information to be collected and shared amongst the other programs using the mobile application.

Priorities for 2019 are to make some of the inspection stations more permanent. Currently they are looking for a permanent location as part of the Highway 28 corridor management plan that would be a multi-use facility incorporating aquatic invasive species station and possibly a trail head park and ride. With funding from the Division of Boating and Waterways they were able to purchase and development a state of the art decontamination unit that will be located at the Alpine inspection station. Other plans include providing an office area for the staff and interpretive displays. In addition, they've applied for a grant through the Tahoe Fund to help with building these interpretive displays and local art students will have the opportunity to paint one of those decontamination units.

Presentation can be viewed at:

[Agenda Item No. VII.C 2018 Review AIS](#)

Board Comments & Questions

Ms. Aldean asked if it were correct that when the ultra violet lights are used, the plants will not regenerate because it changes the molecular structure of the plant.

Mr. Zabaglo said for the most part. It doesn't kill the root structure for example, the Curly leaf pond weed has turions (seeds) that if not killed then the plant can regenerate. For treatments to be successful there needs to be repeated treatments.

Ms. Aldean asked if the organic biomass is removed at the end of treatments.

Mr. Zabaglo said they are 95 percent water. The goal is to do the treatment when it's just emerging so then there's not as much biomass.

Ms. Aldean asked if there is communication within the network of partners to share information when there may be someone trying to evade an inspection at the various bodies of water.

Mr. Zabaglo said yes, information is shared. For example, when a boat comes out of Lake Mead, the inspection staff alerts the users of the mobile application that the boat is leaving that area and where the boat may be going, if known.

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Ms. Aldean said other than a few isolated incidents of people trying to evade the inspection stations in Lake Tahoe, is this a concern?

Mr. Zabaglo said yes to a small degree, but they have a robust program, quality assurance and control measures in place.

Mr. Shute asked if the ultra violet equipment is scalable.

Mr. Zabaglo said it's scalable and the creator's report talks about the scalability aspect of it and with his forecasting, so presumably the treatment costs go down with the increased capacity of the boat. The bigger the boat, the less time it takes to do a treatment.

Mr. Cashman asked for additional information on how staff plans to keep improving the program.

Mr. Zabaglo said it's been key with the partnerships that have been built, keeping up with the pace of the high technology boats, along with understanding what the new threats might be. This year they'll have a new decontamination unit that was built from experienced staff and input from the boat industry.

Ms. Regan said the prevention program is nationally recognized. TRPA is the lead on the federally designated management plan for invasive with the US Fish and Wildlife Service. It's a partnership of the control side in addition to the prevention side and getting better at addressing the species that are already in the Lake. We've invested so much, and we cannot give up on Lake Tahoe. We have a proven track record with the partnerships in place at Lake Tahoe that we can make sure investments go to good use and we've built that structure internally and this program is evidence of that.

Ms. Laine asked if the Tahoe Keys would be an area to utilize the public private partnerships.

Mr. Zabaglo said that model is already being employed there. They've done a significant amount of work and the investment that the homeowners have already put forth is astounding. The project currently moving forward is utilizing public funds because this is a lake wide problem and not just a Tahoe Keys issue.

Mr. Beyer asked if there's been any consideration for additional inspection stations and where would they be located.

Mr. Zabaglo said there hasn't been any discussion for additional inspection stations. They have three highly efficient stations that can do two boats at once. Several years ago, there was a inspection station at Homewood that was minimally used. It was more of a convenience for boaters who arrived after hours of the other stations. They decided to close that station when some of the Southern Nevada Public Land Management Act (SNPLMA) funds were running out.

Mr. Yeates asked what the relationship was between TRPA's Aquatic Invasive Species program and what the California Tahoe Conservancy is doing, in what seems to be the same program. He asked who is doing the development of the action plan.

Mr. Zabaglo said the contract is managed by the California Tahoe Conservancy but its active participation by Mr. Zabaglo and a core team with CTC and the Lahontan Regional Water Quality Control Board with direct input from the Aquatic Invasive Species Coordinating Committee.

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Public Comments & Questions

None.

VIII. PUBLIC HEARINGS

A. 2019 Watercraft Inspection Fee Structure

TRPA team member Mr. Boos provided the presentation.

Mr. Boos said this proposal is to modify and streamline the aquatic invasive species sticker fee schedule. The board is required to approve the inspection fee structure annually. The fee schedule mirrors the Environmental Improvement Program in that there is private and public cost sharing for certain elements of the program.

The AIS program requires that people have their watercraft inspected prior to launching in Lake Tahoe as well as purchasing the AIS sticker. The fees associated with those stickers are based on the boat size. The fees are associated with both inspections and decontaminations. The three types of stickers are the Tahoe only for that watercraft that only boat on Lake Tahoe, the Tahoe In and Out is an annual fee that allows the boater to boat elsewhere and come back to Lake Tahoe as many times as they want to. Lastly, there is a single inspection seven day pass that operates like the stickers. This is the first increase in fees in seven years.

A goal of the program is to find and retain quality staff. The efficacy of the program relies on these qualified inspectors. Some of the program improvements have been to make it a more enticing job to keep good people.

The program is continually seeking outside funding sources such as the California Division of Boating and Waterways who continually support the program. That funding is used to purchase larger ticket items such as the decontamination units that the normal budget cannot provide.

In reviewing the new proposed fee schedule some of the objectives were to reflect the amount of work to perform inspections and decontaminations, they wanted to simplify the fee schedule and a number of the categories. This makes better customer service to the boaters and reduces errors on the administrative side. Labor cost are going up and the goal was to offer competitive wages to retain staff. The incentive is to get the boaters to come to the inspection stations clean, drain, dry. The fee structure is a comprehensive approach to coordinate with the shoreline fee roll out. This was an opportunity to combine efforts with the shoreline plan to minimize the confusion and have a combined message.

Currently the fee structure has 13 categories and to minimize some of the calculation errors and simplify it for the inspectors and boater, the proposal is for five categories. These new categories and fees are calibrated to accurately reflect the amount of work. Ten years ago, the boat length was a good way to determine the categories but is no longer a valuable way to forecast budgets and is not indicative of the amount of work it takes to complete the work. Currently there is a flat fee of \$35 for decontamination and an additional fee of \$10 for a boat with a ballast tank. The proposed decontamination for a boat with a single system is \$15 and those with a complex ballast system will be \$40. Boats that have mussels attached will be determined by the inspectors if they have the time and capability of doing a complete decontamination. The estimated cumulative increase to the AIS revenues for inspection and decontamination fees is \$70,000. The annual AIS

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program budget is projected at \$1.5 million. In October 2018 the shoreline plan was approved that included the shoreline program fee of \$12 that would be added to the sticker fee. The shoreline fee does not cover the cost of the inspections but contributes to other items controlling activities of existing species in the Lake. The proposed fees all end in five or zero to help with calculation errors when the goal of the inspector is to provide good customer service and be efficient with getting watercraft inspected.

Presentation can be viewed at:

[Agenda Item No. VIII.A Watercraft Fees](#)

Board Comments & Questions

Ms. Novasel asked what the personal watercraft included.

Mr. Boos said they are jet skis.

Ms. Novasel asked if they've addressed the issue of Nevada requiring a sticker for kayaks and non-motorized watercraft whereas, California doesn't require one.

Mr. Zabaglo said our program is for mandatory inspections for motorized watercraft. The Tahoe Keepers is the stewardship program for the non-motorized watercraft. After completing the voluntary educational program, TRPA will issue a Tahoe Keepers sticker. The State of Nevada requires its own AIS sticker for all watercraft and is not a part of this watercraft inspection program. Those funds go to programs throughout Nevada excluding Lake Tahoe.

Ms. Novasel said its caused confusion on what that sticker fee goes to.

Mr. Zabaglo said the challenge predominately resides with that non-motorized aspect because there is reciprocity between Nevada and California on an AIS sticker. If a person has a California registered boat, there is a sticker program. Because California does, Nevada doesn't require one on shared water bodies. For non-motorized, California doesn't require a sticker therefore, the Nevada non-motorized are still required to get that sticker.

Mr. Boos said the AIS outreach committee is in the process of reinvigorating themselves and he'll look into how they could incorporate that into some of the messaging this boating season.

Mr. Beyer referred to page 41 of the staff packet. In the fee evaluation it states that boats that are over 17 feet or greater are anticipated to be 1,700 incoming boats.

Mr. Zabaglo said there are two categories for 17 feet and greater. The 3,000 is for the In and Out stickers and the single inspections are based on historical numbers. It would be about 4,700 that they would expect to see in the 17 foot and greater category.

Mr. Beyer said it seems that the larger the boat, the more inspection requirements there would be. He suggested rounding up rather than using denominations of five.

Mr. Zabaglo said a lot of the mid-range sized boats are becoming just as complex as the larger boats.

Mr. Beyer suggested that rather than a flat fee of \$200 for a complex boat, why not charge

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according to how much time it takes to perform the work. The \$200 may not be enough in some cases.

Mr. Boos said they considered that in this process, but it was difficult to define how much time the various decontaminations could take. They wanted to be transparent with boat owner's on how much it would be to complete this process. If they deem it to be too much time to perform the work, they'll refer the owner to a professional.

Mr. Beyer asked in the example of the decontamination that took two days, was that boat turned away or did a professional do the work.

Mr. Zabaglo said that was a unique situation and that jet ski was referred to a professional mechanic to take it apart.

Mr. Beyer said we should consider charging a labor charge that covers the amount of work being performed and it would possibly deter bad behavior.

Mr. Zabaglo said if this were to happen again, that watercraft would be referred to a professional mechanic and the inspection staff would not incur any time in the process.

Mr. Shute said the dollar amounts are small, but the principal is important. When this was set up the states were paying for half of the program. Now, that would be imbalanced by .02 percent. It doesn't matter in the short term but as this goes on, we may want to increase the budget so it stays fifty fifty and the rate increases would not be as high. That was the principal in the beginning and suggested that it be honored.

Ms. Aldean said this is the first increase in seven years and this is a far too important program not to be diligent in covering the cost of the program. She feels that staff is cognizant of the need to maintain a cooperative attitude from the boaters at Lake Tahoe. She supported staff's recommendation.

Mr. Lawrence agreed with Mr. Shute's comments.

Public Comments & Questions

None.

Board Comments & Questions

Ms. Aldean made a motion to adopt the proposed Resolution in Attachment A approving the 2019 Watercraft Inspection Fee Schedule.

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Kozeniesky, Ms. Faustinos, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Shute, Mr. Yeates

Members absent: Mr. Rice, Mr. Sevison

Motion carried.

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- B. Distribution of residential allocations to local Jurisdictions (City of South Lake Tahoe, El Dorado County, Placer County, Douglas County, and Washoe County) in the Tahoe Region for 2019 and 2020

Mr. Shute moved to continue this agenda item to April.

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigger, Mr. Bruce, Mr. Cashman, Mr. Kozeniesky, Ms. Faustinos, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Shute, Mr. Yeates

Members absent: Mr. Rice, Mr. Sevison

Motion carried.

Public Comments & Questions

None.

IX. REPORTS

- A. Executive Director Status Report

None.

- B. General Counsel Status Report

None.

X. GOVERNING BOARD MEMBER REPORTS

None.

XI. COMMITTEE REPORTS

- A. Main Street Management Plan/South Shore Community Revitalization Project

Mr. Shute said they held the first meeting on March 26, 2019 and there was consensus and sincerity from all to build the best road possible.

- B. Legal Committee

None.

- C. Operations & Governance Committee

None.

- D. Environmental Improvement, Transportation, & Public Outreach Committee

None.

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E. Catastrophic Wildfire Committee

This committee will meet in April.

F. Local Government Committee

None.

G. Regional Plan Implementation Committee

This committee will meet at the conclusion of the Governing Board meeting.

XII. PUBLIC COMMENT

None.

XIII. ADJOURNMENT

Chair Mr. Yeates adjourned the meeting at 2:09 p.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board

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