

TAHOE REGIONAL PLANNING AGENCY (TRPA)
TAHOE METROPOLITAN PLANNING AGENCY (TMPO)
AND TRPA COMMITTEE MEETINGS

NOTICE IS HEREBY GIVEN that on **Wednesday, October 28, 2015** commencing at **9:30 a.m.**, at the **Tahoe Regional Planning Agency, 128 Market Street, Stateline, NV** the Governing Board of the Tahoe Regional Planning Agency will conduct its regular meeting. The agenda is attached hereto and made a part of this notice.

NOTICE IS FURTHER GIVEN that on **Wednesday, October 28, 2015**, commencing at **9:00 a.m.**, at the **Tahoe Regional Planning Agency**, the **TRPA Legal Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Resolution of Enforcement Action: Tahoe Keys Marina and Yacht Club, LLC; Unauthorized Grading, Creation of Coverage, and Failure to Install Erosion Control Devices without TRPA Approval, Tahoe Conservancy Property Venice Drive, South Lake Tahoe, CA, Assessor's Parcel Number 022-201-050; (Page 41) 4) Closed Session with Counsel to Discuss Existing and Potential Litigation; 5) Potential Direction Regarding Agenda Item No. 4; 6) Member Comments; (Committee: Chair – Aldean, Vice Chair – Shute, McDermid, Berkbigler, Yeates); 7) Public Interest Comments**

NOTICE IS FURTHER GIVEN that on **Wednesday, October 28, 2015**, commencing at **8:30 a.m.**, at the **Tahoe Regional Planning Agency**, the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Recommendation on amendments to increase flexibility under Rules of Procedure 2.16 (Teleconferencing); (Page 33); 4) Approval of September Financial Statements; (Page 1) 5) Revisions to TRPA FY 2015/16 Budget; (Page 21) 6) Allocation of FY 2015-2016 Local Transportation Funds of \$677,727 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region; (Page 23) 7) Allocation of FY 2015-2016 State Transit Assistance Funds of \$164,878 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region; (Page 27) 8) Release of \$260,419 in Air Quality Mitigation Funds for the Construction of the El Dorado Beach to Ski Run Bike Trail in the City of South Lake Tahoe; (Page 45) 9) Resolution Approving the 2015 Federal Transportation Improvement Program Amendment No. 9; (Page 49) 10) Transportation Overall Work Program Amendment #1; (Page 67) 11) Member Comments; (Committee: Chair – Cashman, Vice Chair – Sevison, Beyer, Carlson, Bruce, Cegavske); 12) Public Interest Comments**

NOTICE IS FURTHER GIVEN that on **Wednesday, October 28, 2015**, commencing **no earlier than 9:45 a.m.**, at the **Tahoe Regional Planning Agency**, the **TRPA Environmental Improvement Program & Public Outreach Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Transportation Planning Briefing; 4) Member Comments; (Committee: Chair – Carlson, Vice Chair – Beyer, Cashman, McDermid, Yeates, Lawrence, Bruce, Carmel); 5) Public Interest Comments**

NOTICE IS FURTHER GIVEN that on **Wednesday, October 28, 2015**, commencing **no earlier than 10:45 a.m.**, at the **Tahoe Regional Planning Agency**, the **TRPA Regional Plan Implementation Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Approval of Minutes; 4) Recommendation of Amendments to Policy LU-2.11 of the Regional Plan and Chapter 30 of the Code of Ordinances to update the Coverage Transfers Across**

Hydrologically Related Area Provisions; **(Page 151) 5)** Recommendation of Amendments to Chapter 30 of the Code of Ordinances and the Memoranda of Understanding for the Nevada Division of State Lands and California Tahoe Conservancy to update the Excess Coverage Mitigation Program; **(Page 151) 6)** Upcoming Topics; **(Page 309) 7)** Member Comments (Committee: Chair – Shute, Vice Chair – Bruce, Aldean, Yeates, Cole, Severson, Lawrence); **8)** Public Interest Comments

October 21, 2015



Joanne S. Marchetta, Executive Director

This agenda has been posted at the TRPA office and at the following locations: Post Office, Stateline, NV, North Tahoe Event Center in Kings Beach, CA, IVGID Office, Incline Village, NV, North Tahoe Chamber of Commerce, Tahoe City, CA, and South Shore Chamber of Commerce, Stateline, NV.

TAHOE REGIONAL PLANNING AGENCY	
GOVERNING BOARD	
Tahoe Regional Planning Agency	October 28, 2015
Stateline, NV	9:30 a.m.

All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

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

“Teleconference locations for Board meetings are open to the public ONLY IF SPECIFICALLY MADE OPERATIONAL BEFORE THE MEETING by agenda notice and/or phone message referenced below.”

In the event of hardship, TRPA Board members may participate in any meeting by teleconference. Teleconference means connected from a remote location by electronic means (audio or video). The public will be notified by telephone message at (775) 588-4547 no later than 6:30 a.m. PST on the day of the meeting if any member will be participating by teleconference and the location(s) of the member(s) participation. Unless otherwise noted, in California, the location is 175 Fulweiler Avenue, Conference Room A, Auburn, CA; and in Nevada the location is 901 South Stewart Street, Second Floor, Tahoe Hearing Room, Carson City, NV. If a location is made operational for a meeting, members of the public may attend and provide public comment at the remote location.

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to attend the meeting. Please contact Marja Ambler at (775) 589-5287 if you would like to attend the meeting and are in need of assistance.

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. PLEDGE OF ALLEGIANCE
- III. PUBLIC INTEREST COMMENTS – All comments may be limited by the Chair.

Any member of the public wishing to address the Governing Board on any item listed or not listed on the agenda including items on the Consent Calendar may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both. The Governing Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda.

- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
- VI. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)

Adjourn as the TRPA and convene as the TMPO

- VII. TAHOE METROPOLITAN PLANNING ORGANIZATION CONSENT CALENDAR (see Consent Calendar agenda below for specific items)

Adjourn as the TMPO and reconvene as the TRPA

VIII. REPORTS

- A. Executive Director Status Report **Informational Only**

- 1) 2015 Third Quarter Report
July - September 2015

Informational Only

Page 117

- B. General Counsel Status Report **Informational Only**

IX. GOVERNING BOARD MEMBER REPORTS

X. COMMITTEE REPORTS

- A. Legal Committee **Report**

- B. Operations & Governance Committee **Report**

- C. Environmental Improvement Program & **Report**

Public Outreach Committee

- D. Catastrophic Wildfire Committee **Report**
- E. Local Government Committee **Report**
- F. Regional Plan Implementation Committee **Report**

XI. PUBLIC COMMENT

XII. ADJOURNMENT

TRPA CONSENT CALENDAR

<u>Item</u>	<u>Action Requested</u>
1. Approval of September Financials	Approval <u>Page 1</u>
2. Revisions to TRPA FY 2015/16 Budget	Approval <u>Page 21</u>
3. Allocation of FY 2015-2016 Local Transportation Funds of \$677,727 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region	Approval <u>Page 23</u>
4. Allocation of FY 2015-2016 State Transit Assistance Funds \$164,878 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region	Approval <u>Page 27</u>
5. Amendments to increase flexibility under Rules of Procedure 2.16 (Teleconferencing)	Approval <u>Page 33</u>
6. Resolution of Enforcement Action: Tahoe Keys Marina and Yacht Club, LLC; Unauthorized Grading, Creation of Coverage, and Failure to Install Erosion Control Devices without TRPA Approval, Tahoe Conservancy Property Venice Drive, South Lake Tahoe, CA, Assessor's Parcel Number 022-201-050	Approval <u>Page 41</u>
7. Release of \$260,419 in Air Quality Mitigation Funds for the Construction of the El Dorado Beach to Ski Run Bike Trail in the City of South Lake Tahoe	Approval <u>Page 45</u>

TMPO CONSENT CALENDAR

<u>Item</u>	<u>Action Requested</u>
1. Resolution Approving the 2015 Federal Transportation Improvement Program Amendment No. 9	Approval <u>Page 49</u>
2. Overall Work Program Amendment #1	Approval <u>Page 67</u>

The consent calendar items are expected to be routine and non-controversial. They will be acted upon by the Board at one time without discussion. The special use determinations will

be removed from the calendar at the request of any member of the public and taken up separately. If any Board member or noticed affected property owner requests that an item be removed from the calendar, it will be taken up separately in the appropriate agenda category.

Four of the members of the governing body from each State constitute a quorum for the transaction of the business of the agency. The voting procedure shall be as follows:

(1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken. (2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings, adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency. (3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

Article III (g) Public Law 96-551 Tahoe Regional Planning Agency Governing Board Members: James Lawrence, Nevada Dept. of Conservation & Natural Resources Representative; Sue Novasel, El Dorado County Supervisor; Elizabeth Carmel, California Assembly Speaker's Appointee; Chair, Shelly Aldean, Carson City Supervisor Representative; Marsha Berkbigler, Washoe County Commissioner; Larry Sevison, Placer County Supervisor Representative; Nancy McDermid, Douglas County Commissioner; E. Clement Shute, Jr., California Governor's Appointee; Chair, Casey Beyer, California Governor's Appointee; Barbara Cegavske, Nevada Secretary of State; Mark Bruce, Nevada Governor's Appointee; Timothy Cashman, Nevada At-Large Member; William Yeates, California Senate Rules Committee Appointee; Hal Cole, City of South Lake Tahoe Council; Tim Carlson, Presidential Appointee

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

North Tahoe Events Center
Kings Beach, CA

September 23, 2015

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Beyer called the meeting to order at 9:39 a.m.

Members present: Ms. Aldean, Mr. Beyer, Mr. Bruce, Mr. Carlson, Mr. Cashman, Mr. Cole, Mr. Lawrence, Ms. McDermid, Ms. Novasel, Mr. Sevison, Mr. Shute, Mr. Yeates

Members absent: Ms. Berkbigler, Ms. Carmel, Ms. Cegavske

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS

Mike Schwartz said the parking area for the back country skiing on the west shore has disappeared. These parking locations around Bliss State Park and other locations were very popular and full during the winter and shouldn't have been removed. Back country skiing draws people from many areas and demographics.

Tom Moores, Sierra Watch said the proposed village in the Squaw Valley Specific Plan would remake the region with development a size, scale and scope that Squaw Valley and North Lake Tahoe have never seen. They encouraged TRPA to participate in Placer County's planning process and share comments on the projects Draft Environmental Impact Report. Although, Squaw Valley is outside of the Basin, this development will have tremendous impact on Tahoe. The Draft EIR reveals numerous unavoidable environmental impacts to North Lake Tahoe including traffic congestion, light, and pollution; the analysis fails to acknowledge significant air pollution, affordable housing impacts and lake clarity. There were 338 public comment letters submitted to Placer County by local jurisdictions, regulatory agencies and private organizations and citizens; nearly 97 percent of the letters raise objections about the project, the EIR and the impacts to Lake Tahoe. The Regional Plan Update foresaw this kind of scenario and the potential for major projects outside of the Basin having impacts around Lake Tahoe.

Judith Simon, Incline Village resident said if herbicides are used in the Tahoe Keys Aquatic

Invasive Species issue it will effect drinking water among many other things.

Dave Brew, Olympic Valley resident said it is part of TRPA's vision and mission statement to engage with all of the developments that effect this area. The size and impacts of this development would have far reaching effects on the Tahoe Region. How much is enough. The Tahoe Region is on the road to where it is no longer a desirable place to go.

Ellie Waller, Tahoe Vista resident suggested that TRPA comment on the Martis Valley West Parcel Specific Plan that will be released in mid-October. It will add 760 luxury units to the Basin area. In light of the second request for PAOTs in Tahoe Vista for private amenities; first was Martis Camp Beach Shack followed by the Ritz Carlton Beach Pavilion as well as additional PAOTs needed for the proposed Brockway Campground. When was the last reporting of PAOT accountability and when will staff report to the Governing Board per Chapter 50, Code 50.9.3.C.1.c.

Pete Todoroff, Citizens Advisory Board Incline Village & Crystal Bay said TRPA's mission is to protect lake clarity. This is not happening with the Tahoe Keys and why is TRPA involved with development of Martis Peak. This will cause undue pressure on Kings Beach that already has problems with tourist in the summertime.

IV. APPROVAL OF AGENDA

Ms. McDermid moved approval.
Motion carried unanimously.

V. APPROVAL OF MINUTES

Ms. Aldean said she provided her minor clerical edits to Ms. Ambler and moved approval of the August 26, 2015 minutes as amended.
Motion carried unanimously.

VI. TRPA CONSENT CALENDAR

1. Approval of August Financials
2. Resolution of Enforcement Action: Tahoe Talmont Properties; Unauthorized Tree Removal, 1855 Tahoe Park Heights, Tahoe City, CA, Assessor's Parcel Number 083-033-007 and adjacent Tahoe Conservancy Property, Assessor's Parcel Number 083-033-008
3. Voltaix LLC, Kings Beach Commercial and Residential Mixed Use Development Project APN 90-092-050, TRPA File No. ERSP2015-0941

Mr. Cashman said the Operations and Governance Committee recommended approval of item one.

Ms. Aldean said the Legal Committee recommended approval of item number two.

Mr. Yeates said in regards to item number three, although he supported the approval of the project he would like to request that the public and Governing Board members have online access to the environmental checklists for these types of projects.

Mr. Sevison said he owns property adjacent to the Voltaix project and abstained from the approval of the consent calendar.

Ms. Aldean moved approval of the consent calendar.
Motion carried.

VII. PLANNING MATTERS

A. Best in the Basin Awards

TRPA team member Mr. Lotshaw presented the awards to the recipients of the 2014 Best in the Basin program.

Environmental Improvement Program Category

- Bijou Area Erosion Control Project, Phase 1
- Harrison Avenue Streetscape Improvement Project
- Highway 50 Water Quality Improvement Project from Airport Road to the "Y"
- Lake Tahoe Boulevard Enhancement Project
- State Route 207 Road Reconstruction and Water Quality Improvement Project

Water Quality Improvement Category

- Kingswood 500 Tank/120 Booster Pump Demolition and Griff Creek Project
- Smith BMP Retrofit

Building and General Construction Category

- Tahoe Stand up Paddle - South Shore Bikes

Defensible Space and Forest Health Category

- Incline Pines HOA Defensible Space Project

Sustainability and Community Benefit Category

- Tahoe Truckee Community Foundation Community House

Board Comments & Questions

Ms. Novasel thanked all of the winners on what they have done for the community. El Dorado County is working on a project to finish their completion of their bike trail that was shown today.

Mr. Cole said in 1992 he was a member of the Bijou Community Plan that had a vision of putting a landscape meridian and completing erosion control work around Harrison Avenue. The Bijou Erosion Control Project was amazing; the corner of Fairview Avenue and Highway 50 is complete asphalt where the CVS is today. In order to try and get them to do their BMPs, they were going to have to give up parking and it was going to be quite expensive. The area wide BMPs worked well in this area. There are a few other projects currently being worked on of similar scope; one of them is a greenway at the Y. There is an opportunity now to make a difference in the built environment.

Mr. Severson said looking at these erosion control projects; it is amazing where we have come from since this began.

Mr. Lawrence said he has spent a lot of time working on policies and programs for the benefit of Tahoe. This only works if there are people like this that have the vision to implement the projects.

Mr. Beyer said this is an enjoyable time to be a part of this Board when we have the opportunity to recognize what these individuals are doing for the lake. It takes a lot of collaboration and willingness to partner together.

- B. Best in the Basin Awards Reception
No action
- C. Update on the Lake Tahoe Aquatic Invasive Species Program

Ms. Marchetta said the Governing Board recently made Aquatic Invasive Species control program a five-year priority. During last month's Board tour Dr. Chandra spoke to this group about the Aquatic Invasive Species Control Implementation Plan. That plan in essence said, make invasive weeds the first priority and then it identified the Tahoe Keys as ground zero. At the direction of the Lahontan Regional Water Quality Control Board the Tahoe Keys Homeowners Association has developed a draft plan about weed control in the Tahoe Keys; the plan looks at an array of strategies which are now being finalized.

TRPA team member Mr. Zabaglo said the success of the program is being recognized; we are considered a model, our efforts are being recognized both on prevention and control

around the country. TRPA and Chair of the Western Regional Panel, Mr. Zabaglo recently helped host the Western Regional Panel annual meeting in Lake Tahoe. In addition, TRPA is now a participant in the Aquatic Nuisance Species Task Force (ANS) which is a federal advisory committee that guides national policy on invasive species. We are collaborating with the boating industries; recently attending the International Boat Builders Exposition (largest tradeshow for the boat industry) in Kentucky. We had the opportunity to provide a presentation on invasive species and why they should consider AIS when boats are designed and manufactured.

The AIS initiative, five-year strategy gives us the steps to obtain funding for the control program. The efforts are paying off with SB630 funding from California State Lands Commission's Pier and Buoy leases funneled through the California Tahoe Conservancy (CTC) for control work. We recently submitted a proposal to California Prop 1 for the California Department of Fish and Wildlife to continue a plan for warm water fish work.

The Implementation Plan funded by SB630 is a strategic guide based on science that gives us a roadmap on where to focus the efforts. It allows us to be shovel ready and provides a justification to funders.

The Tahoe Keys is the biggest challenge for AIS control; it is significantly infested with invasive weeds and warm water fish. We need to collaborate with all of our partners to ensure that future decisions are sensible and feasible.

The Integrated Weed Management Plan addresses various tools that can possibly be considered to perform work in the Tahoe Keys to address AIS. This IWMP is required by Lahontan because it impacts beneficial uses to water. The draft plan will be submitted next month to the Lahontan Executive Officer for review. If the plan were to be approved, the Tahoe Keys would be able to move forward with non-herbicide methods for removal of AIS. Approximately four years ago, Lahontan amended their Basin plan that allowed the consideration for herbicides to have an exemption to the prohibition. If the Tahoe Keys wanted to move forward with herbicides they would need to apply under that exemption and environmental documentation would need to be completed under the California Environmental Quality Act (CEQA), National Environmental Protection Act (NEPA), and TRPA. Tahoe Keys would also need to obtain a non-point source pollution permit in concert with a WDR permit which will address the fertilizer use and nutrient loading into the Keys.

Rick Lind, Sierra Ecosystems Associates provided an overview of the history of the weeds problem in the Tahoe Keys and process issues that have been completed to date. It was during the mid-1980s when the weeds first started to become a problem and harvesting

was required. The problems escalated in the early 2000s when the spread of the weeds became significant and the volume of harvesting increased.

The Tahoe Keys Property Owners Association (TKPOA) is managing the waterways on behalf of six major land owners both public and private entities along with approximately 1,500 individual homeowners.

In 2011, the TKPOA cost shared with TRPA and worked with the Lake Tahoe Aquatic Invasive Species Coordinating Committee on a program to do comprehensive research nationwide and to see what has been done elsewhere. In 2013, the Tahoe Keys retained himself and Dr. Anderson to develop a regulatory process with the agencies and other stakeholders to determine what steps were needed to be done in order to develop the plan and proceed with the regulatory process for permitting. The Draft Integrated Weed Management Plan was released for review in August 2015 with a 45-day public review period.

Dr. Anderson, Waterweed Solutions provided an overview of the weed issues in the Tahoe Keys and what some of the control methods that are proposed.

The Aquatic Invasive Species problem has been going on since the 1950s, there has been over 50 years of research and technology development. All 50 states are addressing AIS problems. The Tahoe Keys are a separate body of water compared to the Lake proper and has good conditions to grow aquatic plants. The plan does not propose to put any herbicides in the Lake proper.

The current methodologies being used cannot get behind the boat docks which leaves approximately 50-60 percent of the infested areas unmanaged. Approximately 90 percent of the surface area of the Keys are infested with three primary nuisance plants. In 1994 - 1996 the harvest rate was four times from what it previously had been. Two of the species are from Europe and Asia; Eurasian watermilfoil and Curlyleaf pondweed. Curlyleaf pondweed fragments can spread. Currently the Keys has five harvesting machines that cost an estimated \$400,000 to operate annually. As the plants are harvested it causes them to grow more rapidly; approximately 3,000-4,000 fragments are produced per acre after a harvest. There are approximately six native plants that are being smothered by the three invasive and nuisance plants.

By reducing the acreage that is harvested it will reduce the carbon footprint. Some of the methods being reviewed are bottom barriers; modifying the harvesting techniques, and diver assisted and hand removal. Methods being reviewed are still going to be mechanical and physical, capturing more fragments during the harvesting periods, using bottom

barriers where they can strategically be used, monitoring storm runoff into the system, reducing nutrients, boat maintenance and practices, and prevention which includes public awareness and education. Lastly, there is consideration of using approved aquatic herbicides. Anything that is used in California goes through the federal and state approval process and would also have to go through the Lahontan Regional Water Quality Control Board.

Presentation materials can be viewed at:

<http://www.trpa.org/wp-content/uploads/Presentation-Agenda-Item-No.-VII.C-Aquatic-Invasive-Species-Program.pdf>

<http://www.trpa.org/wp-content/uploads/Presentation-Agenda-Item-No.-VII.C-Draft-Integrated-Weed-Management-Plan-for-the-Tahoe-Keys-Lagoons.pdf>

Board Comments & Questions

Ms. Aldean asked if UV light has been considered as an alternative.

Dr. Anderson, Waterweed Solutions said there has been nothing published on efficacy in the field trials. In looking at the methodologies that are available, the criteria that they used is what has been proven that works, is feasible and cost effective. They do continue to look at new options. As new technologies come out they will be introduced if they seem to be workable and feasible.

Ms. Aldean asked if it would be feasible to drain some of the channels and allow the weeds to die naturally.

Dr. Anderson, Waterweed Solutions said that these plants have several modes of survival. Curlyleaf pondweed produces turions and seeds that can last ten to 20 years. This plant is highly designed and adaptive to go through long drought periods. The seeds would sprout when the water was brought back in. The Eurasian watermilfoil has a root crown that can survive quite a bit of drying as well.

Rick Lind, Sierra Ecosystems Associates said there are a couple of considerations; first the depth of the water in the waterways in the Keys ranges from a few inches to 20 feet or more. The concern with this differing topography underneath is that when the water is drawn down because of the porous nature of the Keys development which is sand, it is expected that water from the lake and other groundwater sources would refill what was drained. It has not been tested yet, however it is suspected that the inflow of the water would be at a high

rate which would require continuous pumping and may not even be successful. There is also concern about the bulkheads and the pressure that would be put on the bulkhead from draining because of water pressure and what would happen over time without the support of the water up against the bulkheads. These issues would have to be further analyzed and currently it is not considered a feasible method for the majority of the Tahoe Keys area.

Ms. Aldean said although it is not a preferred methodology, it is not out of the realm of possibilities.

Mr. Zabaglo said this would need to be addressed and a solution found that would utilize that technique.

Ms. Aldean asked if the Tahoe Keys is regulating the use of fertilizers. She presumes that the Tahoe Keys Home Owners Association are aware that it would cause a proliferation of the problem; do they have a program in place to address that?

Rick Lind said the Tahoe Keys Home Owners Association has eliminated use of phosphorus in the fertilizers used in the common areas. Individual homeowners, there has been research done and have not found any in original deeds or Covenants, Conditions, and Restrictions (CC&Rs) which prohibit the use of fertilizers. As a result, the Architectural Control Committee has recently proposed the addition of a provision that would prohibit the use of phosphorous based fertilizers by individual homeowners.

Ms. Aldean asked if nitrogen is a contributing factor as well.

Dr. Anderson, Waterweed Solutions said there are a couple things to consider about nutrients in the Keys. The rooted aquatic plants are primarily Eurasian watermilfoil and Curlyleaf Pondweed that obtain 95 percent of their nutrients from the sediment not from the water column. The nutrient loading needs to be minimized as much as possible because it can also contribute to algae blooms.

Ms. Aldean asked Dr. Anderson to expand on the water exchange between the channels and the Lake proper. Although these targeted herbicides have a relatively limited half-life, there is warranted concern about their use.

Dr. Anderson, Waterweed Solutions said USDA worked with Lahontan in 2011 to put together a plan to use a tracer dye within the Keys that can be detected because of its fluorescence. They applied the dye at two different times and four locations; mid to late June and late summer. In late June they found that the dye moved back in the Keys and stayed in those sites for up to 30 days. In the fall, they found that the sites that were close

to channel, started moving out toward the channel as water was going out of the Keys. There was also some daily movement back and forth. The characterization of that has been done by some of the TERC and UCD staff, though it is not clear how it works for the rest of the year. Their initial step would be at the back end of the Keys.

Ms. Aldean asked what is the duration of the effectiveness of the herbicide.

Dr. Anderson, Waterweed Solutions said it depends on the active ingredient, there are four or five that they are considering. Most of the herbicides have a half-life of less than two weeks, some are days, and some are a little longer than two weeks; there is a whole range often depending on temperature. They are broken down by microbial action and when they are taken from the plants they are metabolized as well. When they are out, the microbial populations break them down as well. One of the review processes that both EPA and Cal/EPA look at is the breakdown of these products and any product would have to be approved by them.

Ms. Aldean asked where is the nearest water intake line.

Dr. Anderson said it is near Lakeside.

Mr. Shute asked for an example of where herbicide treatment was used in a similar body of water and how effective it was and what the side effects were over the long term.

Dr. Anderson, Waterweed Solutions said the most difficult example is the Sacramento, San Joaquin Delta where they were trying to control a different species which is harder to control. They used herbicides in a tidal system and had to apply it every week because of the tidal flows. Using those methods, they are getting 70 to 85 percent control of biomass. The Sacramento Delta has irrigation, portable water use, fish habitat, and listed species fish habitats, that process had to go through the entire endangered species act review for approval. They are in the 14th year of that program. Other examples are Big Bear Lake and Clearlake.

Mr. Shute asked if there have been any unintended consequences documented over the long term with the use of herbicides.

Dr. Anderson, Waterweed Solutions said not long term, but what is seen sometimes depending on the mix of plants that the Lake begins with, is sometimes there are effects that are temporary of one or two years on the native plants that tend to recover. Many of the lakes where there is Eurasian watermilfoil or Curlyleaf Pond weed within the first or

second year, the native plants have returned and the other plants have stayed under control for several years afterwards. He said he cannot find anywhere in the literature about the effects on fish, etc. All of these herbicides have gone through the LC50 tests that are required, there is more data on non-target fish by mechanical methods than anything else.

Mr. Lawrence asked how long the applications have been in place in Clearlake and Big Bear.

Dr. Anderson, Waterweed Solutions said two or three years at Big Bear. Clearlake is a different program, it is an eradication program to get rid of Hydrilla completely, it's in the twelfth year of the program. Those types of eradication program throughout California are typically, eight to 12 years and are very successful.

Public Comments & Questions

Elise Fett said the previous reduced cost methods of chopping and dredging only made the situation worse and this herbicide method will have the longest term damage in the proposal. Herbicide research that shows low risk is often primarily funded by herbicide suppliers and it is not followed to see what the long term effects are. Many EPA approved items have been found to cause damage after using. She has had family and friends that lived around the orchards in Southern California died after years of suffering from Parkinson's disease from items that were EPA approved. Stanford research shows that 95 percent of Parkinson's Disease is due to environmental toxins. Eco Systems website states that "a lot is known about short and long term exposure" but there is no further information provided. You cannot put a value on the long term health of Lake Tahoe and any of its living inhabitants. She requested support that the Keyes pay as necessary to provide a chemical free plan. The Keys can be dammed at the two channels so there is not a problem of pressure, siphon and filter the water out of the Keys and into the Lake which is below the dam level. The weeds and soil with the seeds can be removed as necessary while keeping the native plants, fish in deeper pockets of water.

Robert Lober said he is in opposition of the use of herbicides. The Tahoe Keys development is an environmental disaster. He realizes that we want to have the lowest cost effective solution, but the property owners are going to buck up to something that may be more expensive to take care of the issue. Dumping herbicides is not the solution. We cannot risk the health of this Lake by with new technology that has not been properly vetted.

Madonna Dunbar, Incline Village General Improvement District and Tahoe Water Supplier Association said they appreciated the opportunity to be involved with the Tahoe Keys

Property Homeowner Association, Sierra Ecosystem Associates, Dr. Anderson and Lahontan Regional Water Quality Control Board. One of the roles of TRPA would be to bring the other stakeholders to the table to support the property owners' association on addressing the problem. There is a non-source point plan that was required under the Lahontan Water Board order setting up the need for the implementation plan; that plan is behind in development. The water providers feel that the two plans have to work together. To control the weeds, you need to control the nutrients. That needs to be more aggressively pursued. To her knowledge, the Tahoe Keys Storm Drain Management Plan is not on an EIP list, and there needs to be something to address the nutrient loading. The plan is promoted as an integrated and an adaptive management plan, but there are several things in it that has distressed the water providers. Primarily based on the aggressive scale and timeline proposed for herbicide use. As the plan is written, in the five-year timeline, 385 acres of mechanical harvesting is proposed. By 2020, harvesting is reduced to 27 acres, which will be less than herbicides controlled proposed for that year. In the five-year timeline, 7.8 acres of bottom barriers are proposed, that should be expanded on a much larger scale. There are less than ten acres of diver assisted suction proposed in 10 years and there are 210 acres of herbicide application proposed primarily in an open water application in the Keys area without physical containment. In 2019, the map outlines using almost 80 acres of herbicide control. That is aggressive for something that has never been done at Lake Tahoe before. There has been a lot of non-chemical methods proposed, but are being used minimally in this plan, it is their opinion that the nonchemical methods should be used on a much larger scale than what is currently proposed. Are we are going to come up with a plan that is just cost driven, or are we going to have a much more integrated approach. Methods that have been successfully used in the Adirondack lakes to contain milfoil are using divers hand pulling. Tahoe could benefit in speaking to a consultant there that has long term data and management, and an effective diver pulling method. The IWMP falls short in detailing how the application of herbicides can be trimmed down in scope, how it would be monitored, and how it is going to affect drinking water supplies. It is the opinion of the TWSA that all documents, permits and plans moving forward must provide extensive detail and describe how drinking water will be protected.

Carolyn Stark, Incline Village resident said she is against chemical herbicides in the Lake. She said San Joaquin Delta is not a similar body of water to Lake Tahoe, nor is Clearlake or Big Bear Lake. Herbicides should be the last choice. The only solutions being considered is what is the convenient and least expensive for the Tahoe Keys and the plan is not taking into consideration the rest of the Lake.

D. North Lake Tahoe Regional Transportation Update

Ms. Marchetta said with many proposed plans and projects in process on the North Shore some of the concerns and comments that are being discussed is the traffic generation, increased vehicle miles traveled, and overloading the transportation system. Today's agenda item will focus on some of these concerns. Critical to understanding that larger system in which they operate is also knowing that we continually monitor and assess growth assumptions in the Basin and what other organizations are developing outside of the Basin.

Mr. Haven said to consider transportation, the Tahoe Basin needs to address visitation; the growth is capped, the external areas particularly to the west are growing. We need to broaden our partnerships and collaborate including working with various partner's outside of the region. He and Mr. Yeates recently attended a US Department of Transportation Megaregion forum, Beyond traffic. The federal government is starting to recognize that the 11 Megaregions is the way we need to begin to plan the transportation infrastructure.

Transportation objectives:

- Reduce auto use by providing multiple travel choices and not build out through roadway Enhancements

- Robust Public Transit network that moves the workforce, residents, and visitors. They are working with partners to design systems that will be a part of a Regional Transit Master Plan. The North Shore has the Resort Triangle Transportation Vision Coalition.

- Complete Bicycle and Pedestrian System: There has been success in receiving discretionary grant funds and other funding sources to get the Bike and Pedestrian plan implemented. The Active Transportation Plan is currently being updated. Recently three trail projects submitted by Basin partners were recommended for funding out of the Active Transportation Plan; Fanny Bridge trail amenities, complete streets components; South Tahoe Greenway, and the AI Tahoe Safe Routes to Schools projects.

- Complete Streets: Transform travel corridors in the town centers; Kings Beach Commercial Core and Fanny Bridge

- System Efficiency and Technology: The Intelligent Transportation Systems Plan and the Sustainable Communities Program.

- Regional Policies to Projects: Regional Policy documents; Regional Plan Update and the Regional Transportation Plan sets the overarching policy. Within that are the area and modal plans; the Transit Master Plan and the Active Transportation Bike and Pedestrian

Plan. Work is done with the local jurisdictions on the land use side to define their communities. Those plans have strategies, identified projects that need to be funded and prioritized through the Environmental Improvement Program and the local capital improvement programs.

Jennifer Merchant, Placer County provided a transportation update for the North Lake Tahoe Region.

Projects Completed/Under Construction: Snow Creek Multi-Purpose Trail; example of planning and implementing projects with multiple benefits. The Kings Beach Commercial Core project is still under construction; benefits include water quality, reduced four lanes into two with two roundabouts along with complete streets. In the past five years, eight solar-powered shelters were completed. The Tahoe City Transit Center is celebrating its third anniversary. Constructed in 2004, CNG fueling station located at Cabin Creek, outside the basin.

Transit Operations and Linkages: Tahoe Truckee Area Regional Transit had a ridership of 345,000 last fiscal year and will receive four new buses this year. Placer maintains Memorandums of Understanding and funding agreements with Town of Truckee, Washoe Regional Transportation Commission, Caltrans, Nevada Department of Transportation, Truckee North Tahoe Transportation Management System, TRPA, and Placer County Transportation Planning Agency. Being located within two regional transportation planning areas; TRPA and PCTPA. They receive state and federal funding from two sources and participate in two regional transportation plans. Placer County dedicates 60 percent of all Transient Occupancy Taxes collected in Tahoe to marketing, transit, transportation and visitor serving capital projects such as bike trails, bus shelters, sidewalks, etc.

Regional Trail Network: Resort triangle system has 27 miles completed and 35 miles to go.

Planning for the Future: TRPA's Regional Plan and Regional Transportation Plan, PCTPA Regional Transportation Plan, Placer County's Tahoe Basin Area Plan, Placer County's Multi-Year Capital Plan, Tourism Master Plan, North Lake Tahoe Truckee Transit Vision Plan, and the 2016 Regional Trail Plan are the plans that guide Placer County in prioritizing, identifying funding for and implementing their growing transit system and regional trail network. The County is actively seeking funds from a variety of sources to plan and construct existing trail system gaps, including grants and Cap and Trade.

Transit vision:

- Increase service frequency

- Expand nighttime transit service
- Coordinate transit brand and service delivery
- Modernize passenger information technology
- Enhance the visitor experience
- Provide stable and reliable workforce transportation
- Increase economic vitality
- Reduce traffic congestion
- Reduce parking problems
- Reduce air pollution and greenhouse gas emissions

There are various strategies being considered to get the additional \$2.5 million per year for transit investment, including state and federal legislation proposals that allow for more flexibility in allocating transit funds to the Tahoe basin, increased TOT and a possible proposal to increase countywide sales tax in Placer County.

Key takeaways:

- TRPA Partnership key to success
- \$80 million local transportation funding investment since 2005
- Future transportation network improvements consistent with Regional Plan and Placer's Area Plan
- Seeking additional funding opportunities through grants and Cap and Trade
- Environmental and economic efficiencies through projects with multiple benefits
- Continuing current practice of developing systems with regional connectivity as a key objective

Presentation materials can be viewed at:

<http://www.trpa.org/wp-content/uploads/Presentation-Agenda-Item-No.-VII.D-North-Lake-Tahoe-Transportation-Update-TRPA.pdf>

<http://www.trpa.org/wp-content/uploads/Presentation-Agenda-Item-No.-VII.D-North-Lake-Tahoe-Regional-Transportation-Update-Placer.pdf>

Board Comments & Questions

None

Public Comments & Questions

Carolyn Pretzer, Tahoe Vista resident said she is eight years' car free using public

transportation. The transportation to the summit was a disappointment; they had to drive to Kingsbury (passing Round Hill Pines) and then take public transportation back to the facility.

E. Brockway Campground Project Proposal Briefing

Ms. Marchetta said today the applicant will provide a briefing on the application that was recently received; TRPA has no analysis at this point in time. The briefing today will be to provide a common base of facts and information based on that application. This application was submitted to both Placer County and TRPA and in the future will have a joint environmental impact statement and environmental impact report. There are a number of different plans and projects in the works on the north shore and Placer County, therefore, the traffic concerns will be taken into account as this project is reviewed. Among many other threshold categories that are within TRPA's ambit, the one that often does not get much discussion is the recreation threshold. This application does implicate the recreation threshold; it's a qualitative standard that looks at providing a range of quality recreation experiences in the Basin. Part of TRPA's mission is to continue to consider and provide diverse outdoor recreation opportunities.

TRPA team member Ms. Avance provided an outline of the planning framework under which TRPA will review this project application.

- Application received on July 29, 2015
- 550 sites proposed above Tahoe Vista, CA
- Camping amenities such as cafe, gift shop, registration building, and swimming pool
- Project proposal will be reviewed by both TRPA and Placer County
- With the exception of a few utilities and other infrastructure the project is located within the Tahoe Basin boundary
- Proposed project is considered a special use
- Density is 8 units per acre
- Environment Impact Statement and Environmental Impact Report required
- Notice of Preparation will be issued and future public scoping meetings will be scheduled

Placer County team member Stacy Wydra provided an outline of the planning framework under which Placer County will review this project application.

- Application received on July 31, 2015
- Proposed site is located within Plan Area Statements 013 Watson Creek and PAS 019 Martis Peak

- Both Plan Area Statements consider a campground as a permissible use
- The EIS and EIR will address the potential environmental impacts associated with the projects including issues raised by the public

Board Comments & Questions

Mr. Shute asked about the status of the prior application that was submitted for the 120 homes.

Stacy Wydra, Placer County said it is currently suspended.

Mr. Shute asked what “suspended” meant.

Stacy Wydra, Placer County said that they wished to put that portion of the project on hold.

Mr. Shute asked if that was a common County practice.

Stacy Wydra, Placer County said they suspended that area plan prior to this Brockway Plan. The County will work through the details of the suspended area plan as they get more in depth with this project.

Blake Riva, Mountainside Partners.

The proposed 104-acre project is located between Northstar and the fiberboard freeway on private land owned by their partners Sierra Pacific Industries approximately one mile to the west of State Route 267 and will be accessed from SR 267 via the fiberboard freeway.

Campground facts:

- 18 existing campgrounds (mostly in the South Lake Tahoe and the West shore) in the Tahoe Basin representing 2,066 campsites
- 8 units per acre is the national average for campgrounds
- Brockway Campground is 5 units per acre with a mix of tent, camper sites and eco shelters
- 34 percent fewer campsites than allowable and fewer sites per acre than existing Tahoe Basin campgrounds
- First new campground in over 20 years

Bud Surles Consulting Group specializes in the outdoor hospitality industry with an emphasis in resource management. Their firm provided land planning services to

Mountainside Partners.

- 83 percent of the property is undisturbed
- 11 percent used for roads and parking
- 5 percent for campsites
- 1 percent for facilities and services
- Buffers and setbacks added
- Natural landscaping added and minimized the removal of trees

Andy White, OZ Architecture assisted in setting the character for one percent of structures in the proposed plan.

- Considered sustainable designs
- Utilized the natural setting and local materials
- Fresh air and cross ventilation
- Addressed solar demands and night sky regulations
- Kept the footprint light-larger flat areas for the buildings, use open areas for sunlight in public areas and shade in the afternoon for the camping areas
- Make the buildings a gathering area/all buildings will have a porch
- Porches will assist with lessening the glare from the glass
- Considered in design were the building heights, roof pitches, colors, materials (large timbers, wood siding, and stone)

Angela Lin, Square One Productions provided overview on the selection process. TRPA and the County will prepare a thorough analysis on the Brockway Campground visual effects. Based on work done to date, the Campground will not be visible from the Basin.

- Extensive visual analysis already completed for MVWP
- 2+ years, collaborative process for selecting and analyzing views
- Two levels of technical analysis aided viewpoint selection
- More than 20 profiles in the Basin were examined
- Campground will have less visual impact to the Basin than the previous Martis Valley West Parcel Plan
- Martis Valley West Project had 112, 42' buildings
- Campground will be comprised of smaller buildings and tents that will not be visible from the Basin

Campground Visual Factors: Average Heights:

- 8' Tent Sites
- 12' Campers

- 12' Yurts/Cabin Tents
- 29' Pavilions and Restrooms
- 37' Dining Hall and Registration

Site Considerations:

- Sites
- Structures
- Roads and Parking

Kurt Krieg, Mountainside Partners:

Water/Sewer: They have performed well test on SPI lands and the tests confirmed that water for this seasonal operation will come from on site. There will be compliance with the Truckee River Operating Agreement (TROA) and waste water will be disposed of outside of the Tahoe Basin.

Traffic: Traffic issues will be studied and vetted.

Fire-Life Safety: The North Tahoe Fire District currently services six Tahoe Basin campgrounds. Coordination will be done with the district to ensure fire-life safety measures are a part of the project; including defensible space as well as multiple access. The proposal includes shared gas fire pits.

Storm Water: The campground project will follow low impact development guidelines for stormwater.

Cumulative Impacts: The MVWP project EIR will be released by the County in mid-October. The EIR will consider cumulative impacts for all important issues including traffic. The cumulative development considered for MVWP EIR will include a regional project including the Brockway Campground as recommended by the Regional Plan Implementation Committee.

Tree Retention: The property has been owned by various timber companies over the past one hundred years and have been cultivated for timber harvest. Historically timber harvest permits (THP) have harvested trees between 25 to 50 percent of reduction on the trees on the parcel itself. The campground has proposed 16 percent timber reduction; timber retained on the campground would be far greater than what would occur with future timber harvest.

Land coverage: The project was verified by TRPA in August 2013. Bailey's allowable coverage is around 28 acres. The proposed project is utilizing less than 20 acres of impervious coverage. Seventy percent of the allowable coverage will be used; 83 percent of the campground site will remain in its natural conditions.

Lew Feldman, Feldman McLaughlin Thiel:

When the Regional Plan was adopted in 1987 the plan was in an environment where 70 percent of the land in the Basin was public ownership and 30 was private ownership. Today, 90 percent of land is publically owned and 10 percent privately owned.

Recreation Thresholds:

- Preserve & enhance high quality recreational experiences and provide additional access for dispersed recreation uses (TRPA R1 Threshold)
- Ensure fair share of Basin's capacity reserved for future public outdoor recreation (TRPA R2 Threshold)
- Person at one time (PAOT) allocation system implemented to ensure fair distribution of recreational opportunities; two types of PAOTs; day use and overnight
- The North Shore does not have an adequate supply of camping facilities to meet the market demand or the recreation goal policy 3.3 providing additional outdoor recreation facilities capable of accommodating 6,114 persons at one time (PAOT) in overnight facilities
- Land use goal 1, policy 1.1 provides that the economic health of the region depends a viable tourist and recreation oriented environment. It is the intent of this Regional Plan to encourage development that enhances these values
- Why isn't an area plan being pursued for a campground: Land use goal 1, policy 1.2; is the intent is to provide redevelopment of existing town centers

Brockway Campground Furthers Recreation Threshold Attainment:

- First new campground in over 20 years
- Provides additional access to trails & trailheads
- Opens over 104 acres of private land to the general public for camping, hiking, biking, etc.
- Activates the 524 overnight PAOTs allocated to the Watson Creek (013) & Martis Peak Plan (019) areas
- Have remained unused for over 27 years
- Private landowner fulfilling need unmet by public landholders, particularly at North Shore

Presentation materials can be viewed at:

<http://www.trpa.org/wp-content/uploads/Brockway-Campground-Overview-TRPA-9-23-15.pdf>

<http://www.trpa.org/wp-content/uploads/TRPA-Public-Presentation-9-23-15.pdf>

<http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VII.D-Brockway-Campground-Map.pdf>

Board Comments & Questions

Mr. Sevison asked if there is any proposal to increase the size and shape of the fiberboard freeway to accommodate the proposed project.

Stacy Wydra, Placer County said it is her understand that there are no improvements as far as widening it, just surfacing it.

Ms. Novasel asked if there will be parking for day use and/or overnight use for the Rim Trail users.

Blake Riva, Mountainside Partners said regarding the fiberboard freeway. The fiberboard freeway is owned and maintained by the Forest Service and it crosses public land in several locations, there is an existing agreement in place for the maintenance of that roadway. Today it is a seasonal roadway that operates from mid-May to mid-October. This is a seasonal campground that would mirror that time frame that the road is open. There are about 20 spots along the way that will be enhanced as part of the proposed Brockway Campground primarily for safety, line of sight, and ease of access.

Blake Riva, Mountainside Partners said regarding Tahoe Rim Trail. They have had productive conversations with the Rim Trail Association about enhancing the dirt parking lot off of State Route 267 onto Fiberboard Freeway. This will provide a better and safer experience for Rim Trail users.

Mr. Sevison said during winter months, the Forest Service parks in that area. He asked if that will be tied into Mountainside's operation.

Blake Riva, Mountainside Partners said the snowmobile concession operates based on land owned by Sierra Pacific Industries, their partner. The Forest Service owns and maintains the Fiberboard Freeway, and the snowmobile concession is operated in agreement with

SPI. Given that the campground will be a seasonal operation during the summer, the snowmobile operation could continue to operate during the winter.

Ms. Aldean asked if Mountainside could generate a map that showed the campground location in relationship to other things such as Martis West for example.

Blake Riva, Mountainside Partners thanked Ms. Aldean for her suggestion.

Mr. Lawrence said TRPA's Code of Ordinances tried to define the range of campgrounds as undeveloped campgrounds, developed campgrounds, and recreational RV centers or parks. Undeveloped and developed campgrounds are permissible uses as a special use in the two plan area statements, but the RV parks are not. The amenities that are being proposed, such as swimming pools and a lodge, are attached in the Code to an RV park which is not a permissible use. The developed campgrounds do not have those types of amenities listed. When the plan area statements were set forth, there seemed to be some sort of threshold as far as intensity or density by cutting it off and not having RV parks or locations in this plan area statement. That has to be taken into the factors of the analysis.

Blake Riva, Mountainside Partners noted Mr. Lawrence's comment.

Mr. Shute said the whole thrust of the Regional Plan Update is to encourage and require development to be in proximity to existing development, in urban centers, and town centers, but this campground is not. There is a provision in the Regional Plan Update that states if there is a conflict between a plan area statement and the Regional Plan, the Regional Plan is to be followed. And the plan area statements state that campgrounds are to be located in proximity to an infrastructure. His concern is whether this is appropriate under the RPU or the plan area statements.

Public Comments & Questions

Ellie Waller, Friends of Tahoe Vista referred to the Placer County Tahoe Basin Area Plan, section 4.5 referencing land use 4.1; since the development permitted under this plan is generally limited to the existing urban boundaries in which we have already established the concept of this land use toward encouraging infill. It was mentioned today by staff and the applicant that this is not part of the area plan process, but doesn't mean it should not be acknowledged. You must read the entire plan area content to accurately assess what the appropriate use of the site is. Existing uses under plan area statement 013; the plan area is mostly undeveloped and in public ownership, existing uses are mostly limited to dispersed types of recreation and timber management. Existing environment under PAS

019; the higher elevations in this plan area offers spectacular views of Lake Tahoe and surrounding region. Excellent wildlife habitat occurs in this land area and opportunities exist for dispersed forms of recreation. The change in operation form states the previous project which there is none, so it is what's there today; it's timber productions zoned land for informal cross country skiing, snowmobiling, snow shoeing, hiking, mountain biking by members of the public; that is the baseline, it is not people on site overnight. This is dispersed recreation as defined in Chapter 90; activities such as hiking, jogging, primitive camping, nature study, fishing, cross country skiing, the use does not usually involve the use of developed facilities. Recreation dispersed outdoor; outdoor recreation uses that require few to no developed facilities, no motorized vehicles and generally occur in rural areas. Chapter 21.4, Permissible Uses further defines why this project should not be allowed. The section lists all primary uses that may be permitted within the land area of the region. Each use is defined in this section. Any use not listed in this section presently or amended is prohibited. This is the third recent example of permissible use requests with no definition in the TRPA Code of Ordinances; private amenities, eco shelters and yurts are not defined nor has swimming pools and lodges as an accessory use in the primary use table in Chapter 21.4 a. She requested that the Board make a decision to not allow building upon one of Tahoe's iconic ridges. It should require a regional plan amendment to implement ordinances and Code for suitable campground locations. She agreed with the League to Save Lake Tahoe, and Friends of West Shore. She asked how she can obtain reports that identify environmental documentation submitted to each of the agencies. There needs to be a process in place when the public asks for documentation supporting this.

Anne Hoffman said she had two concerns; one is the Brockway Campground and the other is ridgeline protection. It is the duty of the governing and planning entities to take action to implement permanent protection for the Tahoe ridgelines. Although, she thought it would be nice to have some limited additional capacity for camping but if you are with 500 other campsites, that does not really constitute camping, it is a small village with temporary housing. She does not feel that creating this magnitude in this location is the right solution.

Marynell Hartnett, Kings Beach resident said what is the compelling need for 550 new camp sites, there are 20 campsites in Tahoe City that are seldom used. If there were a catastrophic event how would visitors and residents evacuate. We should not be charged with providing additional water use for single use visitors. In addition, the scenic ridgelines need to be protected.

George Williams said with the road improvements in Tahoe City and Kings Beach, are there

going to be provisions for parking. The restricted access to the beaches on the Nevada side are driving Reno and Carson City visitors to recreation sites on this side of the Lake. There is limited parking in Kings Beach and with the road improvements there is very little roadside parking or access creating traffic jams. With 500 campsites there will be a high volume of people wanting to either use the facilities here or where its located; they will want to go to Donner Lake in Truckee or other areas. There are facilities on the other side of the Lake that would be better accommodation for campers of this sort.

Jennifer Quashnick, Friends of the West Shore said although it is good news that an Environmental Impact Statement will be required, it is unfortunate that limited TRPA resources will be used for this. The proposed project is precedent setting; 550 units, at least 1,100 people and 550 vehicles that may visit the Lake. There will be traffic impacts, evacuation concerns, and water supply issues; we are losing our groundwater supply, it is not recharging. You cannot sacrifice other thresholds to presumably benefit something in the recreation threshold She would like to see an evaluation of other places that camping could be more suitable.

Jim Backhus, Ward Canyon resident questioned how viable and what is the motivation of the developers for this proposed campground. Lake Tahoe has an approximate two-month window on weekends for camping. He urged the Board to deny this project when it comes before them for approval.

Ross Johnson, North Lake Tahoe resident said there are currently adequate campsites in the Basin. this proposed campground will have traffic impacts, ground water contamination, increased fire risk, additional cost for public service agencies required resources with this new campground, therefore, he is against this project.

Robert Heinz, North Lake Tahoe resident said at a recent meeting Fire Chief Michael Schwartz said on average they put out one fire per day in the Basin. The North Shore is already near capacity with traffic. New development would cause hundreds of additional vehicles along Highway 267, congesting traffic for miles. this will be a gridlock death trap during an emergency evacuation. Besides public safety and traffic impacts they will create, there will be added exhaust pollution. Where will the water come from and how will it affect the water quality provided by local utilities. Which agency will provide first responder services to a campground that is the size of Kings Beach.

Dana Spencer, Carnelian Bay resident said the impact of this campground would be grave upon the health of the forest and community. This is proposed campground is a moneymaking proposition. She urged the denial of the proposed project.

Sherry Guzzi, Sierra Wildlife Coalition said the presentation did not mention wildlife. When the preliminary assessment of conservation values was done for the entire Martis Valley project which included these 112 acres on the Tahoe Basin side at the time, the report by the Conservation Biology Institute identified three wildlife species of conservation concern; Spotted Owl, Northern Goshawk, and Pacific Marten. The acreage that is in the Tahoe Basin is above and directly adjacent to the Spotted Owl protected areas. The only Northern Goshawk nest site is located west of Northstar. All of the impacts raised by others will be annoying to local residents but it will be devastating for local wildlife. The proposed development would destroy hundreds of trees and degrade watersheds.

Bob Lyman, Carnelian Bay resident said they concur with the comments from the League to Save Lake Tahoe dated September 17, 2015. In addition to violating the Regional Plan Update, they are concerned with increased fire danger, traffic, and the potential loss and pollution of groundwater. Many people currently use this land for hiking, mountain biking, and snowshoeing. They urged the Board to deny the project when it comes forward for approval.

Ellen Swensen, Tahoe City resident said this development has no natural features; the destination resort will be the shores of Lake Tahoe. There will be a substantial increase to traffic with pollution particulates harming the Lake. Tahoe is on a constant tipping point in terms of water quality and lake clarity. She requested the Board deny this development or any others of this size and impact.

Tashi Green, student at Sierra Nevada College said there needs to be effective evacuation routes out of the Basin and there needs to be a balance between the economic, environmental, and social realms.

Larry Scott, local resident said don't follow Northstar and create a concrete jungle. With this project, people are going to lose the ability and freedom to get out into the woods and escape.

Susan Gearhart, Friends of the West Shore said all of the campgrounds on the West Shore are within walking distance to the beach. We are looking for development within urban areas and not having people get into a vehicle to see everything.

Peggy Nicholas, Carnelian Bay resident said forget about the proposed 550 site campground with a five year building span and the adjacent 760 ridge top homes with a 25 year building permit, what about the approved projects that will soon begin with their multiyear long permits and construction traffic. There will be traffic impacts and job and

housing explosion in Reno and Carson City. Our economy and communities in the Basin depend on protection and restoration of its natural resources and beauty. She urged the Board to look at all of the concerns expressed today and consider postponing all large projects until they are addressed along with the next threshold review.

Shannon Eckmeyer, League to Save Lake Tahoe said the League was a bi state working group stakeholder and what came out of that process was a compromised Regional Plan that the League supported. This proposal is a blatant disregard of that plan and the trust that the League put into that working group. The League requested that the Board does not approve this project.

Kristy Wright, local resident said people come to Tahoe to get a wilderness experience, once we urbanize it, where will they want to go. If there were a fire and medical services were required, are they sufficient. This proposed project counteracts the recreational freedom.

Tony Ceil, local resident said this proposed project is a front for the developer to get their foot in the door for the Martis West development on the ridgeline. Why would you go to this campground when there are many facilities that are right on the Lake?

Jim Nalon, Lake Tahoe resident said TRPA mission is to protect the Lake and what will this do to their credibility. He urged denial of this project.

Ann Nichols, North Tahoe Preservation Alliance said this is the first campground in 20 years, do we want the first coal mine in 20 years. The proposed project is going to be 870,000 square feet of coverage in the campground and that does not count the Martis Valley West project.

Laurel Ames, Tahoe Area Sierra Club said the League's comment letter of September 17, 2015 was important. This is a terrible project; the Toiyabe Chapter of the Sierra Club has taken a stand against development on ridges. Once the ridges start to be developed outside the Basin, it will keep going. She urged the Board to deny this project. The Tahoe Area Sierra Club believes the Regional Plan is too loose and open for more development.

Jan Ellis, local resident said she is unsure how the traffic will merge onto Highway 267. Although, she likes some of the project ideas, the scale is over the top. One campground would be one quarter of what currently exists in the area.

Jennifer Leity, Dollar Point resident said Sierra Pacific Industries and Mountainside Partners

are in the logging and developing business and did not think they were in the camping business. What are the development partners getting for this project? This project would require re-zoning and that is an open invitation for any other developer to come forward and ask for an adjustment from TRPA. Is this a veneer for the previously side lined development plan for 112 homes?

Coral Amendi, Incline Village and Tahoe Vista resident said TRPA is the last defense for overdevelopment and urbanization of Lake Tahoe.

Alexis Ollar, Mountain Area Preservation said some of their concerns are the cumulative impacts that this project will create. She asked TRPA to consider both inside and outside of the Basin development. The scale and size of this project is too much for the site, landscape, topography, and the impacts of greenhouse gases, and increased traffic. She has concerns about what impacts this project will have on the Tahoe Rim Trail. They agree with a number of the comments made in the League's comment letter; particularly the recreation element, 4.5.

Joe Baker, Agate Bay resident said he does not want to see out of state developers ruin it in less than two years. We are faced with the same problem of over development and the effects on the wildlife.

Board Comments & Questions

Mr. Cole said we are blurring the definition between a campground and a resort. Most of the campgrounds showed in the slide were close to the urban areas, they were designed to have infrastructure close to support them. Eighty-three percent of the park will remain in natural conditions; People will walk and expand out of the campground boundary. This is not where a campground should be, it will have a huge impact on the wildlife and roads. The Code of Ordinances specifies that campgrounds need to be close to the infrastructure. The EIR/EIS will need to be very good to convince him otherwise.

Mr. Shute said there was a lot of testimony today about the suspicion that the campground was a stalking horse for the development of 112 homes or the possibility of some other development. It is a problem that it is "suspended", typically when a project is abandoned, a new project would be started.

Mr. Beyer said some of the issues raised today were water, ridge view, transportation flow, night sky, tree removal, fire pits versus natural gas, evacuation plans, and wildlife.

VIII. REPORTS

A. Executive Director Status Report

No report

1) Executive Director FY2015 Performance Evaluation and Incentive Pay

Ms. Marchetta's performance evaluation was discussed and an incentive pay of \$8,947.00 was approved based on a rating of 4. This pay for performance incentive is consistent with TRPA's performance management plan guidelines as applied to all employees

B. General Counsel Status Report

Mr. Marshall said there has been discussion with California about an amicus role in the appeal of the State Parks Upper Truckee restoration reach on that appeal. The key question is whether or not a preferred alternative has to be identified in the draft environmental document report. The trial courts specify that is has to be identified, as a matter of law it is not necessary. Staff may seek the Board's approval for participation on that matter. The Ritz Carlton beach permit was issued at staff level based on an interpretation that staff made. It will be put on the to do list of Code of Ordinance updates.

IX. GOVERNING BOARD MEMBER REPORTS

None

X. COMMITTEE REPORTS

A. Legal Committee

None

B. Operations & Governance Committee

Mr. Cashman said we are waiting on input from the California Attorney General's office regarding board member participation in meetings via teleconference.

Mr. Marshall said we received their input, there were no objections and the item will be on the October agenda.

Mr. Cashman said the Operations & Governance committee had a presentation from Wells Fargo who is one of three management companies for our funds. All of the bonds that we hold are A rated except for one which we have chosen to hold since there is no credit risk. The funds are performing as expected given the interest rate environment.

C. Environmental Improvement Program & Public Outreach

None

D. Catastrophic Wildfire Committee

None

E. Local Government Committee

None

F. Regional Plan Implementation Committee

None

XI. PUBLIC COMMENT

Michael Smith, South Lake Tahoe resident said with Ms. Marchetta at the helm, people are working together and things are getting done and hopes she is here another ten years.

XII. ADJOURNMENT

Chair Mr. Beyer adjourned the meeting at 5:56 p.m.

Respectfully Submitted,



Marja Ambler
Clerk to the Board

GOVERNING BOARD
September 23, 2015

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

TAHOE REGIONAL PLANNING AGENCY
REGIONAL PLAN IMPLEMENTATION COMMITTEE

North Tahoe Events Center
Kings Beach, CA

September 23, 2015

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Shute called the meeting to order at 1:31 p.m.

Members present: Ms. Aldean, Mr. Bruce, Mr. Cole, Mr. Lawrence, Mr. Sevison,
Mr. Shute, Mr. Yeates

II. PUBLIC INTEREST COMMENTS

None

III. APPROVAL OF AGENDA

Mr. Shute said the agenda is approved as posted.

IV. APPROVAL OF MINUTES

Mr. Bruce moved approval of the June 24, 2015 minutes.
Motion carried unanimously.

V. Item Number 4: Placer County Tahoe Basin Area Plan (PCTBAP) and Tahoe City Lodge Project, Discussion and Possible Direction on Alternatives to be included within the Environmental Statement/Report

TRPA team member Ms. Maloney provided a status update for the preparation of the Draft Placer County Tahoe Basin Area Plan. The Draft Area Plan and Notice of Preparation (NOP) public comment period was June 3, 2015 through August 3, 2015 and the development of the EIR/EIS is currently under development. To date, Placer County has held various stakeholder meetings and has continued to collaborate with TRPA and the community. The derivation of that proposed range of alternatives is in response to and a direct result of the public comment period.

Adam Lewandowski, Ascent Environmental provided an overview of the proposed alternatives in the Draft Environmental Impact Report and Environmental Impact Statement. A joint EIR/EIS is being developed for the Placer County Tahoe Basin Area Plan and the Tahoe City Lodge Project.

Requirements for Alternatives:

- Meet a reasonable range of alternative
- Meet basic project objectives
- Feasible when considering technical, environmental, legal, social, and economic
- Offer an environmental advantage by avoiding or reducing at least one significant project impact

This was the same area plan that was previously presented to the Regional Plan Implementation Committee and Governing Board. A recent revision was made to acknowledge the approval of State Route 28 and Fanny Bridge community revitalization project and to incorporate some of TRPA's permit requirements from that approval into the area plan.

During the development of the area plan, TRPA and Placer County received an application for the Tahoe City Lodge project; redevelopment project in the Tahoe City Town Center that proposed to implement some of the standards within the area plan. The area plan and the lodge project are being evaluated together in the environmental document. This approach is to improve the efficiency for TRPA and Placer County's review and to allow the Tahoe City Lodge to provide an example of the implementation for area plan standards.

The area plan is focused on implementation of the Regional Plan and promoting redevelopment of the town centers. It includes new town center design standards and provisions related to coverage, density, and height. In some cases these standards are more stringent than required by the Regional Plan and have specific stream environment zone restoration and bike and pedestrian trail improvements that are required before these standards take effect.

The area plan also includes a limited number of substitute standards; topics where the area plan includes provisions that are different than TRPA's Code of Ordinances in order to respond to unique issues within Placer County. They allow for a limited number of conversions of commercial floor area to tourist accommodation units to address imbalances in the distribution of commodities in Placer County without increasing the overall development potential. The substitute standards also address second residential units on smaller lots near transit to promote affordable housing and reduce vehicle miles traveled. They also allow for non-contiguous project areas within town centers to address difficulties with assembling land for feasible projects. It also proposes a modified Tahoe City Town Center boundary which would result in net reduction in the size of the town center by removing some of the areas that are on the peripheral of the existing town center and expanding the town center near downtown Tahoe City.

The Tahoe City Lodge project is a private redevelopment of an existing commercial site in the center of Tahoe City. It is approximately a three acre project site that will include the construction of up to 120 tourist units and four stories in height. It would include the

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reconstruction of the Tahoe City Golf Course Club House and the addition of a second level to provide meeting and conference space.

It is early in the environmental analysis so the impacts of the area plan or project have not been identified. A preliminary review shows that there may be impacts to scenic quality from increased building height in town centers or effects on water quality, coverage, vehicle miles traveled, air quality, greenhouse gases, or housing.

Alternative Themes:

Alternative 1: Proposed Area Plan/Proposed Lodge

Alternative 2: Area Plan with no substitute standards or map revisions/reduced scale lodge

Alternative 3: Reduced Intensity Area Plan/reduced height lodge

Alternative 4: No Area Plan/Property remains as commercial center

Next Steps:

-Finalize alternatives

-Environmental analysis

-Public review of Draft EIR/EIS in early 2016

Placer County Tahoe Basin Area Plan Proposed Draft Revisions based on stakeholder input can be viewed at:

<http://www.trpa.org/wp-content/uploads/RPIC-Item-No.-4-Placer-County-Tahoe-Basin-Area-Plan-Proposed-Draft-Revisions.pdf>

Or

<http://www.placer.ca.gov/~media/cdr/Planning/CommPlans/TahoeBasinCPUUpdate/DraftAreaPlan2015/CutsheetsSep2015/Placer%20County%20Tahoe%20Basin%20Area%20Plan%20Edits.pdf>

Presentation material can be viewed at:

<http://www.trpa.org/wp-content/uploads/RPIC-Item-No.-4-Placer-County-Tahoe-Basin-Area-Plan.pdf>

Committee Comments & Questions

Mr. Shute said he appreciated Placer County's cooperation and working together through this process.

Mr. Bruce asked why Alternative 3 focused on targeted reductions and Alternative 2 does not if there are going to be fewer TAU's.

Adam Lewandowski, Ascent Environmental said with respect to the area plan the theme with Alternative 2 was to apply the regional plan standards without any modifications to the town center boundary or substitute standards. Part of the reason Alternative 2 was paired with that reduced scale lodge project is because without those substitute standards and the

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modifications to the town center those standards would limit the size of the Tahoe City lodge.

Mr. Yeates said if Alternative 1 is the proposed project then there is two alternatives with the third being the no project alternative. He asked where Placer County's mobility study fit into what would be happening in regards to the area plan in and around Tahoe City connecting with Fanny Bridge and the lodge project.

Crystal Jacobsen, Placer County said the mobility study is an off shoot of the initial visioning that was done for Tahoe City. It takes specific elements of the 2013 Tahoe City Vision Plan to the next level of design; to inform the area plan. The next level is to take it to the project level design and implement it. The relationship to Fanny Bridge is it is all related to activate that area in and around the Wye and to connect the Lakeside Trail to the existing River Trail along the Truckee River.

Mr. Yeates thought the mobility study was going to address some of the issues in Tahoe City with the crosswalks and the impacts that it has on traffic. In addition, it would be incorporated into the area plan. In that particular area, are there going to be alternative ways to look at getting people in and out of that area and turning the river district or Fanny Bridge area into a pedestrian, bike oriented area.

Crystal Jacobsen, Placer County said they have received comments about a desire to incorporate some of those key elements into the area plan. Prior to the approval of Fanny Bridge it was initially inserted into the area plan as an implementation measure. They have incorporated the planning and design concepts that were a part of that project approval into the area plan. The language included is reflective of the conditions of approval from the Fanny Bridge project. They have also updated a number of maps to show where the connections are going to be in the Wye area to enhance mobility in the Tahoe City area.

Mr. Cole asked if the conversion of commercial floor area to tourist accommodation units is limited to the existing CFA on the ground or is there the ability to use recharged CFA that the area plan has been provided.

Ms. Maloney said the proposed pilot program within the area plan would be just for the county's pool of commodities.

Mr. Cole asked if it were correct that it would be their pool of CFA and could convert using the ratios, not just limited to what CFA is on the ground; verified at 33, 800 square feet.

Ms. Maloney said it would be their pool but they could convert existing development as well.

Mr. Cole asked how much CFA is in the Placer County area plan.

Ms. Maloney said they can get the information and get back to Mr. Cole.

Mr. Shute asked if their ratio will be the same ratio used in the pilot program.

Ms. Maloney said yes that is correct. The proposed ratio within the draft area plan is consistent with the current proposed ratio that TRPA is considering adopting in pilot one commodities effort.

Ms. Aldean said in regards to Alternative 1 secondary housing on less than one acre of land; it is her assumption was that we were allowing the use of secondary units primarily to provide work force housing. What are the limitations on market rate within one half mile of transit? The premise behind allowing these secondary units on smaller pieces of property was to expand the housing stock.

Crystal Jacobsen, Placer County said the provision that is being proposed for the secondary units is consistent with what the County does outside of the Basin and follows the State of California housing law for providing for secondary units. The state law requires that you have to allow for secondary units but local jurisdictions can set their own standards. Where it states that there may be other standards that would apply, those would be items such as the County requiring units to be deed restricted so an owner is occupying at least one unit, the maximum of 1,200 square feet, etc. Everything is consistent with the zoning code.

Mr. Marshall said the rationale for not linking it to a particular income level was that the size and other criteria could limit the value of the unit. Because of the inheritably small size and a second unit, it could be market rate but less than other kinds of housing. That is why there is no additional limitation on an eligibility requirement.

Ms. Aldean asked if this will require full time occupancy because a small unit would be attractive to a person who may want to visit the area periodically and is prepared to pay market rate rent. The premise was to provide additional housing stock for people who work within the Basin. She does not want that to get lost in any of the alternatives because this is a huge problem.

Crystal Jacobsen, Placer County said one of the standards is that not only would it be deed restricted so the owner had to occupy one of the units, the other unit could only be for residential use. The restriction would be put on the title of the property.

Ms. Aldean asked if this is a guarantee. It is confusing, Alternative 2 says it is deed restricted affordable allowed with a proposed TRPA certified housing program. Why does a TRPA certified housing program other than making certain incentives more readily available, and why is that a prerequisite to deed restricting these units.

Crystal Jacobsen, Placer County said currently under the proposed area plan it is not set up to be deed restricted for affordability. That was put into that alternative as a way to

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guarantee affordability in the county so in turn they can meet their regional housing needs assessment allocation from Sacramento Area Council of Governments (SACOG). Those units are restricted to affordability for 30 years. It is not proposed in the area plan but it was included in an alternative as a way to reinforce that affordability provision.

Ms. Aldean asked why it wasn't included in the preferred alternative.

Crystal Jacobsen, Placer County said it was discussed previously; the county will take Ms. Aldean's comments into consideration.

Mr. Sevison said there is a need to find a guaranteed way that it gets used for the purpose intended.

Mr. Lawrence said on the CFA conversion to TAU's, Alternative 1 has a maximum of 400 units and Alternative 3 has 200. He asked why is the analysis on the size of the TAU's is not included in Alternative 1.

Adam Lewandowski, Ascent Environmental said it came up when they reviewed the possible effects and there was a provision that was added to TRPA's Code of Ordinances during the Regional Plan Update that limited the size of transferred TAU's. It came up after the preparation of the area plan but could be moved into the proposed area plan in a later stage.

Mr. Lawrence said it is important to review and should not get lost in the process.

Mr. Shute asked if it were correct that the substitute standards are throughout the area plan and not just Tahoe City.

Adam Lewandowski, Ascent Environmental said yes, that is correct, they would apply within the town centers.

Mr. Shute said he wanted more discussion on the boundary changes; how will the golf course be treated and what is being removed to balance it out.

Crystal Jacobsen, Placer County said they do not have maps available today but would be happy to return to this committee to discuss further. It is a small portion of the golf course that includes the club house area; high capability lands are the ones being proposed to be brought into the town center and remove lands that are currently in the town center off of Fairway. They are coordinating with the public utility district since they own the land.

Public Comments & Questions

Ellie Waller, North Tahoe West Team is happy to hear that the alternatives can be mixed and matched. She will be submitting information for a modified Alternative 3. She believes

that the special planning areas are more like individual area plans and should not be a part of this. The Tahoe City Lodge alternative; there is only one logical alternative even with the goodies that come with the proposal. It is on a 1.4 acre site, she wants a clarification on how these three acres is being utilized to be able to have 120 units. The 1.4 acres should only be able to have 56 units. The lodge should not be paired with the environmental analysis until the Tahoe City Area Plan standards are put on paper. The public should be made aware that this is not just a boutique hotel. Alternative 3 discusses a larger footprint; is this a non-contiguous site, a lot line parcel adjustment, what creates the larger footprint proposal. The Tahoe City Golf Course Clubhouse adds another layer of complexity and should be a standalone project.

Placer County Area Plan: The public needs the detailed criteria and definition of modified versions of changes. Height definition refinements for Tahoe Vista, Carnelian Bay, Sunnyside, and Tahoma; if two stories can be 42 feet that is not what we asked for as team members. We want to know specific heights and it should be less than what is allowed in the town centers. The Tahoe City boundary expansion should run a separate planning area until the Tahoe Basin Area Plan is approved. That basin community boundary should not be identified or expanded upon. Updated uses in mixed use areas; there is no definition of criteria. The CFA to TAU conversion should be a regionally implemented program before Placer County can utilize it. She agreed with Ms. Aldean about the secondary houses on less than one acre. The public has been led to believe that this is for affordable housing; the secondary units should be deed restricted for people coming to the area to live. She requested that the Regional Plan Implementation Committee does not take action today and have more details provided to this committee and public before any alternative is selected.

Shannon Eckmeyer, League to Save Lake Tahoe said they spoke to Placer County staff about the Fanny Bridge permit to also include language on a policy and objective to move the Caltrans yard and to coordinate with stakeholders. They will be adding language as well as a deed restriction for the golf course to only be allowed as recreational use; that was part of the agreement for the Tahoe City town center modification. They will be coordinating with the Tahoe City Public Utility District on that deed restriction language.

Jennifer Quashnick, Friends of the West Shore said in the past there have been discussions on how a plan would be developed and then the plan would guide the projects. In this case, the Tahoe City Lodge is guiding the area plan and should not be part of the same process. This is often better for developers because they are given a plan that has community input. In addition, this is a good opportunity to include ridgeline protections.

John Falk, Tahoe Sierra Board of Realtors suggested that there should be greater flexibility to realize units on the ground. He understands that there needs to be a balance of the environmental integrity of the area against the affordable housing needs. With the current system, it looks good but if you have to get an allocation, development rights in place, deed restriction, etc. you are creating a disincentive to the creation of additional affordable

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housing. Deed restrictions, they have their place but when it comes to the concept of housing affordability the footprint will drive the price to a large extent. They are not necessarily against or in support of deed restrictions but want those to have an end date.

Laurel Ames, Tahoe Area Sierra Club said although the public has been given assurances, they do not see the numbers. They do not know how much traffic that can be controlled. Bike trails and pedestrian walkways are not going to remove enough traffic to make a dent in the amount of increased vehicles.

Committee Comments & Questions

Mr. Shute said it is unusual that there is a specific project attached to a proposed area plan.

Crystal Jacobsen, Placer County said approximately one year ago their Board directed them to review key opportunity sites; that particular site was identified as such. The County was already analyzing it as an opportunity site and at a programmatic level. Fast forward one year, the applicant submitted an application to the County for a redevelopment of the Henrikson site. They requested approval from their Board to include it as an opportunity site and to be able to analyze it at the project level from a premise of working within the provisions of the area plan. It is two different scopes of work; the analysis that is being conducted on the project is funded by the applicant. The environmental document will have separate sections for the area plan and the Tahoe City Lodge project and will require separate actions for approval.

Mr. Shute said today the committee needs to determine if they are willing to support the range alternatives; the proposed project, no project, and two other alternatives.

Ms. Aldean said it appears that Alternative 3 accurately reflects input received from the local community. It goes into detail with the height limits within specific geographical areas. The idea of including a specific plan in this area plan has caused some concern but having heard the explanation, it seems to be a matter of expediency. She is reasonably satisfied with the range of alternatives and that they will be approved as separate actions.

Mr. Lawrence said it seems to be the most appropriate way to move forward, not just for efficiency sake but to fully analyze how the two can be intertwined rather than piece-mealing them. He is comfortable with the range of alternatives particularly with the explanation today. We are basically looking at three alternatives but it can be a mix and match which makes a broader range of alternatives.

Mr. Shute asked for a motion to support the range of proposed alternatives.

Mr. Marshall said a motion is not necessary but the committee may do so.

Mr. Shute said the sense of the committee is that they are comfortable with the range of

alternatives.

Mr. Sevison agreed.

VI. COMMITTEE MEMBER REPORTS

None

VII. PUBLIC COMMENT

None

VIII. ADJOURNMENT

Chair Mr. Shute adjourned the meeting at 2:26 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

MEMORANDUM

Date: October 21, 2015
To: TRPA Governing Board
From: TRPA Staff
Subject: Fiscal Year 2015/16, September Financial Statements

Requested Action: Governing Board Acceptance of the September Financial Statements for Fiscal Year 2015/16.

Staff Recommendation: Staff recommends Governing Board acceptance of the September financial statements for Fiscal Year 2015/16 as presented.

Required Motion: In order to accept the Financial Statements, the Governing Board must make the following motion:

- 1) A motion to accept the September 2015/16 Financial Statements

In order for the motions to pass, an affirmative vote of any eight Board members is required.

Summary:

Fiscal Year 2015/16 has just begun, and is 25% complete. There are no major financial issues or risks at this time. We received just over \$7M in cash during the month due to three factors; a) collecting the State of California contribution to the agency, b) collecting on Q4 FY 2015 Grant invoices and c) an influx of securities and mitigation funds reflecting increased permitting activity. As a measure of planning activity, fees are up 32% from the same period last year.

Discussion:

Revenue is excellent with Planning Fees ahead of schedule and the State contributions secured. Grant revenue lags since most of our programs bill quarterly, in arrears.

Expenses are running below budget YTD. Staff compensation is a little low at 20% of budget, but some of that is due to the timing of payroll periods. We have three open vacancies, but filled two of them this month. Two additional positions will open next month, and recruiting is underway for one of those.

CONSENT CALENDAR ITEM NO. 1

Debt Service on the Lease Revenue bonds issued to finance the TRPA offices are a significant portion of the budget, but those payments are only made twice a year, in November and May, with the May payment being the largest.

Contract expenses are well behind on a calendar basis, but we are not expecting any year-end underruns. The biggest Contract payments are to; a) TTD for transportation pass through, b) TRCD for operating the AIS stations, and c) R&A expenditures for monitoring and the Threshold Evaluation. The first two depend on the timing of receiving invoices from the recipient. The Threshold Evaluation work was promptly started in July after the budget was adopted, but contractors have not submitted substantial invoices to date. Most contract expenses lag, and the bulk of the invoices processed in July, and some in August, were for Fiscal Year 2014/15 expenses.

The following table reflects YTD Revenues and Expenses.

Tahoe Regional Planning Agency
Financial Summary, Fiscal YTD September (\$K)

General Funds	Gen Fund	Planning	Other	Total
State Revenue	7,072		0	7,072
Applicants		491	506	998
Other	(23)	0	244	221
Total Revenue	7,049	491	750	8,291
Staff	670	279	27	976
Contracts	155	38	41	234
Financing			0	0
Other	242	1	45	288
Total Expenditures	1,068	318	113	1,499
General Funds Balance	5,982	173	637	6,792
Grants	AIS	TMPO	Other	Total
Grants	2	64	149	215
Fees	23			23
Other	0	0	0	0
Total Revenue	24	64	149	238
Staff	19	89	40	149
Contracts	30	84	52	167
Other	18	64	15	98
Total Expenditures	68	238	108	413
Special Funds Balance	(43)	(173)	41	(175)

For our balance sheet, in September over \$6.5M moved from Accounts Receivable to Cash & Investments as we collected Q4 Grant invoices and the California General Fund contribution. In addition, the Agency added \$1.1M in application securities and \$750K in Mitigation Funds. Cash flow for the month was \$5.7M positive. This should be the high water mark for cash for the year, as we spend down against the state funds.

When reading the detailed report, be aware that fund balances are reversed, a negative means revenues exceed expenses and a positive number would appear when expenses exceed revenue. This reflects the formatting in our accounting system.

If you have any questions, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org

Attachments:

Attachment I September Financial Statements

TRPA Financials
Fiscal YTD September 2015 (\$K)
General Funds

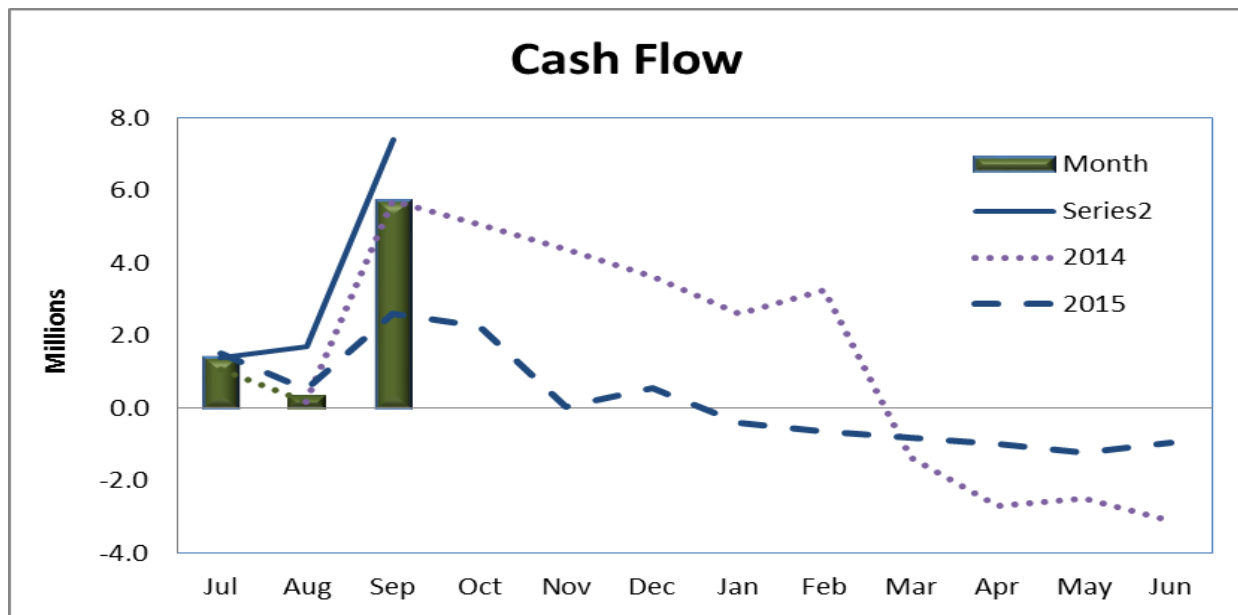
General Funds							
	GF	Planning	Shrzone	Reimb.	Settl.	Bldg	Total
<i>Page #</i>	8	11	11	12	12	13	
Revenue							
State Revenue	7,072						7,072
Grants							
Fees For Service	0	491		435	72		998
Local Revenue							
Other Revenue	(23)	0	(2)	0			(25)
Rent Revenue						246	246
Total Revenues	7,049	491	(2)	435	72	246	8,291
<i>Budget</i>	7,098	1,224	124	240	180	959	9,825
Expenses							
Compensation	670	279	27				976
Contracts	155	38		30	5	6	234
Other	70	1	5			37	113
Rent	172		3				175
Financing	0						0
Total Expenses	1,068	318	35	30	5	42	1,499
<i>Budget</i>	7,247	1,145	124	240	76	1,003	9,835
<i>% of Ann Budg</i>	15%	28%	28%	13%		4%	
Net Fund Balance	5,982	173	(37)	405	66	203	6,792
Budgeted Net	(149)	79	(0)		104	(44)	(10)

TRPA Financials
Fiscal YTD September 2015 (\$K)
Special Funds (Grants)

Special Funds					
	EIP	BMP	AIS	TMPO	Total
<i>Page #</i>	14	14	16	18	
Revenue					
State Revenue					
Grants	92	58	2	64	215
Fees For Service			23		23
Other Revenue					
Rent Revenue					
Total Revenues	92	58	24	64	238
<i>Budget</i>	393	481	1,306	3,920	6,100
Expenses					
Compensation	1	39	19	89	149
Contracts	52		30	84	167
Other		1	15	1	17
Rent					
Financing					
A&O/Transfers	1	13	3	63	80
Total Expenses	54	54	68	238	413
<i>Budget</i>	432	725	1,324	3,870	6,350
<i>% of Ann Budg</i>	13%	7%	5%	6%	0
Net Fund Balance	37	4	(43)	(173)	(175)
<i>Budgeted Net</i>	(39)	(244)	(18)	50	(251)

Tahoe Regional Planning Agency
 September 2015 Balance Sheet (\$K)

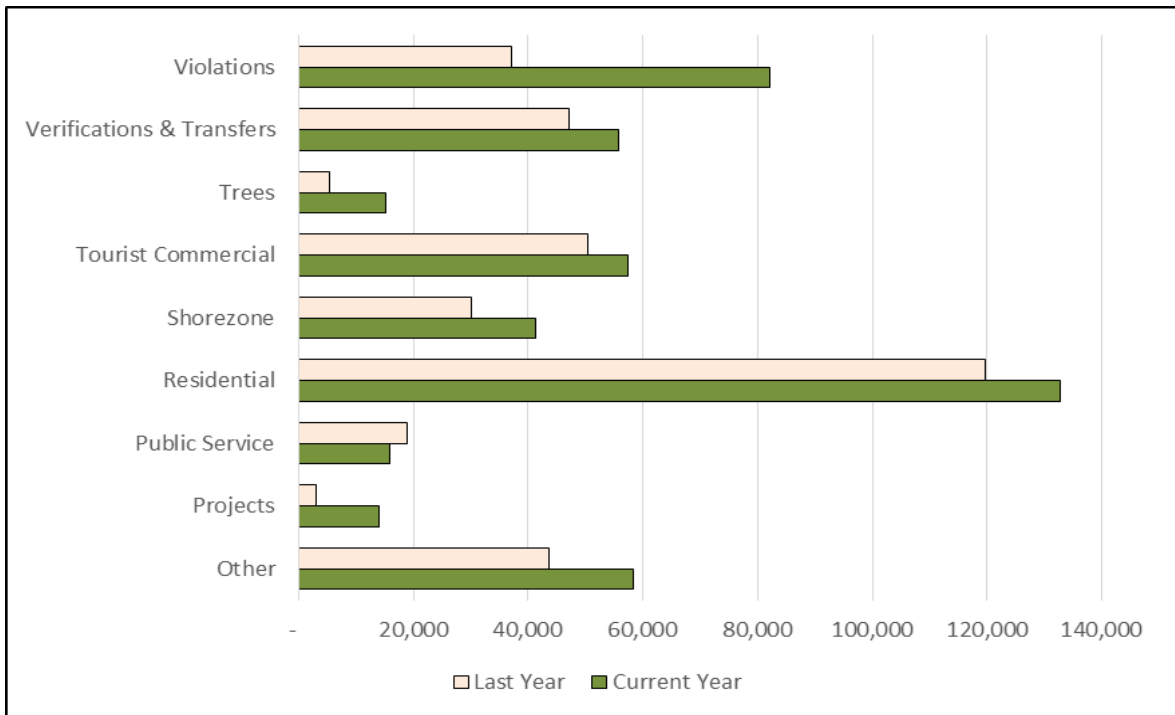
	Gen Fund	Grants	Agency	Grand Total
Asset				
Cash & Invest	11,757	3,885	13,671	29,313
A/R	562	302	-	864
Benefits	11	-	-	11
Current Assets	74	-	-	74
LT Assets	10,211	-	-	10,211
Asset Total	22,614	4,187	13,671	40,473
Liabilities				
A/P	50	12	-	62
Benefits	462	-	-	462
Deferred Rev	360	2,475	-	2,834
Deposits	143	10	-	153
LT Debt	11,950	-	-	11,950
Mitigation	-	-	8,329	8,329
Securities	-	-	5,304	5,304
Liabilities Total	12,964	2,497	13,634	29,095
Fund Balances	9,650	1,690	37	11,377



Tahoe Regional Planning Agency

Selected Planning Fees (Fiscal YTD)

	FY 2015/16	FY 2014/15	Change
Other	58,462	43,642	14,819
Projects	14,085	3,192	10,893
Public Service	15,990	18,920	(2,930)
Residential	132,664	119,754	12,909
Shorezone	41,261	30,226	11,035
Tourist Commercial	57,352	50,358	6,994
Trees	15,105	5,512	9,593
Verifications & Transfer	55,775	47,190	8,585
Violations	82,102	37,200	44,902
Grand Total	472,795	355,995	116,801



Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
General Fund				
GF Revenue				
Revenue				
Fees for Service	0	21	21	0%
State Revenue	6,529,166	7,072,187	543,021	108%
Other Revenue	0	22,970	22,970	0%
Local Revenue	150,000	0	150,000	0%
Revenue Total	6,679,166	7,049,238	370,072	106%
GF Revenue Total	6,679,166	7,049,238	370,072	106%
Gov Board				
Expenses				
Contracts	1,200	200	1,000	17%
Rent	4,800	0	4,800	0%
Other	15,360	1,407	13,953	9%
Expenses Total	21,360	1,607	19,753	8%
Gov Board Total	21,360	1,607	19,753	8%
Executive				
Expenses				
Compensation	623,908	99,969	523,939	16%
Other	12,420	1,552	10,868	12%
Expenses Total	636,328	101,521	534,807	16%
Executive Total	636,328	101,521	534,807	16%
Legal				
Expenses				
Compensation	62,708	39,743	22,965	63%
Contracts	540,120	20,160	519,960	4%
Other	9,540	931	8,609	10%
Expenses Total	612,368	60,834	551,534	10%
Legal Total	612,368	60,834	551,534	10%
TMPO				
Expenses				
Compensation	29,762	2,301	27,461	8%
Contracts	23,734	145	23,589	1%
Other	6,500	1,007	5,493	15%
Expenses Total	59,996	3,453	56,543	6%
TMPO Total	59,996	3,453	56,543	6%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
Communications				
Expenses				
Compensation	200,043	36,659	163,384	18%
Contracts	15,000	0	15,000	0%
Other	57,960	6,504	51,456	11%
Expenses Total	273,003	43,163	229,840	16%
Communications Total	273,003	43,163	229,840	16%
General Services				
Expenses				
Compensation	72,214	15,354	56,860	21%
Contracts	0	749	749	0%
Rent	688,980	172,245	516,735	25%
Other	141,648	22,363	119,285	16%
Expenses Total	902,842	210,711	692,131	23%
General Services Total	902,842	210,711	692,131	23%
IT				
Expenses				
Contracts	80,000	18,750	61,250	23%
Other	204,435	24,618	179,817	12%
Expenses Total	284,435	43,368	241,067	15%
IT Total	284,435	43,368	241,067	15%
Finance				
Expenses				
Compensation	320,021	66,256	253,765	21%
Contracts	55,000	14,980	40,020	27%
Financing	300	300	0	100%
Other	2,460	49	2,411	2%
Expenses Total	377,781	81,585	296,196	22%
Finance Total	377,781	81,585	296,196	22%
HR				
Expenses				
Compensation	289,387	58,359	231,028	20%
Contracts	130,500	404	130,096	0%
Other	44,605	9,204	35,401	21%
Expenses Total	464,492	67,967	396,525	15%
HR Total	464,492	67,967	396,525	15%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
Other				
Revenue				
Other Revenue	0	60	60	0%
Revenue Total	0	60	60	0%
Expenses				
Other	91,257	0	91,257	0%
A&O/Transfers	358,656	93,816	264,840	26%
Expenses Total	267,399	93,816	173,583	35%
Other Total	267,399	93,876	173,523	35%
RP Impl.				
Expenses				
Compensation	486,675	47,647	439,028	10%
Contracts	150,000	15,105	134,895	10%
Other	3,360	0	3,360	0%
Expenses Total	640,035	62,752	577,283	10%
RP Impl. Total	640,035	62,752	577,283	10%
Sustainable Communities				
Expenses				
Compensation	93,538	16,985	76,553	18%
Other	180	367	187	204%
Expenses Total	93,718	17,351	76,367	19%
Sustainable Communities Total	93,718	17,351	76,367	19%
Env. Improv.				
Expenses				
Compensation	525,256	116,646	408,610	22%
Contracts	656,675	45,374	611,301	7%
Other	10,270	10	10,280	0%
Expenses Total	1,192,201	162,010	1,030,191	14%
Env. Improv. Total	1,192,201	162,010	1,030,191	14%
Research & Analysis				
Revenue				
State Revenue	419,021	0	419,021	0%
Revenue Total	419,021	0	419,021	0%
Expenses				
Compensation	865,722	170,514	695,208	20%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
Contracts	1,075,601	38,938	1,036,663	4%
Other	14,390	1,954	12,436	14%
Expenses Total	1,955,713	211,406	1,744,307	11%
Research & Analysis Total	1,536,692	211,406	1,325,286	14%
General Fund Total	148,686	6,075,385	6,224,071	
Planning				
Planning				
Revenue				
Fees for Service	1,223,987	491,394	732,593	40%
Other Revenue	0	40	40	0%
Revenue Total	1,223,987	491,434	732,553	40%
Expenses				
Compensation	843,119	231,384	611,735	27%
Contracts	60,000	38,279	21,721	64%
Other	4,320	1,105	3,215	26%
Expenses Total	907,439	270,767	636,672	30%
Planning Total	316,548	220,667	95,881	70%
Code Enforcement				
Expenses				
Compensation	237,394	47,189	190,205	20%
Other	420	0	420	0%
Expenses Total	237,814	47,189	190,625	20%
Code Enforcement Total	237,814	47,189	190,625	20%
Planning Total	78,734	173,478	94,744	220%
Shorezone				
Enforcement				
Revenue				
State Revenue	124,000	0	124,000	0%
Revenue Total	124,000	0	124,000	0%
Expenses				
Compensation	60,779	26,881	33,898	44%
Contracts	29,218	0	29,218	0%
Rent	14,300	3,000	11,300	21%
Other	19,704	5,321	14,383	27%
Expenses Total	124,001	35,202	88,799	28%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
Enforcement Total	1	35,202	35,201	
Implementation				
Expenses				
Compensation	0	19	19	0%
Expenses Total	0	19	19	0%
Implementation Total	0	19	19	0%
Other				
Revenue				
Other Revenue	0	1,888	1,888	0%
Revenue Total	0	1,888	1,888	0%
Other Total	0	1,888	1,888	0%
Shorezone Total	1	37,108	37,107	
Reimbursables				
Legal				
Revenue				
Other Revenue	0	163	163	0%
Revenue Total	0	163	163	0%
Legal Total	0	163	163	0%
Planning				
Revenue				
Fees for Service	240,000	434,709	194,709	181%
Revenue Total	240,000	434,709	194,709	181%
Expenses				
Contracts	240,000	30,333	209,667	13%
Expenses Total	240,000	30,333	209,667	13%
Planning Total	0	404,376	404,376	0%
Reimbursables Total	0	404,539	404,539	
Settlements				
RPU Litigation				
Expenses				
Contracts	76,000	1,840	77,840	-2%
Expenses Total	76,000	1,840	77,840	-2%
RPU Litigation Total	76,000	1,840	77,840	-2%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
Settlements				
Revenue				
Fees for Service	180,000	71,500	108,500	40%
Revenue Total	180,000	71,500	108,500	40%
Expenses				
Contracts	0	7,000	7,000	0%
Expenses Total	0	7,000	7,000	0%
Settlements Total	180,000	64,500	115,500	36%
Settlements Total	104,000	66,340	37,660	64%
Building				
Building				
Revenue				
Rent Revenue	955,651	245,131	710,520	26%
Revenue Total	955,651	245,131	710,520	26%
Expenses				
Contracts	0	5,786	5,786	0%
Financing	889,360	0	889,360	0%
Other	41,040	22,192	18,848	54%
Expenses Total	930,400	27,978	902,422	3%
Building Total	25,251	217,153	191,902	860%
CAM				
Revenue				
Rent Revenue	3,474	670	2,804	19%
Revenue Total	3,474	670	2,804	19%
Expenses				
Other	72,805	14,374	58,431	20%
Expenses Total	72,805	14,374	58,431	20%
CAM Total	69,331	13,704	55,627	20%
Revenue				
Revenue				
Other Revenue	40	0	40	0%
Revenue Total	40	0	40	0%
Revenue Total	40	0	40	0%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
Building Total	44,040	203,449	247,489	-462%
BMP				
319 (CA)				
Revenue				
Grants	115,325	20,977	94,348	18%
Revenue Total	115,325	20,977	94,348	18%
Expenses				
Compensation	99,682	14,486	85,196	15%
Contracts	5,642	0	5,642	0%
Other	10,000	880	9,120	9%
A&O/Transfers	147,152	1,684	145,468	1%
Expenses Total	262,476	17,051	245,425	6%
319 (CA) Total	147,151	3,926	151,077	
319 (NV)				
Revenue				
Grants	365,665	36,354	329,311	10%
Revenue Total	365,665	36,354	329,311	10%
Expenses				
Compensation	167,815	24,702	143,113	15%
Contracts	91,077	0	91,077	0%
Other	31,256	518	30,738	2%
A&O/Transfers	172,213	11,116	161,097	6%
Expenses Total	462,361	36,336	426,025	8%
319 (NV) Total	96,696	18	96,714	0%
NDSL LTLP BMP Map Viewer				
Revenue				
Grants	0	186	186	0%
Revenue Total	0	186	186	0%
Expenses				
Compensation	0	112	112	0%
A&O/Transfers	0	73	73	0%
Expenses Total	0	186	186	0%
NDSL LTLP BMP Map Viewer Total	0	0	0	0%
BMP Total	243,847	3,944	247,791	
EIP				

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
TIIMS SNPLMA R9 & 10				
Revenue				
Grants	177,877	0	177,877	0%
Revenue Total	177,877	0	177,877	0%
Expenses				
Compensation	19,257	0	19,257	0%
Contracts	104,362	29,038	75,324	28%
Other	41,658	0	41,658	0%
A&O/Transfers	12,600	0	12,600	0%
Expenses Total	177,877	29,038	148,839	16%
TIIMS SNPLMA R9 & 10 Total	0	29,038	29,038	
NDSL LTLT Tributary Monitoring				
Revenue				
Grants	30,000	20,344	9,656	68%
Revenue Total	30,000	20,344	9,656	68%
Expenses				
Contracts	30,000	7,942	22,058	26%
Expenses Total	30,000	7,942	22,058	26%
NDSL LTLT Tributary Monitoring Total	0	12,402	12,402	0%
CEC TahoeTruckee PEV Readiness				
Revenue				
Grants	0	1,333	1,333	0%
Revenue Total	0	1,333	1,333	0%
Expenses				
Compensation	0	903	903	0%
A&O/Transfers	0	591	591	0%
Expenses Total	0	1,493	1,493	0%
CEC TahoeTruckee PEV Readiness Total	0	160	160	0%
Cal Fire Education				
Expenses				
Compensation	2,499	0	2,499	0%
Contracts	20,000	0	20,000	0%
Other	16,125	0	16,125	0%
Expenses Total	38,624	0	38,624	0%
Cal Fire Education Total	38,624	0	38,624	0%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
CalFire Def. Space				
Revenue				
Grants	100,000	0	100,000	0%
Revenue Total	100,000	0	100,000	0%
Expenses				
Contracts	100,000	0	100,000	0%
Expenses Total	100,000	0	100,000	0%
CalFire Def. Space Total	0	0	0	0%
Lahontan Nearshore/LTIMP				
Revenue				
Grants	85,374	70,090	15,285	82%
Revenue Total	85,374	70,090	15,285	82%
Expenses				
Compensation	1,145	230	915	20%
Contracts	83,480	15,510	67,970	19%
A&O/Transfers	749	169	580	23%
Expenses Total	85,374	15,909	69,465	19%
Lahontan Nearshore/LTIMP Total	0	54,181	54,181	0%
EIP Total	38,624	37,385	76,009	-97%
AIS				
Admin & Ops				
Revenue				
Fees for Service	650,000	22,874	627,126	4%
Revenue Total	650,000	22,874	627,126	4%
Expenses				
Compensation	110,265	15,116	95,150	14%
Contracts	485,038	6,067	478,971	1%
Financing	10,000	0	10,000	0%
Rent	13,000	0	13,000	0%
Other	40,200	15,022	25,178	37%
A&O/Transfers	0	0	0	0%
Expenses Total	658,503	36,204	622,299	5%
Admin & Ops Total	8,503	13,330	4,827	157%
Lahontan EB Asian Clam				
Revenue				
Grants	55,307	0	55,307	0%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
Revenue Total	55,307	0	55,307	0%
Expenses				
Compensation	1,239	56	1,183	5%
Contracts	53,249	0	53,249	0%
A&O/Transfers	819	41	778	5%
Expenses Total	55,307	98	55,209	0%
Lahontan EB Asian Clam Total	0	98	98	
SNPLMA Rnd 11				
Revenue				
Grants	163,170	0	163,170	0%
Revenue Total	163,170	0	163,170	0%
Expenses				
Compensation	14,867	2,352	12,515	16%
Contracts	118,756	0	118,756	0%
Rent	19,718	0	19,718	0%
A&O/Transfers	9,830	1,736	8,094	18%
Expenses Total	163,171	4,089	159,082	3%
SNPLMA Rnd 11 Total	1	4,089	4,088	
USFWS ANS AIS Mgmt Plan				
Revenue				
Grants	25,000	1,561	23,439	6%
Revenue Total	25,000	1,561	23,439	6%
Expenses				
Compensation	1,238	0	1,238	0%
Contracts	22,943	0	22,943	0%
A&O/Transfers	819	0	819	0%
Expenses Total	25,000	0	25,000	0%
USFWS ANS AIS Mgmt Plan Total	0	1,561	1,561	
NDSL Prevention Outreach				
Revenue				
Grants	7,860	0	7,860	0%
Revenue Total	7,860	0	7,860	0%
Expenses				
Contracts	7,860	1,711	6,149	22%
Expenses Total	7,860	1,711	6,149	22%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
NDSL Prevention Outreach Total	0	1,711	1,711	0%
SNPLMA Rnd 12 Final				
Revenue				
Grants	207,163	0	207,163	0%
Revenue Total	207,163	0	207,163	0%
Expenses				
Compensation	7,724	1,968	5,756	25%
Contracts	194,332	300	194,032	0%
A&O/Transfers	5,107	1,452	3,655	28%
Expenses Total	207,163	3,720	203,443	2%
SNPLMA Rnd 12 Final Total	0	3,720	3,720	0%
Boat Insp				
Revenue				
Grants	197,372	0	197,372	0%
Revenue Total	197,372	0	197,372	0%
Expenses				
Compensation	1,239	0	1,239	0%
Contracts	196,133	16,409	179,724	8%
Expenses Total	197,372	16,409	180,963	8%
Boat Insp Total	0	16,409	16,409	0%
Lahontan				
Expenses				
Contracts	9,900	5,668	4,232	57%
Expenses Total	9,900	5,668	4,232	57%
Lahontan Total	9,900	5,668	4,232	57%
AIS Total	18,404	43,463	25,059	
Transportation				
CA SGC Grants				
Revenue				
Grants	223,968	2,955	221,013	1%
Revenue Total	223,968	2,955	221,013	1%
Expenses				
Compensation	42,436	3,458	38,978	8%
Contracts	68,620	0	68,620	0%
A&O/Transfers	62,644	0	62,644	0%

Tahoe Regional Planning Agency

YTD September, 2015

	Ann Budget	YTD	Remaining	Spent
Expenses Total	173,700	3,458	170,242	2%
CA SGC Grants Total	50,268	503	50,771	
Transportation				
Revenue				
Grants	1,625,000	61,327	1,563,673	4%
Revenue Total	1,625,000	61,327	1,563,673	4%
Expenses				
Compensation	568,074	85,758	482,316	15%
Contracts	616,635	40,897	575,738	7%
Other	21,000	1,012	19,988	5%
A&O/Transfers	419,293	63,298	355,995	15%
Expenses Total	1,625,002	190,966	1,434,036	12%
Transportation Total	2	129,638	129,636	6481910%
TTD 1/2 % Money				
Revenue				
Grants	2,070,804	0	2,070,804	0%
Revenue Total	2,070,804	0	2,070,804	0%
Expenses				
Contracts	2,070,804	43,172	2,027,633	2%
Expenses Total	2,070,804	43,172	2,027,633	2%
TTD 1/2 % Money Total	0	43,172	43,172	0%
Transportation Total	50,266	173,313	223,579	-345%



MEMORANDUM

Date: October 21, 2015
To: TRPA Governing Board
From: TRPA Staff
Subject: Fiscal Year 2015/16 Budget Revision 1

Requested Action: Governing Board Approval of the revised Fiscal Year 2015/16 Budget

Staff Recommendation: Staff recommends Governing Board approve the revised Fiscal Year 2015/16 Budget as presented.

Required Motion: In order to approve the Budget, the Governing Board must make the following motion:

A motion to approve the Revised TRPA Fiscal Year 2015/16 Budget

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Discussion:

The TRPA Governing Board approved the Agency’s Fiscal Year 2015/16 budget on June 24th. The budget was adopted prior to the completion of Fiscal Year 2014/15 and included certain assumptions concerning Grant Expenditures in that year. The purpose of this adjustment is twofold:

- Update the FY 2015/16 Budget for actual costs incurred during Fiscal Year 2014/15.
- Reflect revisions to the Transportation OWP submitted for your approval this month in TMPO Consent Calendar Item # 2. Please note, the bulk of the Transportation changes relate to costs bridging between the years. The revised OWP is primarily due to a changing mix of funding, and in total accounts for less than \$40K of the changes.

This budget does not reflect any changes in priorities. There is a modest reallocation of funds between the Planning Fund and the General Fund to reflect some staffing shifts.

The following table shows the changes in the revised budget:

Tahoe Regional Planning Agency

Revised Fiscal Year 2015/16 Budget (\$M)

	<u>Revised Budget</u>			<u>Original Budget</u>			<u>Change</u>		
	<u>Rev</u>	<u>Exp</u>	<u>Net</u>	<u>Rev</u>	<u>Exp</u>	<u>Net</u>	<u>Rev</u>	<u>Exp</u>	<u>Net</u>
General Funds									
General Fund	7.1	7.2	(0.1)	7.1	7.2	(0.1)		0.1	(0.1)
Planning	1.2	1.1	0.1	1.2	1.2			(0.1)	0.1
Building	1.0	1.0		1.0	1.0				
Reimbursables	0.2	0.2		0.2	0.2				
Settlements	0.2	0.1	0.1	0.2	0.1	0.1			
Shorezone	0.1	0.1		0.1	0.1				
Eliminations	(0.7)	(0.7)		(0.7)	(0.7)				
Total Gen Funds	9.1	9.1	0.0	9.1	9.1	0.0		(0.0)	(0.0)
Special Funds									
Transportation	2.9	2.9		3.7	3.7			(0.8)	(0.8)
SGC	0.2	0.1	0.1	0.2	0.1	0.1			
BMPs	0.5	0.5		0.5	0.5				
EIP	0.4	0.4		0.4	0.4				
AIS	1.3	1.3	(0.0)	2.2	2.2			(0.9)	(0.9)
Total Grants	5.3	5.2	0.1	7.1	7.0	0.1		(1.8)	(1.8)
Total TRPA	14.4	14.3	0.1	16.2	16.1	0.2		(1.8)	(1.8)

The SGC program shows a slight surplus as the grants will complete and we will be able to collect the final holdback payments.

If you have any questions, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org

MEMORANDUM

Date: October 21, 2015

To: TRPA Governing Board

From: TRPA Staff

Subject: Allocation of FY 2015-2016 Local Transportation Funds of \$677,727 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region

Requested Action: Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolution approving the release of FY 2015-2016 Local Transportation Funds to Placer County in the amount of \$677,727 for transit operations within the Placer County portion of the Tahoe Region.

Staff Recommendation: Staff recommends the Governing Board adopt the attached resolution (Attachment A) approving the allocation of FY 2015-2016 Local Transportation Funds to Placer County.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background: As the designated Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region, TRPA has the responsibility for administering the funds that are provided by the Transportation Development Act (TDA). TDA provides two funding sources that are intended to support and develop transportation services. These funds are the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

TDA legislation provides financial support for public transportation through the LTF, which is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. These funds are deposited in a local transportation fund. RTPAs administer these funds within their areas of jurisdiction based upon population and the priorities set by the TDA.

As required by the TDA, the Placer County Auditor/Controller Office has notified TRPA of the LTF monies available for allocation within the Placer County portion of the Tahoe Region.

Following the priorities set by the TDA, TRPA has allocated LTF monies for its costs of administering the TDA programs in the Region and for its transportation planning functions. These costs are prorated to Placer County and to Tahoe Transportation District for the El Dorado County portion. The allocations of these funds to TRPA have been acted upon separately.

After the costs for administration and planning have been taken into account, there is \$677,727 of LTF available for use within the Placer County portion of the Tahoe Region. Placer County has submitted a claim to TRPA to program 100 percent of these funds for the operating costs of the Tahoe Area Regional Transit (TART) system, which provides public transit services in Placer County within the Tahoe Region. Staff has reviewed the claim and found it to be consistent with the TDA rules and regulations, and also consistent with the goals and policies of the Regional Transportation Plan. The Placer County LTF claim will be forwarded to the Placer County Auditor Controller Office for release of funds once the allocation is approved.

The table below shows the Local Transportation Fund allocation for the previous four years for Placer County.

Placer County - Local Transportation Fund Allocations

FY 11-12	FY 12-13	FY 13-14	FY 14-15
\$ 462,348	\$ 519,820	\$ 646,408	\$ 610,054

Issues/Concerns: The proposed allocation of LTF funds to Placer County does not have any known issues or concerns.

Regional Plan Compliance: The proposed allocation of funds complies with all requirements of the State of California TDA rules and regulations and will help to further the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information: If there are any questions regarding this agenda item, please contact Judy Weber at (775) 589-5203 or jweber@trpa.org.

Attachment:

- A. Resolution

ATTACHMENT A

TRPA RESOLUTION NO. 2015 - _____

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2015-_____

A RESOLUTION ALLOCATING FY 2015-2016 LOCAL TRANSPORTATION FUNDS OF
\$677,727 TO PLACER COUNTY FOR TRANSIT OPERATIONS IN THE PLACER COUNTY
PORTION OF TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) was designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Lake Tahoe Region; and

WHEREAS, the RTPA is responsible for allocating the Local Transportation Funds (LTF) for the Tahoe Region; and

WHEREAS, the amount of FY 2015-2016 LTF available for allocation within the Placer County portion of the Tahoe Region is \$677,727; and

WHEREAS, TRPA has received a claim from Placer County for the allocation of these funds for transit operating assistance to the Tahoe Area Regional Transit (TART) system within Placer County area of the Tahoe Region; and

WHEREAS, the claim submitted by Placer County was reviewed and found to be consistent with the Transportation Development Act Rules and Regulations; and

WHEREAS, the provision of public transit operations by Placer County is consistent with TRPA Regional Transportation Plan Goals and Policies.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2015-2016 LTF in the amount of \$677,727 to Placer County to provide for transit operating assistance in the Placer County portion of the Tahoe Region.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on October 28, 2015 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Casey Beyer, Governing Board Chair
Tahoe Regional Planning Agency

MEMORANDUM

Date: October 21, 2015

To: TRPA Governing Board

From: TRPA Staff

Subject: Allocation of FY 2015-2016 State Transit Assistance Funds of \$164,878 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region

Requested Action: Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolution approving the release of FY 2015-2016 State Transit Assistance funds to Placer County in the amount of \$164,878 for transit operations in the Placer County portion of the Tahoe Region.

Staff Recommendation: Staff recommends Governing Board adopt the attached resolution (Attachment A) approving the allocation of FY 2015-2016 State Transit Assistance funds to Placer County.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background: TRPA is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region. Under this designation, TRPA is responsible for the administration of the Transportation Development Act (TDA) funds that are made available to support public transportation services. The TDA legislation provides two funding sources: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

The STA fund was created under Chapter 161 of the Statutes of 1979 (SB 620) and has been revised over the years. The fund provides a second source of TDA funding for transportation planning and mass transportation purposes, which is derived from the statewide sales tax on diesel fuel. The money is appropriated to the Controller by the Legislature, to be allocated by formula to each RTPA. The formula allocates 50 percent of the funds according to population

and the remaining 50 percent are allocated according to operator revenues from the prior year. STA allocations are deposited in each RTPA’s state transit assistance fund.

For fiscal year 2015-2016 there is \$164,878 of STA funds available for use in the Placer County portion of the Tahoe Region. The Placer County has submitted a claim requesting the STA funds in the amount of \$164,878 to provide public transit services within the El Dorado County portion of the Tahoe Region. TRPA staff has reviewed the claim and found it to be consistent with the TDA rules and regulations, and also consistent with the goals and policies of the Regional Transportation Plan. The Transportation Development Act findings of Subsection 6754(a) and (b) have been made as identified in the Resolution. The Placer County STA claim will be forwarded to the El Dorado County Auditor Controller Office for release of funds once the allocation is approved.

The table below shows the State Transit Assistance fund allocations for the previous four years for Placer County.

FY 11/12	FY 12/13	FY 13/14	FY 14/15
\$ 163,023	\$ 204,443	\$ 172,186	\$ 157,626

Issues/Concerns: The proposed allocation of STA funds to Placer County does not have any known issues or concerns.

Regional Plan Compliance: The proposed allocation of funds complies with all requirements of the State of California TDA rules and regulations and will help to further the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information: If there are any questions regarding this agenda item, please contact Judy Weber at (775) 589-5203 or jweber@trpa.org.

- Attachment:
A. Resolution

ATTACHMENT A

TRPA RESOLUTION NO. 2015 - _____

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2015 -

A RESOLUTION ALLOCATING FY 2015-2016 STATE TRANSIT ASSISTANCE FUNDS OF \$164,878
TO PLACER COUNTY FOR TRANSIT OPERATIONS IN THE PLACER COUNTY PORTION OF THE
TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region, and is responsible for allocating State Transit Assistance (STA) for the Tahoe Region; and

WHEREAS, the STA fund is a discretionary fund and may be allocated at the discretion of the Regional Transportation Planning Agency for public transportation purposes; and

WHEREAS, there are STA funds in the amount of \$529,633 available to eligible claimants in the Tahoe Region for FY 2015-2016; and

WHEREAS, TRPA has received an application from Placer County for STA funds of \$164,878 to provide transit services to the Tahoe Area Regional Transit (TART) system in the Placer County area of the Tahoe Region; and

WHEREAS, the required findings of the Transportation Development Act Rules and Regulations Article 5, Section 6754 have been made as follows:

Subsection 6754 (a):

1. The claimant's proposed expenditures are in conformance with the Regional Transportation Plan.
2. Fares charged by the transit claimant are sufficient to meet farebox ratio requirements applicable to the claimant.
3. The claimant is making full use of federal funds available under Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from Local Transportation Funds and STA funds does not exceed the amount the claimant is eligible to receive.
5. Priority consideration was given to claims to offset reductions in federal operating assistance and unanticipated increased costs for fuel, to enhance existing public transportation services, and to meet high priority regional public transportation needs.

Subsection 6754(b):

1. The operator has made a reasonable effort to implement any recommended productivity improvements.
2. The operator has submitted certification that the claimant is in compliance with Section 1808.1 of the Vehicle Code.
3. The operator is in compliance with the eligibility requirements of Public Utilities Code section 99314.6 or 99314.7.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2015-2016 STA funds in the amount of \$164,878 to Placer County to provide for transit operations for TART in the Placer County portion of the Tahoe Region.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on October 28, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Casey Beyer, Governing Board Chair
Tahoe Regional Planning Agency

MEMORANDUM

Date: October 21, 2015
To: TRPA Governing Board
From: TRPA Staff
Subject: Teleconferencing under Rule of Procedure 2.16

Requested Action: Amend Rule of Procedure (ROP) 2.16 to increase flexibility on use of teleconferencing for Governing Board meetings.

Staff Recommendation: Recommend approval of the requested action. To recommend approval of the requested action, the Governing Board should make the following motions:

- 1) A motion to approve the required findings, including a finding of no significant effect, for adoption of the amendments to Rule 2.16 of the Rule of Procedures, as provided in Attachment A hereto.
- 2) A motion to adopt Ordinance 2015-__ to amend Rule 2.16 of the Rule of Procedures, as provided in Attachment B hereto.

In order for the motions to pass, affirmative votes of 4 members of the Board from each state are required.

Background: Pursuant to ROP 2.16, Governing Board members may, under certain limited circumstances, participate in monthly Governing Board meetings via teleconference from remote locations. Under this rule, members who cannot attend a meeting in person because of a hardship (defined narrowly to include adverse health, weather or other conditions) may attend from a remote location if the location is identified on the agenda ahead of time, is located within the 5-county/city adjoining Lake Tahoe, and is open to the public. Board members have expressed an interest of encouraging greater member participation at Governing Board meetings by changing some of the more restrictive and discretionary aspects of the teleconferencing rule.

TRPA's teleconference rule originates in principal part from California's requirements under the Brown Act, California's open meeting law. (The Brown Act imposes greater restrictions on teleconferencing than Nevada's Open Meeting Law.) In addition to the

basic Brown Act requirements (notice and open to the public), TRPA imposed further restrictions for members to qualify for teleconferencing including the hardship and jurisdictional location requirement.

In order to make teleconferencing more available and thereby maximize Governing Board member participation, the proposed amendments delete the hardship and specific locational requirements. See Exhibit 1 to Attachment B (Rule 2.16.1, 2.16.4) Under the new proposed changes, a Governing Board member may participate via tele/video conference from any location as long as the public receives notice of that location at the soon as practicable, the public is able to access the location, an agenda is posted at the location, and a quorum of members are within the Tahoe Basin. Members would no longer need to demonstrate a hardship that prevents their physical presence nor would the conferencing locations be limited to one or two prior-approved sites. Because the propose amendments to Rule 2.16 retain the requirements of prior notice, agenda posting, open to the public and basin quorum, the teleconferencing policy remains consistent with both State’s open meeting laws. The full text of the proposed amendments to Rule 2.16 are is forth in Exhibit 1 to Attachment B hereto.

Contact Information: If you have any questions, please contact John L. Marshall, General Counsel at jmarshall@trpa.org or 775-303-5882.

Attachments:

- A. Required Findings/Rationale
- B. Resolution with Proposed Rule 2.16 amendments

Required Findings/Rationale

TRPA Code of Ordinances Section 3.3 – Determination of need to prepare Environmental Impact Statement

1. **Finding:** TRPA finds that the Rule of Procedure amendments could not have a significant effect on the environment and a finding of no significant effect has been prepared in accordance with Chapter 3: Environmental Documentation of the TRPA Code and Rules of Procedure Section 6.6.

Rationale: An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed Rule 2.16 amendments. The IEC found that the proposed amendments, purely procedural in nature, would not have significant effects on the environment because greater Governing Board membership participation in monthly meetings, in and of itself, has no connection to changes to the physical environment.

TRPA Code of Ordinances Section 4.4 – Threshold Related Findings

1. **Finding:** The project (Regional Plan, Code, and MOUs amendments) is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs.

Rationale: The proposed Rule of Procedure amendments are purely procedural in nature and would not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs.

2. **Finding:** The project will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: The proposed Rule of Procedure amendments are consistent with and will not adversely affect threshold attainment strategies in the 2012 Regional Plan. As demonstrated in the IEC, the amendments will not cause the environmental threshold carrying capacities to be exceeded.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed Rule of Procedure amendments are purely procedural in nature and would not affect any state, federal, or local standards.

TRPA Code of Ordinances Section 4.6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs

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

Rationale: As demonstrated in Section 4.5 and 4.6 findings for adoption of the Regional Plan Update (see Attachment E-2 of December 12, 2012 Governing Board Packet) the amended Regional Plan will achieve and maintain thresholds. The proposed Rule of Procedure amendments are purely procedural in nature and will not adversely affect implementation of the Regional Plan. Thus, the Regional Plan, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains thresholds.

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION 2015-___

RESOLUTION OF THE GOVERNING BOARD OF THE TAHOE REGIONAL PLANNING AGENCY
TO ADOPT AMENDMENTS TO RULE 2.16 OF THE TRPA RULES OF PROCEDURE
REGARDING TELECONFERENCING

WHEREAS, the Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities (“threshold standards”) for the Tahoe Region; and

WHEREAS, the Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds; and

WHEREAS, Compact Article III.d directs TRPA to open its Governing Board meetings consistent with requirements from California and Nevada; and

WHEREAS, TRPA adopted Rules of Procedure to govern its affairs, including Rule 2.16 to allow Governing Board members to appear at its monthly board meetings via teleconferencing. Rule 2.16 limits teleconferencing eligibility to those members suffering a narrowly defined hardship, which did not cover legitimate reason why a Governing Board member might not be able to attend a monthly meeting; and

WHEREAS, TRPA desires to maximize participation of Governing Board members in its monthly meetings; and

WHEREAS, TRPA prepared an Initial Environmental Checklist analyzing any potential significant impacts from adoption of the proposed amendments to Rule 2.16 in accordance with the substantive and procedural requirements of Article VII of the Compact, Chapter 3 of the Code, Article 6 of the Rules of Procedure, and all other applicable rules and regulations; and

WHEREAS, TRPA made the necessary findings to adopt the amendments to Rule 2.16 as required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations; and

WHEREAS, the proposed amendments were endorsed by the Operations and Governance Committee of the Governing Board; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional

Planning Agency hereby amends TRPA Rules of Procedure Rule 2.16 as shown in Exhibit 1 hereto.

Passed and adopted by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on October 28, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Casey Beyer, Chair
Tahoe Regional Planning Agency
Governing Board

~~1.~~ 2.16. TELECONFERENCE/ VIDEOCONFERENCE MEETINGS AND PARTICIPATION

- 2.16.1. TRPA may use teleconferencing for the benefit of the public and the Agency in connection with any meeting or proceeding of the Board under this Article 2 or its associated committees. A teleconference meeting that is otherwise an open meeting under the Nevada Open Meeting Law and these Rules shall be considered an open meeting subject to the Nevada Open Meeting Law as augmented by this Rule. ~~Meeting members may participate by teleconference in the event of hardship.~~
- 2.16.2. For purposes of this rule, "teleconference" means a meeting, the members of which are in different locations, connected by electronic means, through either audio or video, or both. ~~For purposes of this rule, "hardship" means medical reasons as determined by the member, the threat or existence of inclement weather and/or road conditions that make travel into or within the region hazardous as determined by the Chair or designee, or other reasons of unavailability that make in-person attendance unreasonably difficult or impossible as determined by the Chair.~~
- 2.16.3. During the teleconference, a quorum of the members shall participate from within the Tahoe Basin. ~~boundaries of the territory of the five county and city jurisdictions adjoining Lake Tahoe (i.e., Douglas, El Dorado, Placer, and Washoe Counties and Carson City). A member may not participate by teleconference from a location outside the five county/city territory.~~
- 2.16.4. Teleconference locations shall be identified in the notice and the agenda of the meeting or proceeding. Each teleconference location shall be accessible to the public. ~~For any teleconferenced meeting, at least one teleconference location shall be identified in each state, but the remote location(s) identified will be made operational for a meeting only if a member is present at the teleconference location (i.e., "operational location").~~ The public shall be notified of an teleconference~~operational~~ location as soon as practicable, but in no event later than 6:30 a.m. PST on the morning of the meeting or proceeding.
- 2.16.5. At any remote~~operational~~ locations, the Agency shall post or otherwise make publicly available the agenda no later than the start of the meeting or proceeding. The agenda shall provide an opportunity for members of the public to address the Board or other body contemporaneously from the ~~operational~~remote location.
- 2.16.6. All votes taken at a teleconferenced meeting shall be by roll call. Any member participating by proper teleconference shall be counted toward a quorum, and one or more members may participate from any ~~identified~~ teleconference location. Agency materials that are to be considered at the meeting shall be made available at teleconference ~~operational~~ locations to the maximum extent practicable. Any known interruption in the teleconference broadcast at a teleconference~~n-operational~~ location that results in loss of a quorum shall result in the suspension of the teleconference until the broadcast is restored.

- 2.16.7 Notwithstanding the foregoing requirements applicable to the monthly meetings of TRPA's Governing Board scheduled pursuant to TRPA Compact Article III(d), the Agency may utilize teleconferencing among Board members for committee meetings not held on days when the full Governing Board meets. For such meetings committee members ~~need not demonstrate hardship to participate by teleconference in committee meetings,~~ need not appear from a publicly-accessible [teleconference location](#). ~~operational center, and may participate from outside of the five-county area.~~ Members properly participating by teleconference shall be counted toward a quorum. TRPA shall designate at least one physical public meeting location to allow for public participation in the committee meeting, and at least one committee member must be physically present at the main public meeting location(s). The Agency shall post or otherwise make publicly available at the public meeting locations(s) the agenda and any Agency-prepared materials to be considered by the committee no later than the start of the meeting.

MEMORANDUM

Date: October 21, 2015
To: TRPA Governing Board
From: TRPA Staff
Subject: Resolution of Enforcement Action: Tahoe Keys Marina and Yacht Club, LLC; Unauthorized Grading, Creation of Coverage, and Failure to Install Erosion Control Devices Without TRPA Approval, Tahoe Conservancy Property, Venice Drive, South Lake Tahoe, CA, (Assessor's Parcel Number 022-201-050)

Requested Action: Governing Board action on the proposed Settlement Agreement.

Staff Recommendation: Staff recommends that the Governing Board accept the proposed Settlement Agreement (Attachment A) in which Tahoe Keys Marina and Yacht Club, LLC ("TKM") agrees to pay a \$7,500 penalty to TRPA.

Required Motion: In order to approve the proposed violation resolution, the Board must make the following motion, based on this staff summary and the evidence in the record:

A motion to approve the Settlement Agreement as set forth in Attachment A.

In order for the motion to pass, an affirmative vote of any 8 members of the Board is required.

Violation Description/Background: This violation involves unauthorized grading, creation of coverage, and failure to install temporary erosion control absent TRPA approval at the Tahoe Conservancy Property located at the end of Venice Drive, South Lake Tahoe, CA, Assessor's Parcel Number 022-201-050 ("Tahoe Conservancy Property").

In response to a complaint in August 2014, TRPA staff discovered that a parking area was being created without TRPA authorization on the Tahoe Conservancy Property adjacent to the Tahoe Keys Marina. Upon investigation, staff learned that TKM was creating an additional parking area for a boat show being held at the Tahoe Keys Marina Property. In addition to the unauthorized grading and creation of coverage, TKM failed

to install any temporary erosion control creating a threat of sediment discharge to Lake Tahoe. The unauthorized grading, creation of coverage, and failure to install temporary erosion control devices without TRPA approval violated: (1) TRPA Code Section 2.3.1 (Requiring TRPA approval for the creation of coverage); (2) Section 2.3.2.H (Prohibiting non-exempt activities to occur without a TRPA permit); (3) Section 33.3.2 (Requiring that all grading activities in excess of three cubic yards in the Tahoe Region require TRPA review and approval except as exempted in Chapter 2); and (4) Section 33.3.2.C (Requiring that erosion and siltation control devices be installed for all grading activities).

The California Tahoe Conservancy (“CTC”) restored the Tahoe Conservancy Property and is working with TKM to negotiate reimbursement of the restoration costs. Pursuant to the attached Settlement Agreement, TKM will pay a penalty of \$7,500 to TRPA for the unauthorized work.

Regional Plan Compliance: The Tahoe Regional Planning Compact Article VI (k), Compliance, provides for enforcement and substantial penalties for violations of TRPA ordinances or regulations. The proposed resolution complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances.

Supporting evidence for making the determination of a violation includes the violation file and photographs of the site. These documents are in TRPA’s possession and may be reviewed at the TRPA Offices.

If you have any questions, please contact Steve Sweet, Senior Environmental Specialist at ssweet@trpa.org or 775-589-5250.

Attachments:

Settlement Agreement (Attachment A)



Mail

PO Box 5310
Stateline, NV 89449-5310

Location

128 Market Street
Stateline, NV 89449

Contact

Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

ATTACHMENT A
PROPOSED SETTLEMENT AGREEMENT

This Settlement Agreement is made by and between Tahoe Keys Marina and Yacht Club, LLC (“Tahoe Keys Marina”) and the Tahoe Regional Planning Agency (“TRPA”). This Settlement Agreement represents the full and complete compromise and settlement of certain violations alleged by TRPA, as described below:

In August 2014, The Tahoe Regional Planning Agency (TRPA) inspected the State of California Property located at the end of Venice Drive, South Lake Tahoe, CA, Assessor’s Parcel Number 022-201-050 and found that the following violations of the TRPA Code of Ordinances had occurred:

1. TRPA Code Section 2.3.2.H: Prohibiting non-exempt activities to occur without a TRPA permit (unauthorized grading and construction of a temporary parking area).
2. TRPA Code Section 33.2: All grading activities in excess of three cubic yards in the Tahoe Region require TRPA review and approval except as exempted in chapter 2.
3. TRPA Code Section 2.3.1: Requiring TRPA approval for the addition of coverage or changes in the configuration of the approved coverage.
4. TRPA Code Section 33.3.2.C: Requiring that erosion and siltation control devices be installed for all grading activities.

This Settlement Agreement is conditioned upon approval by the TRPA Governing Board. Execution of the Agreement prior to Board action shall not be binding on either party in the event that the Board does not authorize settlement on the terms set forth below:

In order to fully resolve the matter, the parties hereby agree as follows:

1. The Tahoe Keys Marina shall pay TRPA \$7,500 within 30 days of Governing Board approval of this Settlement Agreement.

2. If the Tahoe Keys Marina fails to comply with any of the actions required by this Settlement Agreement, the Tahoe Keys Marina confesses to judgment against them and in favor of TRPA in the amount of \$15,000 (payable immediately) and an injunction to enforce the terms of this Settlement Agreement. The Tahoe Keys Marina also agrees to pay all reasonable attorneys fees and costs associated with collecting the increased settlement of \$15,000. Notwithstanding the foregoing, the confession of judgment shall not be filed unless TRPA has provided the Tahoe Keys Marina with written notice of default and notice to cure such default within ten days of the date of written notice. If the default has not been cured by that time, TRPA may file the confession of judgment.

3. Once the Tahoe Keys Marina has fully complied with all of the terms herein, TRPA shall release the Tahoe Keys Marina of all claims arising out of his failure to follow TRPA procedures during the activities described in this Settlement Agreement.

The Tahoe Keys Marina has read this Settlement Agreement and understands all of its terms. The Tahoe Keys Marina has executed this Settlement Agreement after opportunity to review the terms with an attorney and acknowledges that the above-described activities constitute a violation of TRPA regulations. The Tahoe Keys Marina agrees to comply with all applicable TRPA requirements in the future.

Signed:

Robert Krilich
Tahoe Keys Marina and Yacht Club, LLC

Date

Joanne S. Marchetta, Executive Director
Tahoe Regional Planning Agency

Date

MEMORANDUM

Date: October 21, 2015
 To: TRPA Governing Board
 From: TRPA Staff
 Subject: Release of \$260,419 in Air Quality Mitigation Funds for the Construction of the El Dorado Beach to Ski Run Bike Trail in the City of South Lake Tahoe

Requested Action: Governing Board action to release \$260,419 in Air Quality Mitigation Funds to the City of South Lake Tahoe for the project listed in Table 1, subject to the conditions cited below.

Staff Recommendation: Staff recommends that the Governing Board approve the City of South Lake Tahoe’s request, subject to the conditions cited below. The project is consistent with the Environmental Improvement Program objectives, Chapter 60 of the TRPA Code of Ordinances and the Governing Board’s policy guidelines for the release of mitigation funds. TRPA reserves the right to withhold funds to ensure project priorities, goals and specifications are consistent with those of the Environmental Improvement Program and the TRPA Regional Plan.

Required Motion: To approve the requested release, the Board must make the following motion:

- 1) A motion to approve the release subject to the conditions contained in this memorandum.

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Table 1 Proposed Funding Release			
EIP #	PROJECT	Fund	Amount
03.01.02.0002	El Dorado Beach to Ski Run Bike Trail Project (CON)	AQMF	\$260,419
	Total Funding Requested		\$260,419

Background: City of South Lake Tahoe requesting the release of \$260,419 in Air Quality Mitigation Funds for the Construction of the El Dorado Beach to Ski Run Bike Trail. This trail segment is a critical gap in the bike trail network in the heart of South Lake Tahoe. The project is identified in the TRPA Bike and Pedestrian Plan and the EIP. This funding will leverage over \$2,872,000 in additional funding and fully fund the project. The City of South Lake Tahoe's Air Quality Mitigation Fund balance is sufficient to cover this request.

Additional project information can be found online at:
<https://eip.laketahoeinfo.org/Project/Summary/43>

Discussion:

- Staff recommends approving the release of these funds subject to the following conditions of approval:
 1. The recipient shall only use the funds for the project cited above and as approved by TRPA.
 2. TRPA reserves the right to withhold funds to ensure project priorities, goals and objectives are consistent with those of the Environmental Improvement Program and TRPA's Regional Plan.
 3. The City agrees to follow all laws, codes and regulations adopted by federal, state and local authorities/agencies.
 4. The City agrees to maintain a report detailing the use and expenditures of all funds used on the project. These records shall be made available for review and audit by TRPA within thirty (30) calendar days upon written request.
 5. All mitigation funds not used as described above shall be returned to TRPA. Upon written approval from TRPA, these funds may be re-allocated to another project.
 6. These funds may not be used for design studies, environmental documents, application costs, or other pre-design tasks.
 7. The City agrees to report the applicable EIP Performance Measures achieved by this project.

8. The City agrees to request from TRPA a final inspection no later than 30 days after completion of the project and again approximately one year later in the month of August for projects with revegetation components.
9. TRPA approved signage shall be used on all projects during construction to identify TRPA as a funding source and shall include the EIP logo.

Regional Plan Compliance: The proposed release complies with the TRPA Regional Plan and Code of Ordinances.

Contact Information: If you have any questions regarding this item please contact Nick Haven, Long Range and Transportation Planning Manager at nhaven@trpa.org or (775)589-5262.



MEMORANDUM

Date: October 21, 2015
To: Tahoe Metropolitan Planning Organization Governing Board
From: TMPO Staff
Subject: Resolution Approving the 2015 Federal Transportation Improvement Program Amendment No. 9

Requested Action: Governing Board adopt the attached resolution approving the 2015 Federal Transportation Improvement Program (FTIP) Amendment No.9.

Staff Recommendation: Staff recommends the Tahoe Metropolitan Planning Organization (TMPO) Governing Board adopt the attached resolution approving the 2015 FTIP Amendment No. 9.

TTC Recommendation: At the October 9, 2015 Tahoe Transportation Commission (TTC) Board meeting, the TTC recommended approval of the 2015 FTIP Amendment No. 9 to the TMPO Governing Board. There are no known issues with the amendment.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion, based on this staff summary and the evidence in the record:

- 1) A motion to approve the attached Resolution (Attachment A)

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background: The 2015 FTIP is a four-year financially constrained list of transportation projects that are reasonably expected to be funded between federal fiscal years 2015 and 2018. Any transportation project receiving federal funds, is considered regionally significant, or requires a federal action must be included in the FTIP. An amendment is a revision to the FTIP that involves a major change. An amendment is necessary when adding a new project, or when an existing project has a revision that involves a significant change. This amendment includes funding modifications to an existing project.

Discussion: This past May, Placer County Public Works, transit operator of the Tahoe Area Regional Transit, was awarded \$261,630 from the Nevada Department of Transportation (NDOT) Federal Transit Administration (FTA) 5339 grant. This grant is for capital use, is administered through NDOT and requires a 20% match. Placer County requested the funds for the purchase of three 40' buses to be used in North Lake of the Tahoe Region. Placer County has allocated Prop 1B and local funds totaling \$1,268,370 for the required sub-recipient match, and has requested to add the FTA 5339 and the match funds to the 2015 FTIP. Amendment No. 9 proposes to incorporate this request by adding these funds to the Transit Capital project in the 2015 FTIP. Below are the details of the proposed project funding modifications to the FTIP.

Proposed Funding Modifications:

Transit Capital Project: The project includes Bus and Bus Facilities and Preventative Maintenance.

- Add NV Federal Transit Administration (FTA) 5339 funds of \$261,630 to CON FY15/16
- Add CA FTA 5311 funds of \$102,191 to CON FY 15/16
- Add Prop 1B funds of \$722,441 to CON FY 15/16
- Add local funds of \$443,738 to CON FY15/16

A seven-day public comment period was released on October 01, 2015 for Amendment No. 9 as required by the Tahoe Metropolitan Planning Organization Public Participation Plan. There was an opportunity for public comment on October 09, 2015 at Tahoe Transportation Commission Board meeting. No comments were received.

Issues/Concerns: There are no known issues or concerns with the amendment.

Regional Plan Compliance: The proposed resolution complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances.

Contact Information: If you have any questions regarding this item, please contact Judy Weber at (775) 589-5203 or jweber@trpa.org.

Attachments:

- A. TMPO Resolution
- B. 2015 FTIP Amendment No. 9

ATTACHMENT A

TMPO RESOLUTION NO. 2015 - _____

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2015 - _____

ADOPTION OF AMENDMENT No. 9 TO THE 2015 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM FOR THE LAKE TAHOE REGION

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated planning organization for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the 2015 TMPO Federal Transportation Improvement Program (FTIP) has been developed and maintained in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21); and

WHEREAS, the Federal Clean Air Act amendments require that no department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve an activity which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, no metropolitan planning organization designated under Title 23 of the U.S. Code shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, the assurance of conformity to an implementation plan is the affirmative responsibility of the TMPO; and

WHEREAS, the 2012 Regional Transportation Plan for the Lake Tahoe Basin describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on December 12, 2012; and

WHEREAS, the 2015 FTIP is consistent with the transportation system and financial plan described in the 2012 Regional Transportation Plan; and

WHEREAS, the 2015 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2015 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2015 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, during the life of the program, it is sometimes necessary to amend the program to reflect changes in project costs, scopes or schedules, or to add new projects; and

WHEREAS, the 2015 FTIP is now in need of amendment; and

WHEREAS, the 2015 FTIP Amendment No. 9 does not interfere with the timely implementation of any approved Transportation Control Measure; and

WHEREAS, the 2015 FTIP Amendment No. 9 was found to conform to the applicable State Implementation Plan; and

WHEREAS, the 2015 FTIP Amendment No. 9 conformity determination was based on the 2012 Regional Transportation Plan for the Lake Tahoe Basin; and

WHEREAS, the 2015 FTIP Amendment No. 9 is air quality exempt and no further conformity determination is required; and

WHEREAS, the 2015 FTIP Amendment No. 9 meets all applicable transportation planning requirements per 23 Code of Federal Regulations Part 450; and

WHEREAS, on October 09, 2015 the Tahoe Transportation Commission recommended the TMPO adopt the 2015 FTIP Amendment No. 9.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2015 FTIP Amendment No. 9.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with Caltrans, the Nevada Department of Transportation, the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on October 28, 2015 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Casey Beyer, Chair
TMPO Governing Board

ATTACHMENT B
2015 FTIP AMENDMENT NO. 9



NOTICE OF SEVEN-DAY PUBLIC COMMENT PERIOD

2015 Federal Transportation Improvement Program Amendment No. 9

This announcement is being initiated as required by TMPO's Public Participation Plan to provide public notification of changes that have been proposed to the 2015 Federal Transportation Improvement Program (FTIP). The public comment period commences on October 01, 2015 and closes on October 09, 2015. There will be an opportunity for public comment on October 09, 2015 at the regularly scheduled Tahoe Transportation Commission Board meeting.

The amendment documents are available upon request or can be accessed online at:

<http://www.tahoempo.org>

Submit comments to:

Tahoe Metropolitan Planning Organization
Attn: Judy Weber, Transportation Planner
P.O. Box 5310
Stateline, NV 89449

Or email: jweber@trpa.org

Proposed Project Modifications

Transit Capital Project: The project includes Bus and Bus Facilities and Preventative Maintenance. Add additional funds for the purchase of three 40' buses for the Placer County Tahoe Area Regional Transit system.

- Add NV Federal Transit Administration (FTA) 5339 funds of \$261,630 to CON FY15/16
- Add CA FTA 5311 funds of \$102,191 to CON FY 15/16
- Add Prop 1B funds of \$722,441 to CON FY 15/16
- Add local funds of \$443,738 to CON FY15/16

Please direct any questions regarding this notice to Judy Weber at jweber@trpa.org or 775-589-5203.

SUMMARY OF CHANGES/ PROJECT DOCUMENTATION

**Summary of Changes
Tahoe Metropolitan Planning Organization
2015 Federal Transportation Improvement Program
Amendment No. 09**

Existing /New	CTIPS / MPO ID	PROJECT TITLE	DESCRIPTION OF CHANGE	PHASE	FUND TYPE	PRIOR FFY Programming				CURRENT FFY Programming				Net Cost Increase / Decrease	% Increase / Decrease	COMMENTS
						14/15	15/16	16/17	17/18	14/15	15/16	16/17	17/18			
Existing	220-0000-0049	Transit Capital	Increase in funding	CON	NV FTA 5339	\$ -	-	-	-	\$ -	261,630	-	-	\$ 261,630	100%	Transit Capital Project: Adding FTA 5339 funds of \$261,630 and sub-recipient match funds of \$1,268,370 for the purchase of three 40' buses for the Placer County Tahoe Area Regional Transit system.
					CA FTA 5311 (Placer Cty)	\$ -	-	-	-	\$ -	102,191	-	-	\$ 102,191		
					Prop 1B	\$ -	-	-	-	\$ -	722,441	-	-	\$ 722,441		
					Local funds	\$ -	-	-	-	\$ -	443,738	-	-	\$ 443,738		

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: PPNO: 03	EA:	CTIPS ID: 220-0000-0049	TITLE (DESCRIPTION): Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv:
CT PROJECT ID:		MPO ID:		State Aprv:
		TMC0406		Federal Aprv:
COUNTY: Various Counties	ROUTE:	PM:		EPA TABLE II or III EXEMPT CATEGORY: Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: JOANIE SCHMITT PHONE: (775) 589-5227 EMAIL: jschmitt@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	<i>(Dollars in whole)</i>				PE
							Prog RW				
15	Active	09/28/2015	JWEBER	Amendment - Cost/Scope/Sch. Change	9	1,655,000					
14	Official	09/24/2014	JWEBER	Adoption - Carry Over		125,000					
13	Official	09/26/2012	JWEBER	Adoption - Carry Over		21,632,000					100,000
12	Official	10/14/2010	JWEBER	Adoption - Carry Over		10,632,000					100,000
11	Official	01/25/2010	JWEBER	Amendment - Cost/Scope/Sch. Change	14	9,632,000					
10	Official	08/06/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	9	9,976,000					
9	Official	06/30/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	8	9,722,000					
8	Official	06/30/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	5	8,147,000					
7	Official	04/22/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	3	8,147,000					

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• Local Funds -									
• Fund Source 1 of 4	PE								
• Fund Type: Local Transportation Funds	RW								
• Funding Agency: Various Agencies	CON	25,000	444,000						469,000
	TOTAL	25,000	444,000						469,000

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• FTA Funds -									
• Fund Source 2 of 4	PE								
• Fund Type: FTA 5311 - Non Urbanized	RW								
• Funding Agency: Various Agencies	CON		102,000						102,000
	TOTAL		102,000						102,000

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• Other State -									
• Fund Source 3 of 4	PE								
• Fund Type: Transit	RW								
• Funding Agency:	CON		722,000						722,000
	TOTAL		722,000						722,000

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• FTA Funds -									
• Fund Source 4 of 4	PE								
• Fund Type: Bus and Bus Facilities Program)	RW								
• Funding Agency: Nevada DOT	CON	100,000	262,000						362,000
	TOTAL	100,000	262,000						362,000

Project Total	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
	PE								
	RW								
	CON	125,000	1,530,000						1,655,000
	TOTAL	125,000	1,530,000						1,655,000

Comments:

***** Version 15 - 09/24/2015 *****
TART (Placer Cty) funds for three - 40' buses
Add FTA (NV) 5339 \$262,000 FY 15/16
Add match funds: FTA (CA) 5311\$102k, Prop1B \$722k, Local funds \$444k FY 15/16
***** DFIP Version 1 - 04/15/2014 *****
Carry over from 2012
Added FTA 5339 \$100k for new bus. Class C Vehicle 22 passenger
RTP 8

***** Version 13 - 03/21/2012 *****
Carry over from 2010. added annual funding
Tahoe Transportation District, Tahoe Area Regional Transit, BlueGo

Carry Over from 2008
RTP #8, EIP #800
add additional FLH \$75k to FY 10/11 PE

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)**

***** Version 12 - 06/15/2010 *****

1. Reduce NV 5311ARRA funding by \$175,000
2. Move NV 5311 ARRA funds \$1,400,000 to FY 09/10 and transfer \$169,000 to Transit Operating Assistance project FY 09/10

***** Version 11 - 01/06/2010 *****

1. Adding FTA5309 funds \$190,000 and \$475,000 to FY09/10
2. Adding ARRA FTA5311 funds \$152,903 FY 09/10
3. Deleting FTA3037(5316) \$199,000 FY09/10 and \$115,000 FY10/11 moved to Transit Ops
4. Deleting FTA5317 \$250,000 FY 09/10 moved to Transit Ops

***** Version 10 - 07/28/2009 *****

adding FTA NV 5311ARRA funds \$1,575,000 FY08/09 see summary changes for breakdown of dollars

***** Version 9 - 07/20/2009 *****

Change Project desc: Transit Capital (Bus Replacement) for TART & BLUEGO

Change project mgr: John Andoh

***** Version 8 - 05/21/2009 *****

Increase Local Transportation Funds as follows: 1) FY08/09 \$375,000; FY09/10 \$400,000; FY10/11 \$450,000

- 2) Increase FTA5309(c) Funds as follows: FY08/09 \$99,750; FY09/10 \$100,000; FY10/11 \$100,000
- 3) Increase FTA5311 Funds as follows: FY08/09 \$150,000; FY09/10 \$175,000; FY10/11 \$200,000
- 4) Increase FTA3037 Funds as follows: FY09/10 \$199,000; FY10/11 \$115,000
- 5) Add new funding source FTA5317 as follows: FY08/09 \$185,000; FY09/10 \$250,000
- 6) Modify project description from "BlueGo Bus Replacement" to "BlueGo Bus and Bus Equipment."
- 7) Add ARRA FTA5311 \$228,591

***** Version 7 - 03/24/2009 *****

Add JARC Funding 84,800 - Under 20%

***** Version 6 - 05/15/2008 *****

RTP#8

***** Version 5 - 10/24/2007 *****

Add FTA5311 \$126,743 CSLT BlueGO Bus Replacement 07/08 - Add Local Match \$98,257 CSLT 07/08.

Add FTA 5308 \$500,000 in 07/08. Local Match add 125,000.

***** Version 4 - 05/10/2007 *****

Admin #4

respread funds as follows:

07/08 from 990 to 500

08/09 from 990 to 1000

09/10 from 990 to 1000

ADD FTA 5309 Funds \$396,000

***** Version 3 - 05/25/2006 *****

***** Version 2 - 04/05/2006 *****

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

New Project--SAFTEA-LU Federal Earmark

04052006 Advance project to begin 06/07

UPDATED FINANCIAL SUMMARY

TABLE 1: REVENUE

Tahoe Metropolitan Planning Organization
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment No. 09
 (\$ in 1,000)

LG: 10/1/2014

Funding Source		4 YEAR (FSTIP Cycle)									
		2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL	
		Amendment		Amendment		Amendment		Amendment			
		Prior	Current	Prior	Current	Prior	Current	Prior	Current		
		No.07	No. 09	No.07	No. 09	No.07	No. 09	No.07	No. 09		
LOCAL	Sales Tax										
	-- City										
	-- County										
	Gas Tax										
	-- Gas Tax (Subventions to Cities)										
	-- Gas Tax (Subventions to Counties)										
	Other Local Funds	\$450	\$450	\$1,017	\$1,017	\$3,000	\$3,000				\$4,467
	-- County General Funds	\$450	\$450			\$3,000	\$3,000				\$3,450
	-- City General Funds			\$778	\$778						\$778
	-- Street Taxes and Developer Fees										
-- RSTP Exchange funds			\$239	\$239						\$239	
Transit											
-- Transit Fares											
Tolls (e.g. non-state owned bridges)											
Other (See Appendix 1)	\$4,311	\$4,311	\$3,111	\$3,555	\$2,480	\$2,480	\$2,480	\$2,480		\$12,826	
Local Total	\$4,761	\$4,761	\$4,128	\$4,572	\$5,480	\$5,480	\$2,480	\$2,480		\$17,293	
REGIONAL	Tolls										
	-- Bridge										
	-- Corridor										
	Regional Transit Fares/Measures										
	Regional Sales Tax										
	Regional Bond Revenue										
	Regional Gas Tax										
	Vehicle Registration Fees (CARB Fees, SAFE)										
	Other (See Appendix 2)										
	Regional Total										
STATE	State Highway Operations and Protection Program			\$52,641	\$52,641			\$9,060	\$9,060		\$61,701
	SHOPP							\$9,060	\$9,060		\$9,060
	SHOPP Prior			\$52,641	\$52,641						\$52,641
	State Minor Program										
	State Transportation Improvement Program			\$1,034	\$1,034	\$10,184	\$10,184	\$1,382	\$1,382		\$12,600
	STIP					\$7,600	\$7,600				\$7,600
	STIP Prior			\$1,034	\$1,034	\$2,584	\$2,584	\$1,382	\$1,382		\$5,000
	Transportation Enhancement Prior										
	Proposition 1 A										
	Proposition 1 B				\$722						\$722
GARVEE Bonds (Includes Debt Service Payments)											
Highway Maintenance (HM)	\$1,657	\$1,657								\$1,657	
Traffic Congestion Relief Program (TCRP)											
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Active Transportation Program											
Other (See Appendix 3)	\$1,801	\$1,801	\$5,600	\$5,600						\$7,401	
State Total	\$3,458	\$3,458	\$59,275	\$59,997	\$10,184	\$10,184	\$10,442	\$10,442		\$84,081	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants										
	5308 - Clean Fuel Formula Program										
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Mobility of Seniors and Individuals with Disabilities	4	\$300	\$300	\$40	\$40					\$340
	5311 - Formula Grants for Rural Areas	1	\$2,641	\$2,641	\$2,841	\$2,943	\$2,641	\$2,641	\$2,641	\$2,641	\$10,866
	5311f - Intercity Bus										
	5316 - Job Access and Reverse Commute Program										
	5317 - New Freedom										
5320 - Transit in the Parks											
5324 - Emergency Relief Program											
5329 - Public Transportation Safety Program											
5337 - State of Good Repair Grants											
5339 - Bus and Bus Facilities Formula Grants		\$100	\$100							\$362	
FTA Transfer from Prior FTIP											
Other (See Appendix 4)											
Federal Transit Total	\$3,041	\$3,041	\$2,881	\$3,245	\$2,641	\$2,641	\$2,641	\$2,641	\$2,641	\$11,568	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$499	\$499	\$59	\$102	\$500	\$500	\$500	\$500	\$1,601
	Construction of Ferry Boats and Ferry Terminal Facilities										
	Coordinated Border Infrastructure										
	Corridor Infrastructure Improvement Program										
	Federal Lands Access Program	3	\$6,600	\$6,600	\$10,500	\$10,500					\$17,100
	Federal Lands Transportation Program										
	High Priority Projects (HPP) and Demo										
	Highway Bridge Program (HBP)										
	Highway Safety Improvement Program (HSIP)										
	Projects of National/Regional Significance										
Public Lands Highway		\$800	\$800							\$800	
Railway Highway Crossings		\$150	\$150							\$150	
Recreational Trails											
Safe Routes to School (SRTS)											
Surface Transportation Program (RSTP)											
Tribal High Priority Projects (THPP)											
Tribal Transportation Program											
Other (See Appendix 5)	\$3,291	\$3,291	\$650	\$650						\$3,941	
Federal Highway Total	\$11,340	\$11,340	\$11,209	\$11,252	\$500	\$500	\$500	\$500	\$500	\$23,592	
Other Federal Railroad Administration (see Appendix 6)											
Federal Railroad Administration Total											
Federal Total	\$14,381	\$14,381	\$14,090	\$14,497	\$3,141	\$3,141	\$3,141	\$3,141	\$3,141	\$35,160	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
Innovative Financing Total											
REVENUE TOTAL	\$22,600	\$22,600	\$77,493	\$79,066	\$18,805	\$18,805	\$16,063	\$16,063		\$136,534	

MPO Financial Summary Notes:
 1. 5311: 14/15 NV \$2443, CA \$198. 15/16 NV \$2643, CA\$198. 16/17 & 17/18 NV\$2443, CA\$198. CA (Placer Cty)5311 \$102,000 15/16
 2. SACOG repayment of \$440,000 in FY15/16. CMAQ actuals \$499,435 - rounded up to \$500,000 for 16/17 & 17/18
 3. CA FLAP \$4,600,000, NV FLAP \$12,500,000
 4. CA \$300, NV \$40

TABLE 1: REVENUE - APPENDICES

LG: 101/2014

Tahoe Metropolitan Planning Organization
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment No. 09
 (\$ in 1,000)

Appendix 1 - Local Other

Local Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
TRPA AQ Mitigation fees	\$200	\$200	\$611	\$611					\$811
Local transportation funds	\$2,505	\$2,505	\$2,500	\$2,500	\$2,480	\$2,480	\$2,480	\$2,480	\$9,965
Incline Village General Improvmt District funds (IVGID)	\$300	\$300							\$300
Washoe County	\$650	\$650							\$650
Tahoe Funds	\$500	\$500							\$500
TRPA O&M Mitigation fees	\$156	\$156							\$156
Local transportation funds (Placer Cty)				\$444					\$444
Local Other Total	\$4,311	\$4,311	\$3,111	\$3,555	\$2,480	\$2,480	\$2,480	\$2,480	\$12,826

Appendix 2 - Regional Other

Regional Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada State (Q1)	\$1,100	\$1,100	\$2,700	\$2,700					\$3,800
Nevada State Gas Tax	\$335	\$335	\$1,950	\$1,950					\$2,285
Nevada State Tahoe Bond	\$100	\$100	\$950	\$950					\$1,050
SNPLMA	\$266	\$266							\$266
State Other Total	\$1,801	\$1,801	\$5,600	\$5,600					\$7,401

Appendix 4 - Federal Transit Other

Federal Transit Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix 5 - Federal Highway Other

Federal Highway Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada TAP	\$500	\$500	\$650	\$650					\$1,150
National Scenic Byways Program	\$2,000	\$2,000							\$2,000
Federal Lands Highway 1/2%	\$500	\$500							\$500
Value Pricing Pilot Program (Nevada)	\$291	\$291							\$291
Federal Highway Other Total	\$3,291	\$3,291	\$650	\$650					\$3,941

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

Tahoe Metropolitan Planning Organization
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment No. 09
 (\$ in 1,000)

Funding Source		NOTES	4 YEAR (FSTIP Cycle)								CURRENT TOTAL
			2014/15		2015/16		2016/17		2017/18		
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No.07	No. 09	No.07	No. 09	No.07	No. 09	No.07	No. 09		
LOCAL	Local Total		\$4,761	\$4,761	\$4,128	\$4,572	\$5,480	\$5,480	\$2,480	\$2,480	\$17,293
REGIONAL	Tolls										
	-- Bridge										
	-- Corridor										
	Regional Transit Fares/Measures										
	Regional Sales Tax										
	Regional Bond Revenue										
	Regional Gas Tax										
	Vehicle Registration Fees (CARB Fees, SAFE)										
	Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program				\$52,641	\$52,641			\$9,060	\$9,060	\$61,701
	SHOPP								\$9,060	\$9,060	\$9,060
	SHOPP Prior			\$52,641	\$52,641						\$52,641
	State Minor Program										
	State Transportation Improvement Program			\$1,034	\$1,034	\$10,184	\$10,184	\$1,382	\$1,382	\$1,382	\$12,600
	STIP					\$7,600	\$7,600				\$7,600
	STIP Prior			\$1,034	\$1,034	\$2,584	\$2,584	\$1,382	\$1,382	\$1,382	\$5,000
	Transportation Enhancement Prior										
	Proposition 1 A										
	Proposition 1 B				\$722						\$722
	GARVEE Bonds (Includes Debt Service Payments)										
	Highway Maintenance (HM)		\$1,657	\$1,657							\$1,657
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Active Transportation Program										
	Other (See Appendix B)		\$1,801	\$1,801	\$5,600	\$5,600					\$7,401
	State Total		\$3,458	\$3,458	\$59,275	\$59,997	\$10,184	\$10,184	\$10,442	\$10,442	\$84,081
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants										
	5308 - Clean Fuel Formula Program										
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Mobility of Seniors and Individuals with Disabilities	4	\$300	\$300	\$40	\$40					\$340
	5311 - Formula Grants for Rural Areas	1	\$2,641	\$2,641	\$2,841	\$2,943	\$2,641	\$2,641	\$2,641	\$2,641	\$10,866
	5311f - Intercity Bus										
	5316 - Job Access and Reverse Commute Program										
	5317 - New Freedom										
	5320 - Transit in the Parks										
	5324 - Emergency Relief Program										
	5329 - Public Transportation Safety Program										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$100	\$100		\$262					\$362
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
	Federal Transit Total		\$3,041	\$3,041	\$2,881	\$3,245	\$2,641	\$2,641	\$2,641	\$2,641	\$11,568
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$499	\$499	\$59	\$102	\$100	\$100	\$100	\$100	\$801
	Construction of Ferry Boats and Ferry Terminal Facilities										
	Coordinated Border Infrastructure										
	Corridor Infrastructure Improvement Program										
	Federal Lands Access Program	3	\$6,600	\$6,600	\$10,500	\$10,500					\$17,100
	Federal Lands Transportation Program										
	High Priority Projects (HPP) and Demo										
	Highway Bridge Program (HBP)										
	Highway Safety Improvement Program (HSIP)										
	Projects of National/Regional Significance										
	Public Lands Highway		\$800	\$800							\$800
	Railway Highway Crossings										
	Recreational Trails		\$150	\$150							\$150
	Safe Routes to School (SRTS)										
	Surface Transportation Program (RSTP)										
	Tribal High Priority Projects (THPP)										
	Tribal Transportation Program										
	Other (see Appendix D)		\$3,291	\$3,291	\$650	\$650					\$3,941
	Federal Highway Total		\$11,340	\$11,340	\$11,209	\$11,252	\$100	\$100	\$100	\$100	\$22,792
	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$14,381	\$14,381	\$14,090	\$14,497	\$2,741	\$2,741	\$2,741	\$2,741	\$34,360
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$22,600	\$22,600	\$77,493	\$79,066	\$18,405	\$18,405	\$15,663	\$15,663	\$135,734

MPO Financial Summary Notes:
 1. 5311: 14/15 NV \$2443, CA \$198, 15/16 NV \$2643, CA\$198, 16/17 & 17/18 NV\$2443, CA\$198. CA (Placer City)5311 \$102,000 15/16
 2. SACOG repayment of \$440,000 in FY15/16. CMAQ actuals \$499,435 - rounded up to \$500,000 for 16/17 & 17/18
 3. CA FLAP \$4,600,000, NV FLAP \$12,500,000
 4. CA \$300, NV \$40

TABLE 2: PROGRAMMED - APPENDICES

Tahoe Metropolitan Planning Organization
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment No. 09
 (\$ in 1,000)

LG: 10/1/2014

Appendix A - Regional Other

Regional Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix B - State Other

State Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada State (Q1)	\$1,100	\$1,100	\$2,700	\$2,700					\$3,800
Nevada State Gas Tax	\$335	\$335	\$1,950	\$1,950					\$2,285
Nevada State Tahoe Bond	\$100	\$100	\$950	\$950					\$1,050
SNPLMA	\$266	\$266							\$266
State Other Total	\$1,801	\$1,801	\$5,600	\$5,600					\$7,401

Appendix C - Federal Transit Other

Federal Transit Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix D - Federal Highway Other

Federal Highway Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada TAP	\$500	\$500	\$650	\$650					\$1,150
National Scenic Byways Program	\$2,000	\$2,000							\$2,000
Federal Lands Highway 1/2%	\$500	\$500							\$500
Value Pricing Pilot Program (Nevada)	\$291	\$291							\$291
Federal Highway Other Total	\$3,291	\$3,291	\$650	\$650					\$3,941

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix F - Federal Railroad Administration Other

Innovative Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 3: REVENUE-PROGRAMMED

Tahoe Metropolitan Planning Organization
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment No. 09
 (\$ in 1,000)

Funding Source		4 YEAR (FSTIP Cycle)								
		2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
No.07	No. 09	No.07	No. 09	No.07	No. 09	No.07	No. 09			
LOCAL	Local Total									
REGIONAL	Tolls									
	-- Bridge									
	-- Corridor									
	Regional Transit Fares/Measures									
	Regional Sales Tax									
	Regional Bond Revenue									
	Regional Gas Tax									
	Vehicle Registration Fees (CARB Fees, SAFE)									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program									
	STIP									
	STIP Prior									
	Transportation Enhancement Prior									
	Proposition 1 A									
	Proposition 1 B									
	GARVEE Bonds (Includes Debt Service Payments)									
	Highway Maintenance (HM)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Active Transportation Program									
Other										
State Total										
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5308 - Clean Fuel Formula Program									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5316 - Job Access and Reverse Commute Program									
	5317 - New Freedom									
	5320 - Transit in the Parks									
	5324 - Emergency Relief Program									
	5329 - Public Transportation Safety Program									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program					\$400	\$400	\$400	\$400	\$800
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Bridge Program (HBP)									
	Highway Safety Improvement Program (HSIP)									
	Projects of National/Regional Significance									
	Public Lands Highway									
	Railway Highway Crossings									
	Recreational Trails									
	Safe Routes to School (SRTS)									
	Surface Transportation Program (RSTP)									
	Tribal High Priority Projects (THPP)									
	Tribal Transportation Program									
Other										
Federal Highway Total						\$400	\$400	\$400	\$400	\$800
Other Federal Railroad Administration										
Federal Railroad Administration Total										
Federal Total						\$400	\$400	\$400	\$400	\$800
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
Innovative Financing Total										
REVENUE - PROGRAM TOTAL						\$400	\$400	\$400	\$400	\$800



MEMORANDUM

Date: October 21, 2015
To: Tahoe Metropolitan Planning Organization Governing Board
From: TMPO Staff
Subject: TMPO FY 2016 Overall Work Program Amendment #1

Action Requested: Governing Board adoption of the attached resolution (Attachment A) approving Amendment #1 to the TMPO FY 2016 Overall Work Program (OWP).

Staff Recommendation: Staff recommends that the Tahoe Metropolitan Planning Organization Board adopt the attached resolution approving Amendment #1 to the TMPO FY 2016 OWP.

TTC Recommendation: The Tahoe Transportation Commission (TTC) recommended approval of the 2016 OWP Amendment #1 to the TMPO Governing Board at its October 9, 2015 meeting.

Required Motion: In order to adopt the attached resolution approving the proposed amendment to the OWP, the Board must make the following motion, based on this staff summary and the evidence in the record:

- 1) A motion to approve Amendment #1 of the TMPO FY2016 OWP by adopting the attached resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Project Description/Background: As a recipient of federal transportation planning funds, the Tahoe Metropolitan Planning Organization (TMPO) is required to prepare an annual program of work outlining the planning activities TMPO will be undertaking in the coming fiscal year. The OWP, also referred to as a Unified Planning work Program (UPWP) provides a description of the activities and an associated financial budget to fund the efforts. Based on end of year financial reconciliations and other developments it is necessary to amend the current OWP. The nature of this amendment is administrative and does not substantively modify the work activities of the transportation program outlined in the existing approved 2016 OWP. The amendment revises budgeted funding based new information coming from the closeout of the prior fiscal year budget. In addition to funding source adjustments there are adjustments to contract budgets in order to reflect new actual contracted amounts where possible, and an adjustment

to staffing cost based on a new benefits package. Attachment B provides a summary of the proposed modifications by Work Element. Amendment #1 accounts for a net reduction to the program of \$38,000 or (-2% change).

Issues/Concerns: There are no known issues or concerns with the document.

Regional Plan Compliance: The proposed resolution complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances.

Contact Information: If you have any questions or comments regarding this item, please contact Nick Haven at (775) 589-5256 or nhaven@trpa.org.

Attachments:

- A. TMPO Resolution No. 2015-__
- B. Summary of Modifications TMPO FY 2016 OWP Amendment #1
- C. Lake Tahoe Transportation Planning Overall Work Program 2015/16 (Amendment 1) Document

ATTACHMENT A

TMPO RESOLUTION NO. 2015 - _____

TMPO CONSENT CALENDAR ITEM NO.

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2015-__

ADOPTION OF AMENDMENT #1 OF THE TMPO 2016 TRANSPORTATION OVERALL WORK PROGRAM

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) has been designated by the Governors of California and Nevada for the preparation of transportation plans and programs under Title 23, CFR 450; and

WHEREAS, each MPO is required to adopt an Overall Work Program (OWP), describing the transportation planning priorities facing the Region and the planning activities anticipated for the Region over the next year; and

WHEREAS, staff has prepared Amendment #1 to the OWP that includes modifications to the anticipated revenues and expenditures, planning activities and products for transportation and air quality planning purposes over the next fiscal year; and

WHEREAS, the Federal Highway Administration, the Federal Transit Administration, Caltrans and the Nevada Department of Transportation have approved the 2016 OWP; and

WHEREAS, the Tahoe Transportation Commission has conducted a public meeting at which Amendment #1 to the 2016 OWP has been an officially noticed item of discussion; and

WHEREAS, staff is requesting that the TMPO Governing Board adopt Amendment #1 of the 2016 OWP and authorize the submittal to state and federal agencies for approval as necessary, and authorize staff to take actions necessary for this approval; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving Amendment #1 of the 2016 Tahoe Basin Transportation Overall Work Program.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on October 28, 2015 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Casey Beyer, Chair
TMPO Governing Board

Attachment B:

SUMMARY OF MODIFICATIONS
TMPO FY 2016 WOP AMENDMENT #1

Exhibit B

Lake Tahoe FY2016 Overall Work Program (OWP) Amendment #1

Summary of Modifications

The following proposed modifications to the 2016 OWP are reflective of reconciled grant funds and other minor budget adjustments. This amendment does not significantly alter identified activities and work to be conducted by the TMPO regional transportation planning program:

Work Element	Modification Description
All Work Elements	Reduced overall staff budget to reflect a new lower cost benefits package (-\$97,518).
101 – Program Administration	No change to scope of work. Adjustment to funding source budget allocations.
102 – Transportation Development Act Administration	No changes.
103 – Public Outreach and Coordination	No change to scope of work. Changed the Noticing and Advertising funding source to TRPA General Fund.
104 – Regional Intermodal Planning	Reduced Bike Challenge contract services (-\$1,000). Adjustment to funding source budget allocations.
105 - Transportation Data Collection & Forecasting	Reduced Annual Survey/Data Collection Services to reflect actual contracted amount (-\$11,144). Adjustment to funding source budget allocations.
106 – Project Tracking and Financial Management	Increased FTIP technical services (+\$16,500) to support additional database functionality that will support the RTP update (T-3). Adjustment to funding source budget allocations.
107 – On Our Way Program	Reduced corridor management plan contract services (-\$10,369) to reflect actual balance of contract. Increased On Our Way grant awards (+\$66,500) to reflect actual award balances remaining. Adjustment to funding source budget allocations.

Financial Summary: This amendment:

- Increases California PL funds by \$100,000 to \$1,175,000 (+9%)
- Decreases Nevada PL funds by \$100,000 to \$120,000
- Decreases Federal Lands Highways -1/2% funds by \$80,000 to \$150,000
- Increases TRPA General Funds by \$42,000 to \$102,000

The overall amendment reduces the overall program budget by \$38,000 to \$1,645,000 (-2%).

Attachment C:

LAKE TAHOE TRANSPORTATION PLANNING
OVERALL WORK PROGRAM 2015/16 (AMENDMENT 1) DOCUMENT



Tahoe Metropolitan Planning Organization



TAHOE REGIONAL PLANNING AGENCY



TRANSPORTATION PLANNING OVERALL WORK PROGRAM

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY

Lake Tahoe



2015-2016



74



DRAFT - CMMVF 2015
Amendment I

The Lake Tahoe Transportation Overall Work Program for FY 2015/2016 has been prepared to present a comprehensive plan of work for the Tahoe Metropolitan Planning Organization that is funded through state and federal transportation planning grants administered by the following agencies:

California Department of Transportation (Caltrans)



Nevada Department of Transportation (NDOT)



Federal Highway Administration (FHWA)
California Division Office
Nevada Division Office
Central Federal Lands Highway Division (CFLHD)



U.S. DOT Credit/Disclaimer:

This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of TMPO expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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GLOSSARY OF ACRONYMS AND ABBREVIATIONS

Caltrans	California Department of Transportation
CARB	California Air Resources Board
CFPG	California Federal Programming Group
CMAQ	Congestion Mitigation and Air Quality
CSLT	City of South Lake Tahoe
CTIP	Coordinated Federal Lands Highway Technology Implementation Program
DBE	Disadvantaged Business Enterprise
EDCTC	El Dorado County Transportation Commission
EIP	Environmental Improvement Agency
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
HPMS	Highway Performance Monitoring System
ITS	Intelligent Transportation Systems
LTF	Local Transportation Funds
MAP-21	Moving Ahead for Progress in the 21 st Century (Federal Transportation Bill title)
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
OWP	Overall Work Program
PEA	Planning Emphasis Areas
PPP	Public Participation Plan
RIP	Regional Improvement Program
RSTP	Regional Surface Transportation Program
RTC	Regional Transportation Commission
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SB 375	California State Senate Bill 375
SB 575	California State Senate Bill 575
SCS	Sustainable Communities Strategy
SSTAC	Social Services Transportation Advisory Council
SS/TMA	South Shore Transportation Management Association
STA	State Transit Assistance
STIP	Statewide Transportation Improvement Program
TART	Tahoe Area Regional Transit
TDA	California Transportation Development Act
TDM	Transportation Demand Management
TMPO	Tahoe Metropolitan Planning Organization
TNT-TMA	Truckee North Tahoe – Transportation Management System
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
UPWP	Unified Planning Work Program (also referred to as OWP)
USFS-LTBMU	United States Forest Service, Lake Tahoe Basin Management Unit

INTRODUCTION

The Overall Work Program (OWP), also referred to as a Unified Planning Work Program, defines the continuing, comprehensive, and coordinated regional transportation planning process for the Lake Tahoe Basin. It establishes transportation, air quality, and other regional planning objectives for Fiscal Year 2015/2016 covering the period of July 1, 2015 through June 30, 2016 (FY 2016), and a budget to complete the work. The OWP also serves as a strategic management tool for the Tahoe Regional Planning Agency (TRPA) and Tahoe Metropolitan Planning Organization (TMPO) through the identification of work elements and products to be provided during the year, including mandated metropolitan planning requirements and other regional transportation planning activities. The OWP presents an annual outline for the TMPO's use of resources for transportation planning activities. The OWP programs a variety of funding sources that are available to the TMPO for FY 2016.

LAKE TAHOE TRANSPORTATION PLANNING OVERVIEW

The Lake Tahoe Region includes three integrated regional transportation planning authorities: 1) Tahoe Regional Planning Compact (PL 96-551) planning requirements, 2) Regional Transportation Planning Agency for the California portion of the Lake Tahoe basin, and 3) the Metropolitan Planning Organization for the Tahoe Region.

The 1980 Tahoe Regional Planning Compact includes the following transportation related provisions:

“...there be established a Tahoe Regional Planning Agency with the powers conferred by this compact including the power to establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities.”

The TRPA Regional Plan shall be a single enforceable plan with the following related elements:

- ✓ A Goals and Policy Plan
- ✓ A Transportation Plan for the integrated development of a regional system of transportation, including but not limited to parkways, highways, transportation facilities, transit routes, waterways, navigation facilities, public transportation facilities, bicycle facilities and appurtenant terminals and facilities for the movement of people and goods, within the region.
- ✓ The goal of transportation planning shall be:
 - To reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the region; and
 - To reduce, to the extent feasible, air pollution caused by motor vehicles.
- ✓ Where increases in capacity are required, the agency shall give preference to providing such capacity through public transportation and public programs and projects related to transportation.
- ✓ The plan shall provide for an appropriate transit system for the region.
- ✓ The plan shall give consideration to:
 - Completion of the Loop Road in the states of Nevada and California
 - Utilization of a light rail mass transit system in the South Shore area
 - Utilization of a transit terminal in the Kingsbury Grade area

TRPA establishes transportation and land use policy direction by virtue of the Code of Ordinances, Goals and Policies, and Plan Area Statements, also part of the Regional Plan package. Additionally, TRPA administers the Environmental Improvement Program (EIP), a regional capital improvement program focused on the restoration and protection of Lake Tahoe. The EIP is a programmatic approach to implementing transportation improvements, among other resource area investments, and includes a financial plan and funding allocation process that is consistent with federal and state programming activities.

In addition to the responsibilities under the Tahoe Regional Planning Compact, TRPA is recognized as the Regional Transportation Planning Agency (RTPA) in California. As the RTPA, TRPA is charged with developing a Regional Transportation Plan (RTP), a (RTIP) to program California state funding, and the allocation of California state transit funding.

The TMPO was created in 1999 by the Governors of California and Nevada by designating the TMPO under authority provided in federal regulations. As with all federally designated Metropolitan Planning Organizations (MPOs), the TMPO's role is primarily a planning and financial programming role. Products required of MPOs by federal rule are a RTP, Federal Transportation Improvement Program (FTIP), and an OWP. The TMPO Governing Board is comprised of the TRPA Governing Board, with the addition of a voting representative of the United States Forest Service, Lake Tahoe Basin Management Unit (USFS-LTBMU).

The integration of the three authorities listed above is exemplified in the recently adopted RTP, *Mobility 2035* satisfying all three planning requirements. The ability to integrate land use and transportation planning at a regional level, while considering impacts on implementation efforts, is a prime focus of this program that responds to federal and state planning guidance. Another opportunity for regional coordination, in terms of implementation and policy development, lies with the partnership of the Tahoe Transportation District (TTD). The TTD, established in Article IX of the Tahoe Regional Planning Compact, provides transit operations and transportation project implementation capacity through an authority to own and operate public transit and transportation infrastructure. The TMPO works closely with the TTD to vet policy and planning considerations to gain an implementation perspective in order to facilitate efficient project delivery. The TMPO is also working closely with the TTD to foster a seamless planning and project delivery system that can improve the region's implementation capacity.

Lake Tahoe's unique setting and environmental stature necessitates developing transportation plans and projects that are evaluated in conjunction with TRPA's environmental standards called "environmental threshold carrying capacities" (under the following nine categories: water quality, air quality, noise, scenic quality, soil preservation and stream environment zones, wildlife, fisheries, vegetation conservation, and recreation) and transportation goals. The recent passage of Lake Tahoe's Total Maximum Daily Load (TMDL) water quality standards has identified transportation as an area of opportunity for water quality improvements. The existing coordination among various entities supports planning requirements and subsequent guidance from the Federal Highway Administration (FHWA) regarding coordination with resource agencies, identifying environmentally sensitive lands, and mitigation opportunities stemming from the federal transportation legislation *Moving Ahead for Progress in the 21st Century* (MAP-21).

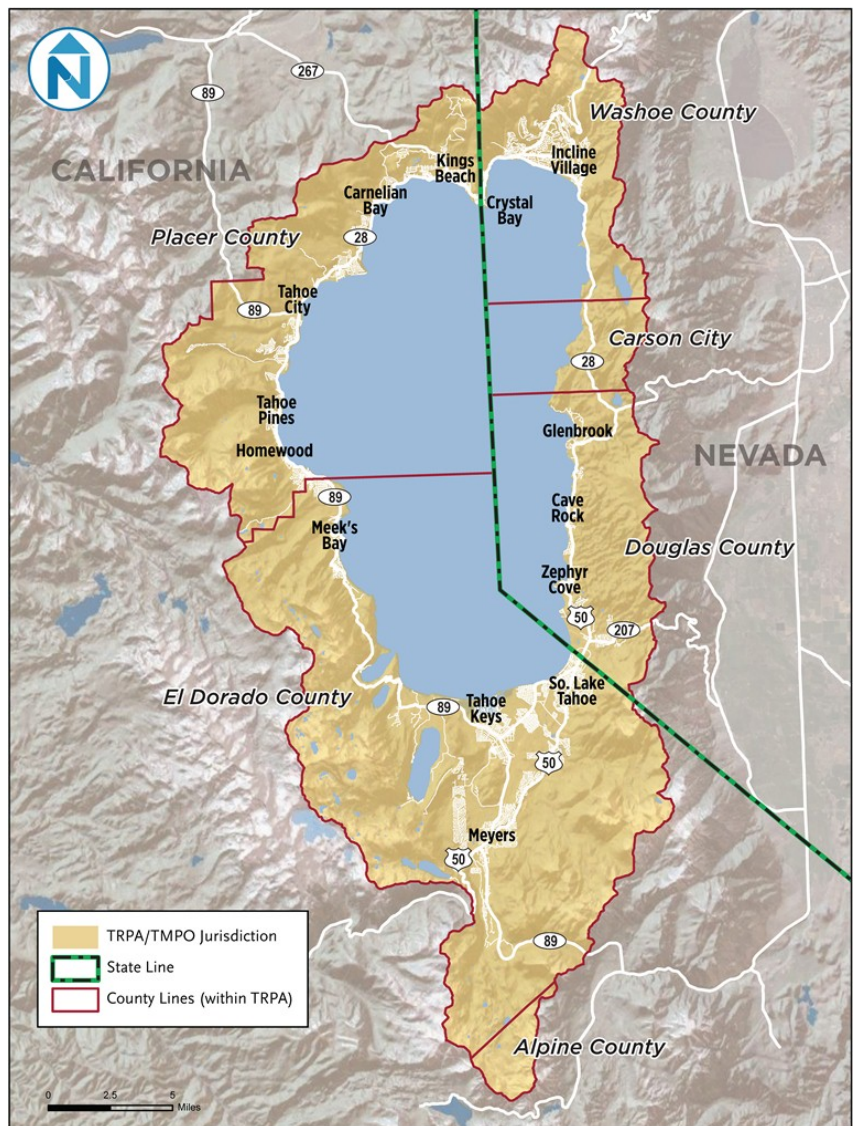
SETTING

The Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is located in California, with one-third within the state of Nevada. The Tahoe Region contains an area of about 501 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe. Lake Tahoe dominates the features of the Region and is the primary focus of local environmental regulations to protect its exceptional water clarity. Nearly 80% of the land area in the Lake Tahoe Basin is publicly owned and represents a major recreation attraction.

Located within the California portion of the Tahoe Region is the incorporated City of South Lake Tahoe and portions of El Dorado County and Placer County. This part of the Region is within the fourth Congressional District of California. Based on the 2010 Census, the resident population of the Tahoe Region was 54,862. This is a significant decline from the 62,894 population estimated by the 2000 Census. Of the 54,862 population figure, 41,176 people reside within the California portion, while the Nevada side of the Tahoe Region, portions of Washoe County, Douglas County, and the rural area of Carson City make up the remaining 13,686 in population. The Nevada portion of the Region is within Nevada's second Congressional district.

Lake Tahoe and the surrounding areas provide a major recreational opportunity for residents of the surrounding metropolitan areas. The primary market for recreation at Lake Tahoe is from northern California, primarily the Sacramento and San Francisco Bay Area. Over 4 million visitors make over 8 million visits to the Lake Tahoe region from the Bay Area and Sacramento area alone. Additional domestic and international visitors arrive via Reno Tahoe International and Sacramento International Airports.

Serving the resident and visitor populations are public and private fixed route transit, shuttles, trolleys, demand-responsive services, as well as air transportation via the South Lake Tahoe Airport and a local roadways and a Federal and State highway network. There are seven access points to the Basin from outside the region. A variety of state route segments encircle



the lake. Portions of the Region are served by bicycle facilities and waterborne excursion services. Public transit is provided on the north shore by Tahoe Area Regional Transit (TART), operated by the County of Placer. Transit service on the south shore is provided by the TTD and has incorporated a variety of public and private services, including fixed route and demand response transit, as well as neighborhood and ski shuttle services. Airport shuttle operations, including the North Lake Tahoe Express and the South Tahoe Express, provide shuttle service to the Reno/Tahoe Airport. Both the North and South shores are additionally served by special visitor targeted services including trolleys, ski and rafting shuttle services, special event shuttles and others funded by a combination of public and private funds.

TAHOE BASIN TRANSPORTATION PLANNING INSTITUTIONAL STRUCTURE

The Lake Tahoe Region contains various federal, state and local transportation planning authorities. The Region's planning complexity requires the utmost coordination and collaboration among transportation and land use planning partners. The following section provides a brief description of the regional entities that have a role in the transportation policy or technical decision-making process.



The Tahoe Regional Planning Agency (TRPA) was created by the Tahoe Regional Planning Compact (updated in 1980 through P.L. 96-551) and is governed by a fourteen member Governing Board, with a non-voting federal representative as the fifteenth member. Each state has seven representatives, with each local jurisdiction within the Region also represented. TRPA is unique because of its regional bi-state responsibilities under the Compact for land use planning, transportation planning, project review and approval, enforcement of regional land-use and environmental ordinances, and the achievement of environmental goals.



The Tahoe Metropolitan Planning Organization is responsible for taking the required actions under federal regulations regarding metropolitan planning organizations. The TMPO defined area is concurrent with that of the TRPA. The TMPO Board of Directors is comprised of the fourteen voting members of the TRPA Governing Board, and a voting representative of the United States Forest Service, USFS-LTBMU. The TMPO voted to provide that the Chair and Vice-Chair of the TRPA serve as Chair and Vice-Chair of the TMPO, unless the TMPO votes otherwise.

The monthly TMPO meeting is held during the TRPA meetings, so notices and agendas are mailed at the same time. The TRPA Board adjourns in order for the TMPO Board to convene after being joined by the USFS. Once TMPO actions are taken, the TMPO Board adjourns and the TRPA Board reconvenes without the USFS.

It is important to note that these two policy bodies, although they include many of the same individuals, have diverse missions and responsibilities. The TRPA's overriding obligation is adherence to the Compact, including attaining and maintaining environmental thresholds. The TMPO's mission, on the other hand, is to provide policy decisions on transportation plans and programs. As described above, integration of the land use and transportation planning process is in place to support the TRPA mission and policies through the TMPO and Regional Transportation Planning Agency authorities and planning requirements.



TRPA is statutorily designated by the State of California as a Regional Transportation Planning Agency for the Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act, coordination with California Department of Transportation (Caltrans) on the development of Regional Transportation Plans and Regional Transportation Improvement Programs and other project related activities. The TRPA Governing Board indicates that it is sitting as the RTPA when taking a policy action, but no changes to the membership of the Governing Board occur.



Tahoe Transportation
DISTRICT

Article IX of the Tahoe Regional Planning Compact created the Tahoe Transportation District. The TTD is responsible for the implementation of transportation plans, programs and projects. The TTD may acquire, own and operate public transportation systems and parking facilities, and other transportation infrastructure serving the Tahoe Region and provide access to convenient transportation terminals outside of the Region. The TTD also has the ability to receive specific tax revenue to support transit and transportation facilities. The TTD was originally governed by a Board of Directors representing the counties within the Region, the two state departments of transportation, and the City of South Lake Tahoe. Article IX was amended by the states of California and Nevada in 1997 to provide for private sector representation on the Board, recognizing transit and transportation is a public-private partnership in the Lake Tahoe Basin. Board membership now includes representation from the Basin's two Transportation Management Associations, an at-large member representing transit providers, and a representative for any special transit districts formed under California law. Caltrans and the Nevada Department of Transportation (NDOT) each have a non-voting member on the Board of Directors. The TTD is a close partner to the TMPO in implementing the RTP and increasing project implementation capacity region-wide.

TAHOE TRANSPORTATION COMMISSION

The Tahoe Transportation Commission (TTC) is designed as part of the metropolitan planning process to provide TMPO and TRPA transportation planning and policy recommendations. The TTC was formalized through TRPA and TMPO resolutions passed in 2007.

The TTC is charged with providing the TMPO technical input and recommendations on transportation plans and programs, offering proactive public participation through its meeting noticing requirements, and providing the TMPO Board time necessary to address the full range of complex and interrelated transportation issues facing the Lake Tahoe Basin. The TTC provides policy guidance to the TRPA and TMPO, where additional debate can take place prior to final actions being taken. The TTC is comprised of the voting membership of the TTD, with the addition of representatives from the Washoe Tribe of California and Nevada, USFS and the TRPA Advisory Planning Commission (APC).

TRPA ADVISORY PLANNING COMMISSION

The APC was established under the Compact to support the TRPA Governing Board. It is a 20-member body consisting of a number of state and local representatives, designed to provide technical review of projects and regional planning proposals prior to review and action by the

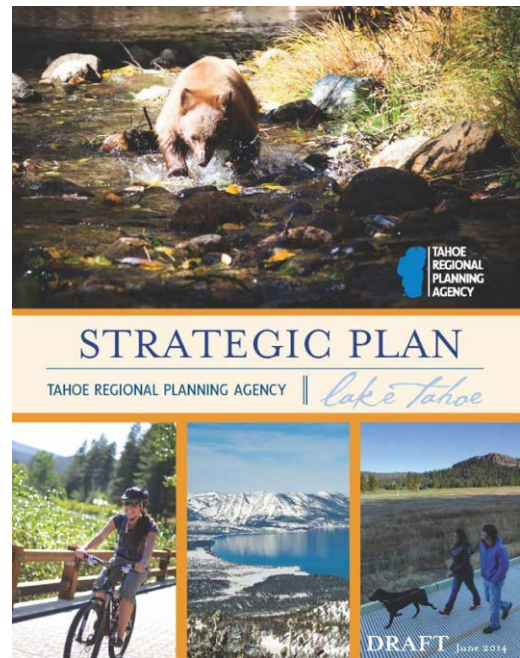
TRPA Governing Board. As a TRPA function, the APC does not review or act on TMPO or RTPA programming actions, but does have jurisdiction over planning issues related to the regional plan and therefore, the transportation plan, and could have review responsibility over permits sought by the TTD. The TTD has a voting representative on the APC.

TRPA STRATEGIC PLAN AND THE TRANSPORTATION PROGRAM

The Transportation Planning Program plays an integral role in implementing the TRPA Strategic Plan. The TRPA Strategic Plan encompasses the intent of the federal cooperative, continuing, and comprehensive transportation planning approach required of MPOs. Building partnerships that result in projects that support the human and natural environment is a fundamental vision of the Strategic Plan.

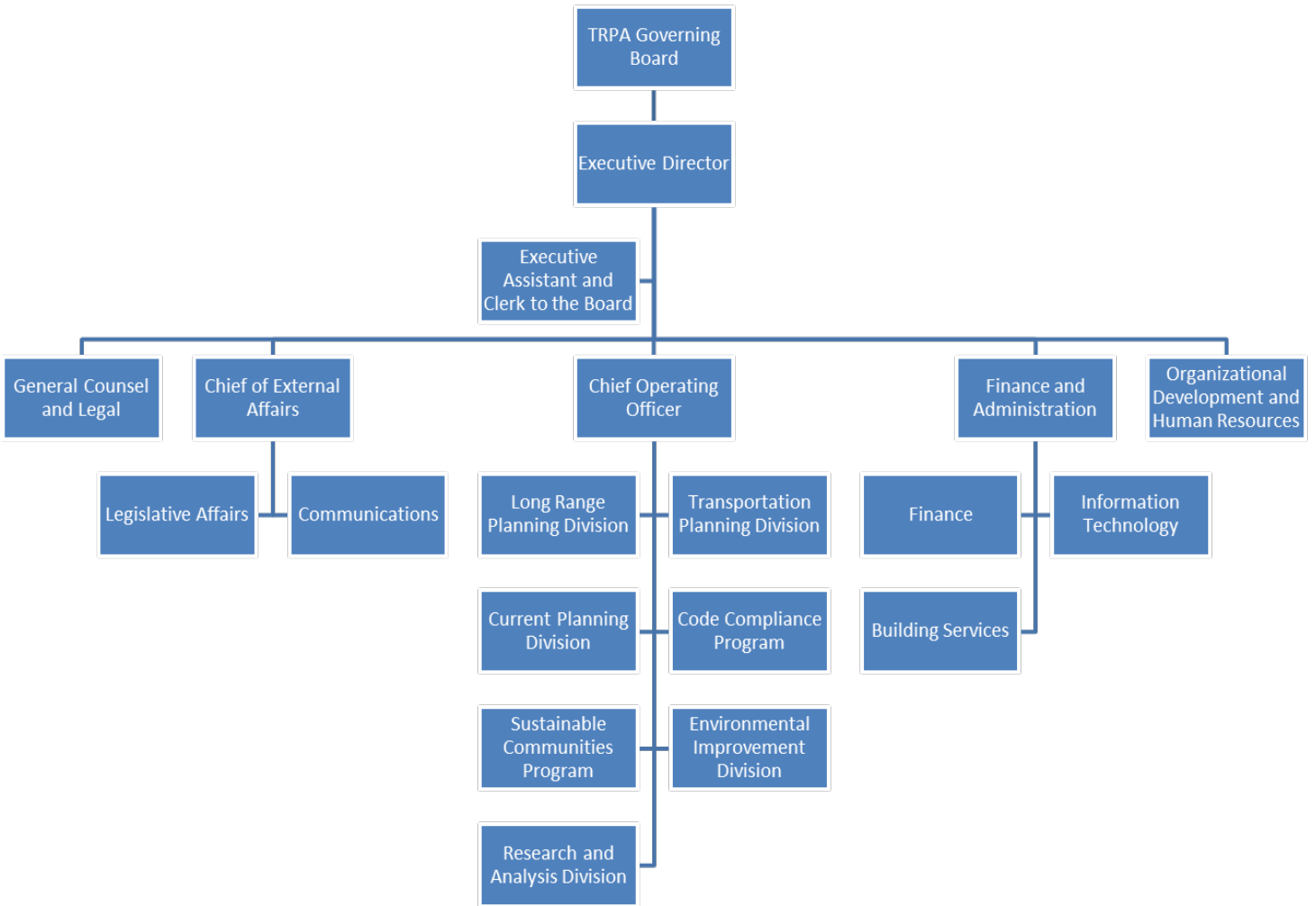
The “Strategic Goals” include:

- 1) **Accelerate Threshold Attainment** – focus on Regional issues and develop new funding opportunities to continue the Environmental Improvement Program.
- 2) **Propel the Development and Use of Best Information, Data and Science**– continue strong relations with the science community and improve measurement and reporting for accountability.
- 3) **Establish TRPA as a Leader in Environmental & Sustainability Programs** – seek best practices and form new strategic alliances.
- 4) **Operate as a High Performance Organization** – Create an enduring organizational culture of high performance and continuous improvement.



TRPA Strategic Plan	Work Elements						
<u>Strategic Priorities</u>	101	102	103	104	105	106	107
1) Accelerate Threshold Attainment		◇		◇		◇	◇
2) Propel the Development and Use of Best Information, Data and Science	◇		◇	◇	◇		◇
3) Establish TRPA as a Leader in Environmental & Sustainability Programs				◇			◇
4) Operate as a High Performance Organization	◇		◇				

TAHOE REGIONAL PLANNING AGENCY
ORGANIZATION CHART



**TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD**

Representing:

Governor of California Appointee Casey Beyer, Chair
Nevada Department of Conservation & Natural Resources James Lawrence, Vice Chair
Douglas County Commissioner..... Nancy McDermid
El Dorado County Supervisor..... Sue Novasel
Carson City Representative Shelly Aldean, Chair
Nevada Secretary of State Barbara Cegavske
Placer County Board of Supervisors Larry Sevison
City of South Lake Tahoe Council Member Hal Cole
Governor of Nevada Appointee Mark Bruce
Washoe County Commissioner Marsha Berkbigler
Governor of California Appointee E. Clement Shute, Jr.
Nevada At-Large Member Timothy Cashman
California Senate Rules Committee Appointee William Yeates
California Assembly Speaker Appointee Elizabeth Carmel
President of the United States Appointee Timothy Carlson

TRPA Executive Director Joanne S. Marchetta

**TAHOE METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD**

Representing:

Governor of California Appointee Casey Beyer, Chair
Nevada Department of Conservation & Natural Resources James Lawrence, Vice Chair
Douglas County Commissioner..... Nancy McDermid
El Dorado County Supervisor..... Sue Novasel
Carson City Representative Shelly Aldean, Chair
Nevada Secretary of State Barbara Cegavske
Placer County Board of Supervisors Larry Sevison
City of South Lake Tahoe Council Member Hal Cole
Governor of Nevada Appointee Mark Bruce
Washoe County Commissioner Marsha Berkbigler
Governor of California Appointee E. Clement Shute, Jr.
Nevada At-Large Member Timothy Cashman
California Senate Rules Committee Appointee William Yeates
California Assembly Speaker Appointee Elizabeth Carmel
President of the United States Appointee Timothy Carlson
USFS Forest Supervisor Jeff Marsolais

TRPA Executive Director Joanne S. Marchetta
Transportation Planning Manager Nick Haven

**TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION**

Representing:

Tahoe Transportation District Steve Teshara, Chair
Lahontan Regional Water Quality Control Board..... Robert Larsen, Vice Chair
Nevada Division of State Lands Charlie Donohue
El Dorado County Planning..... Roger Trout
El Dorado County Lay Member Jason Drew
City of South Lake Tahoe Planning Shawna Brekke-Read
City of South Lake Tahoe Lay Member..... Vacant
Placer County Planning..... Paul Thompson
Placer County Lay Member Jennifer Merchant
Washoe County Planning Eva Krause
Washoe County Lay Member Vacant
Douglas County Planning..... Hope Sullivan
Douglas County Lay Member Mike Riley
Carson City Planning..... Lee Plemel
Carson City Lay Member Paul Esswein
U.S. Forest Service Mike LeFevre
Nevada Division of Environmental Protection David Gaskin
Tahoe Basin Fire Chief’s Representative Eric Guevin
Washoe Tribe of California and Nevada..... Vacant
Natural Resources Conservation Service..... Vacant
ARB Office of the Ombudsman Vacant

**TAHOE TRANSPORTATION COMMISSION
BOARD OF DIRECTORS**

Representing:

South Shore TMA..... Steve Teshara, Chair
City of South Lake Tahoe Austin Sass
Placer County..... Will Garner
Washoe County Marsha Berkbigler
Truckee - North Tahoe TMA Ron Treabess
El Dorado County..... Sue Novasel
Carson City..... Mark Kimbrough
Member At-large Andrew Strain
Douglas County..... Nancy McDermid
USFS Lake Tahoe Basin Management Unit..... Michael Gabor
Washoe Tribe of Nevada and California..... Darrell Kizer
TRPA Advisory Planning Commission Vacant
California Department of Transportation (non-voting)..... Gary Arnold
Nevada Department of Transportation (non-voting)..... Jason VanHavel

Transportation Planning Manager Nick Haven

CONSULTATION AND PUBLIC INVOLVEMENT

An important component of the TMPO transportation planning process is consultation and public participation in the development of plans, programs and policy. The regional transportation planning program establishes an important forum for discussing and resolving regional transportation issues. Some examples of executing the continuing, coordinated, and cooperative planning process include board meetings, public workshops, technical committees, issue specific meetings, public hearings, and formal public document review periods. TMPO has developed specific policies and procedures for consulting partners and engaging public participation through the *TMPO Public Participation Plan (PPP)* found at www.tahoempo.org. The PPP emphasizes efforts to coordinate with underserved and underrepresented groups and the utilization of both new technology and conventional in-person communication to maximize public participation. Additional information regarding TMPO's efforts to provide a transparent non-discriminatory program is documented in the TRPA/TMPO Title VI Plan.

NATIVE AMERICAN TRIBAL GOVERNMENT COMMUNICATION

The Lake Tahoe Region is home to one Tribal Government, the Washoe Tribe of California and Nevada. TMPO conducts regular government-to-government communication with the Washoe Tribe to consider tribal needs in the planning and programming process. The Washoe Tribe is a voting member of the Tahoe Transportation Commission, the advisory body to the TMPO Governing Board.

PLANNING EMPHASIS AREAS/MAP-21 PLANNING FACTORS

FHWA, in consultation with the Federal transit Administration (FTA), develops annual Planning Emphasis Areas (PEAs) to promote policy, procedural and technical topics that are to be considered by metropolitan planning organizations in preparation of the annual work plans. The PEAs address a mix of planning issues and priority topics identified during on-going reviews of metropolitan and statewide transportation planning processes as requiring additional work.

Map-21 Implementation

Transition to Performance Based Planning and Programming

As directed by the most recent Federal transportation bill, MAP-21, MPOs and state DOTs are encouraged to continue to develop their performance management approach to regional transportation planning and programming. To this end, TMPO is continuing to refine performance measures and targets, data collection, and relating transportation investments to outcomes. TMPO continues to work with Caltrans and NDOT on preparing to collect and report new MAP-21 performance measures under development by FHWA. These activities are primarily contained in **Work Elements 103 and 105**.

Regional Models of Cooperation

Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO, and state boundaries

TMPO facilitates a cooperative transportation planning process that collaborates beyond the traditional planning area boundary and includes two states, eleven counties, and multiple transit operators. Working with the Tahoe Transportation District, TMPO is assisting with

the further development of the Tran-Sierra Transportation Coalition (**Work Element 103**). The Coalition is aimed at coordinating multiple Regional Transportation Planning Agencies, MPOs, counties, and transit operators that are connected to the central Sierra Nevada Mountains and have similar visitor travel impacts and local transportation needs. Other goals of the Coalition are to accelerate delivery by increasing project coordination and establishing new funding streams.

Ladders of Opportunity

Access to Essential Services

The identification of gaps in the transportation system that are barriers to accessing key transportation services is a priority for TMPO. Through focused corridor planning (**Work Element 103 and 106**) throughout the region, TMPO is identifying necessary solutions to connect transit, bicycle, pedestrian, and roadway travel options. Examples of ongoing efforts to analyze safety and access needs include the recent update of the Coordinated Human Services Transportation Plan and update activities related to the Regional Bicycle and Pedestrian Plan focused on establishing safe routes to schools and disadvantaged communities.

In addition to PEAs, MAP-21 issued (Section 134(h)) Federal Planning Factors that emphasize transportation planning considerations from a national perspective. The matrix below illustrates how PEAs and MAP-21 Planning factors are addressed across work elements in the OWP.

Fiscal Year 15/16 FHWA Planning Factors/Planning Emphasis Areas

		Work Elements						
		101	102	103	104	105	106	107
PEAs	<i>MAP-21 Implementation</i>	X			X		X	
	<i>Models of Regional Planning Cooperation</i>	X		X	X	X		X
	<i>Ladders of Opportunity</i>				X			X
MAP-21 Planning Factors	<i>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</i>				X			X
	<i>Increase the safety of the transportation system for motorized and non-motorized users.</i>				X			X
	<i>Increase the security of the transportation system for motorized and non-motorized users.</i>				X			X
	<i>Increase the accessibility and mobility of people and for freight.</i>		X		X			X
	<i>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</i>				X			X
	<i>Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.</i>			X	X			X
	<i>Promote efficient system management and operation.</i>		X		X			X
<i>Emphasize the preservation of the existing transportation system.</i>				X				

FY 2016 WORK ELEMENTS

Outreach and Administration

WE 101 – Program Administration

WE 102 – Transportation Development Act

WE 103 – Outreach and Administration

Regional Intermodal Planning

WE 104 – Regional Intermodal Planning

WE 105 – Transportation Data Collection and Forecasting

Tracking & Financial Management

WE 106 – Project Tracking and Financial Management

Regional Partnerships

WE 107 – On Our Way Program

***NOTE: All activities and products identified in the following Work Elements are part of the regional transportation planning process and are assumed to be eligible expenses for the budgeted funding sources.**

WORK ELEMENT 101: PROGRAM ADMINISTRATION

PURPOSE

To support tasks necessary for the overall administration of the regional transportation planning program; to provide on-going management of the annual budget and work program for transportation planning program of the TMPO; to support TMPO staff career development through professional trainings and seminars.

DISCUSSION

The TMPO regional transportation planning program is administered through a Unified Planning Work Program (UPWP), also known as an Overall Work Program (OWP). The OWP must include all anticipated transportation planning activities proposed with federal and state planning funds. TMPO staff develops the OWP through a transparent public process and is ultimately adopted by the TMPO Governing Board.

Internally, TMPO invests in the professional development of its workforce to aid in creating a high performance organization.

PREVIOUS WORK

- Performed FY 2015 OWP administration and financial reporting
- TMPO staff attended transportation planning professional development trainings

PRODUCTS	COMPLETION DATE
P-1 Closeout of FY 2015 OWP	August 2015
P-2 Final FY 2016 OWP and OWPA	July 2015
P-3 FY 2016 OWP Amendments	Quarterly
P-5 Draft FY 2017 OWP	March 2016

TASKS

- | | |
|-----|---|
| T-1 | <p>Overall Work Program/Budget</p> <ul style="list-style-type: none"> • Closeout FY 2015 OWP • Administer 2016 OWP document and related amendments • Coordinate mid-year review and end of year reporting • Provide grant management and oversight of transportation planning grants • Budget and agreement administration • Host annual meeting to review proposed 2017 OWP initiatives • 2017 OWP development |
| T-2 | <p>Staff Development in Regional Transportation Planning</p> <ul style="list-style-type: none"> • Support internal cross training to promote diverse staffing capabilities • Attend training, both in-house and outside courses and seminars, that directly relate to transportation planning |

Work Element 101: Program Administration (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$15,000	Travel/Training	\$15,000
Subtotal:	\$15,000	Subtotal:	\$15,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$96,214		
-Toll Credits (PL-CA)	\$11,036		
		Wages/Benefits:	\$58,159
	-	Est. Indirect Cost:	\$38,055
Subtotal:	\$96,214	Subtotal:	\$96,214
Total:	\$111,214	Total:	\$111,214

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

WORK ELEMENT 102: TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

PURPOSE

To administer requirements of the California Transportation Development Act (TDA); to process the Local Transportation Funds (LTF) and State Transit Assistance (STA) funds for allocation to local entities; to prepare the 2015 Transit Needs Assessment; to monitor the completion of necessary operational and financial audits; to work with local jurisdictions and transit operators to be sure that appropriate transit improvement recommendations are implemented.

DISCUSSION

LTF and STA funds are eligible for funding transportation projects in the Tahoe Region. TRPA, serving as the Regional Transportation Planning Agency, is responsible for processing and monitoring the distribution and use of these funds. This administrative role allows TRPA to ensure that LTF funds are used in accordance with the TDA.

One of the annual tasks included in this work element is the “Unmet Transit Needs” finding process, which is required under PUC Section 99401.5. TRPA’s unmet transit needs process is accomplished through the Social Services Transportation Advisory Council (SSTAC), in accordance with the TDA, with additional assistance from the Regional Coordinating Council (RCC), Truckee - North Tahoe Transportation Management Association (TNT-TMA), and Placer County Transportation Planning Agency (PCTPA).

All TDA funds are used for public transit, therefore TRPA conducts unmet needs hearings as transit forums that provide for the identification of needs and direct operational feedback to transit operators. SSTAC, in partnership with the RCC, reviews the information annually at a public hearing.

PREVIOUS WORK

- Completed Triennial Performance Audits of transit operators receiving TDA funds
- Provided LTF and STA Estimates
- Processed TDA Claims
- Held Unmet Transit Needs Forum

PRODUCTS	COMPLETION DATE
P-1 Submit TDA Schedule of Performance Audits	September 2015
P-2 Submit Annual Report of Financial Transactions	September 2015
P-3 Complete claimant and TRPA Financial Audits	December 2015
P-4 Conduct and document Unmet Transit Needs/Transit Forums	October 2015
P-5 Release LTF and STA Preliminary Findings of Apportionment	February 2016
P-6 Prepare and produce FY 2015 Transit Needs Assessment	March 2016
P-7 Release Final LTF Apportionments	May 2016
P-8 LTF and STA allocation instructions to County Auditors	June 2016

Work Element 102: Transportation Development Act Administration (cont.)

TASKS

T-1 TDA Administration

- Process TDA Claims: notify claimants of funds available for apportionment; process claims for TRPA approval; submit allocation instructions to Auditor-Controllers
- Monitor quarterly reports from Auditor-Controllers
- Audit Coordination: Provide assistance to auditors for TRPA fiscal audits; monitor completion and submittal of claimant audits
- Review statutes, rules and regulations, and pending legislation pertinent to transit and transit funding
- Work with consultant to provide any necessary assistance in the completion of the operators' Triennial Performance Audits.

T-2 Social Services Transportation Advisory Council

- Preparation and coordination for holding unmet transit needs/transit forum hearings
- Coordinate with and attend Regional Coordinating Council meetings
- Conduct meetings of the SSTAC in conjunction with RCC meetings

T-3 Unmet Transit Needs

- Review and analyze Unmet Transit Needs, make a determination to the SSTAC regarding unmet transit needs and those that are reasonable to meet, discuss, review and accept the Transit Needs Assessment
- Conduct and document unmet transit needs hearings and outreach efforts with traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TDA Planning	\$15,000	TDA Financial Audit	\$15,000
Subtotal:	\$15,000	Subtotal:	\$15,000
TMPO Staff:		TMPO Staff:	
TDA Administration	\$36,990		
		Wages/Benefits:	\$22,360
	-	Est. Indirect Cost:	\$14,630
Subtotal:	\$36,990	Subtotal:	\$36,990
Total:	\$51,990	Total:	\$51,990

****Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.**

WORK ELEMENT 103: PUBLIC OUTREACH AND COORDINATION

PURPOSE

To support policy boards and attend various local, regional, state, and federal meetings; to coordinate and involve the Native American Tribes, communities, organizations, and individuals, including the Washoe Tribe of California and Nevada in the regional transportation planning process; to utilize electronic and conventional outreach to maximize the reach to the public.

DISCUSSION

As part of the regional transportation planning process, TMPO supports the TMPO Governing Board and Tahoe Transportation Commission through the development of agendas, staff reports and other board requests. In support of coordination, consultation, and cooperation as part of the regional transportation planning and programming process TMPO participates in various local, regional, state, and federal meetings and committees.

TMPO has established a transparent inclusive regional transportation planning forum that invites and solicits public input on proposals. Existing policies and procedures are in place to ensure a non-discriminatory transparent public process, and are documented in TRPA/TMPO’s Title VI Plan. TRPA/TMPO engages with the Washoe Tribe of California and Nevada government through coordination meetings that ensure the Washoe Tribe is involved and aware of transportation policies and projects under consideration in the region. This consultation with the Washoe Tribe is considered a formal government to government consultation, and is above and beyond any general public outreach. As a member of the TTC, the Washoe Tribe is formally included in the regional planning framework and has additional opportunity to provide input on various transportation and associated environmental considerations affecting Tribal interests.

TMPO continues to improve access to information by making documents and data readily available to the public in both electronic and print versions. The TMPO website is maintained to provide the latest information.

PREVIOUS WORK

- Maintained on-going communication with the public through press releases, updates to the web site, and social media on transportation planning activities and concepts
- Developed and initiated the “Tahoe Talks” Speaker Series forum for public engagement

PRODUCTS		COMPLETION DATE
P-1	Updated TMPO Public Participation Plan	August 2015
TASKS		
T-1	TRPA/TMPO Board Support and Regional Coordination	
	<ul style="list-style-type: none"> • Development of agendas, staff reports, technical analysis, and related materials for public and board distribution • Preparation for and participation in local, regional, state, and federal committees, ad hoc meetings, and workshops directly relating to regional transportation planning 	
T-2	Tribal Government Coordination, Consultation, and Collaboration	
	<ul style="list-style-type: none"> • Confer with Washoe Tribe of California and Nevada regarding transportation plans and programs via meetings, TTC agendas, direct correspondence, and response to issues raised by the Tribal government • Involve the Washoe Tribe with a government-to-government partnership approach 	

Work Element 103: Public Outreach and Coordination (cont.)

T-3 Public Participation and Involvement

- Administer the TMPO Public Participation Plan (PPP), including documented public involvement procedures
- Release public notices and other public information to media outlets as appropriate
- Produce maps, brochures, displays, and other visualization tools supporting transportation proposals
- Participate in and hold public meetings and workshops for various transportation planning concepts and issues
- Participate in appropriate regional events to support and promote regional transportation goals and current transportation planning initiatives
- TMPO web maintenance and content updates

T-4 Environmental Justice

- Preparation for and participation in meetings designed to inform minority and low income populations regarding the transportation planning process and to assess impacts on those communities

T-5 Civil Rights

- Title VI, DBE, ADA program management, compliance, monitoring, and reporting

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
		Noticing/Advertising/Meetings	\$5,000
TRPA General	\$11,500	Subscriptions/Dues	\$6,500
Subtotal:	\$11,500	Subtotal:	\$11,500
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$54,469		
-Toll Credits (PL-CA)	\$6,248		
FHWA PL (NV)	\$50,503		
TRPA General	\$2,658		
		Wages/Benefits:	\$65,060
		Est. Indirect Cost:	\$42,570
Subtotal:	\$107,630	Subtotal:	\$107,630
Total:	\$119,130	Total:	\$119,130

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

WORK ELEMENT 104: REGIONAL INTERMODAL PLANNING

PURPOSE

To carry out and support the integration of federal, state, and local transportation planning processes; to complete activities and products to satisfy core federal metropolitan planning requirements established by MAP-21, and California and Nevada’s requirements; to develop a performance-based planning system that responds to federal, state and regional requirements; to support transportation policy development and analysis; to consider all modes of transportation in implementing regional transportation goals; to consider and incorporate innovative and up-to-date concepts into transportation planning documents; to incorporate corridor-level transportation planning processes into regional transportation planning documents; to develop partnerships inside and outside of the Region to further transportation goals.

DISCUSSION

Responsibility for transportation planning in the Tahoe Region is given to TRPA by virtue of the Tahoe Regional Planning Compact. In addition, the federal TMPO designation and the California RTPA authority establish additional planning mandates. To support these requirements, transportation staff will utilize the established continuing, comprehensive, and coordinated planning process to develop planning studies in-house, contract for planning services by consultants, conduct public hearings, hold meetings on specific issues with affected public agencies, the general public, or interest groups through various outreach efforts, including community workshops.

The TRPA and TMPO has committed to an adaptive policy management framework that will provide for coordinated updates of the Regional Land Use Plan (TRPA Regional Plan) and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years. The Tahoe Region is maximizing the effectiveness of having an integrated land use and transportation plan, as supported by federal and state planning guidance.

TMPO is partnering with TTD in the development of the Corridor Connection Plan (CCP) which will include a series of corridor management plans for the Region. The CCP will focus on coordinating and developing potential projects that support the regional transportation plan. The CCP will include a comprehensive approach to transit, bicycle, pedestrian, and roadway management at a community scale. The CCP will also support transportation components of Area Plans developed by local governments. The community-focused CCP will represent a fundamental element of the update to the TMPO Regional Transportation Plan. Additional CCP activities are included in Work Element 106.

TMPO also maintains various plans such as the Regional Bicycle and Pedestrian Plan, Intelligent Transportation (ITS) Plan, Regional Transit Plan, etc., as well as coordinating with other local or state led safety, goods movement, aviation, and system management planning efforts. In recognition of the impact of the visitor market to Lake Tahoe’s transportation system, TMPO will continue to support the Trans-Sierra Transportation Coalition focused on multi-region coordination among surrounding transportation agencies. The Coalition is aimed at integrated transportation planning for areas connected by inter-regional travel across the Sierra Nevada mountain range.

Work Element 104: Regional Intermodal Planning (cont.)

PREVIOUS WORK

- Administration of *Mobility 2035*, including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan
- Review of local Area Plans for consistency with RTP/SCS
- Convened the Bikeway Partnership to coordinate project prioritization, tracking, and programming
- Technical amendment to the *Lake Tahoe Region Bicycle & Pedestrian Plan*
- Completed update to the *Lake Tahoe ITS Architecture and Strategic Plan*

PRODUCTS		COMPLETION DATE
P-1	Existing policy analysis and new or modified policy development	June 2016
P-2	Economic analysis of the impact of transportation facilities proposed in RTP/SCS or Sustainable Mobility Plans	January 2016
P-3	Updated <i>2015 Lake Tahoe Region Bicycle and Pedestrian Plan</i>	December 2015
P-4	TMPO Transportation Performance Measures Development/Update	June 2016
P-5	Draft Integrated Regional Transit Plan	May 2016

TASKS

- T-1 Regional Transportation Plan**
- Administration of the RTP/SCS (*Mobility 2035*), including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan
 - Participate in public and interagency meetings as a transportation technical resource
 - Continue public outreach on *Mobility 2035* concepts to promote vibrant communities, and improve public health
 - Process amendments to *Mobility 2035* on a bi-annual schedule
 - Develop supporting performance measures to meet MAP-21 and TRPA tracking needs
 - Conduct economic analysis of transportation facilities proposed in *Mobility 2035*
 - Identify key elements for 2016 update of *Mobility 2035*
 - Manage *Mobility 2035* update efforts
 - Partner with SS/TMA and TNT-TMA to support *Mobility 2035*
- T-2 Corridor and Inter-Regional Planning**
- Support the development of the Corridor Connection Plan (See WE107)
 - Participate on CCP project development teams
 - Support the Trans-Sierra Transportation Coalition
 - Identify freight movement issues and coordinate with Caltrans on the California Freight Mobility Plan
 - Participate in the development of an alternative fuel infrastructure readiness plan
- T-3 Bicycle and Pedestrian Planning**
- Complete update of the TMPO Bicycle and Pedestrian Plan, including public outreach and coordination related to plan and concepts (*Linking Tahoe: Active Transportation Plan – Bicycles, Pedestrians, & Safe Routes to Schools*)
 - Process necessary amendments to reflect updated project information from partners

Work Element 104: Regional Intermodal Planning (cont.)

- Monitor and utilize state and federal bicycle and pedestrian planning requirements and other resources
- Support the bikeway Partnership to coordinate project prioritization, tracking, and programming
- Support annual Tahoe Bike Challenge data collection and information dissemination
- Support an active transportation education and community outreach program

T-4 **Transit Planning**

- Consult regularly with TART and TTD to jointly develop transit and other transportation proposals that support the regional transportation system
- Development of a Regional Transit Master Plan in coordination with TTD
- Partner with TART and TTD to conduct periodic rider surveys and other outreach to assess current service and provide recommendations for additional service
- Coordinate transit elements of regional emergency preparedness programs
- Notify transit operators of available funding and grants for transit
- Coordinate with other service providers to plan for inter-regional connections (i.e. Washoe RTC, Carson City RTC, Capitol Corridor JPA, Etc.)

T-5 **Aviation/Rail Planning**

- Coordination with Caltrans Division of Aeronautics and CSLT on Lake Tahoe Airport Master Plan development
- Participate in the development of State Rail Plans in California and Nevada

T-6 **System Management and Performance**

- Conduct analysis to review existing transportation policies and develop modified or new policies
- Track and respond to federal and state Sustainability planning guidance
- Assist with analysis of programmatic financing strategies for transportation projects contained in *Mobility 2035* and beyond
- Support the use of Intelligent Transportation Systems (ITS) technology consistent with the *Lake Tahoe ITS Architecture and Strategic Plan*
- Coordinate with EDCTC,SS/TMA, NDOT and Caltrans regarding traveler information and other improvements on US 50
- Coordinate with CSLT and Caltrans on signalization improvements along US 50

Work Element 104: Regional Intermodal Planning (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA-Carryover)	\$201,848	RTP/SCS Update Svcs.	\$128,000
-Toll Credits (PL-Carry)		Bike/Ped Plan Update Svcs.	\$50,000
TRPA General	\$12,142		
TDA Administration	\$3,010	Regional Transit Plan Svcs.	\$50,000
TDA Planning:	\$11,000	TMA Cooperative Agmts. (RSTP)	\$22,000
RSTP	\$25,000	Bike Challenge Svcs. (RSTP)	\$3,000
Subtotal:	\$253,000	Subtotal:	\$253,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$98,491		
-Toll Credits (PL-CA)	\$11,297		
FHWA PL (CA-Carryover)	\$100,296		
-Toll Credits (PL-Carry)	\$11,504		
FHWA PL (NV)	\$57,378		
TRPA General	\$3,020		
		Wages/Benefits:	\$156,672
		Est. Indirect Cost:	\$102,513
Subtotal:	\$259,185	Subtotal:	\$259,185
Total:	\$512,185	Total:	\$512,185

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WORK ELEMENT 105: TRANSPORTATION DATA COLLECTION AND FORECASTING

PURPOSE

To administer the regional transportation data collection and modeling efforts of TRPA/TMPO; to collect the necessary transportation, demographic, and land use information to operate a current travel demand model; to analyze different planning scenarios and impacts of regional land use and transportation proposals; to support data requests from staff, partners, and the general public; to assist in the maintenance of a regional indicator program that illustrates the state of mobility and accessibility in the Basin over time; to provide the results of annual monitoring to the public and partners through reports and web-based access; to coordinate data collection with TRPA, state DOTs, and local agencies to support various data needs; to implement the requirements of the Clean Air Act; to provide air quality analysis and if necessary prepare conformity determinations for RTP and FTIP and associated amendments.

DISCUSSION

TRPA/TMPO utilizes its travel demand model package (TransCAD) to assess the effect of proposed land use and transportation proposals on various aspects of the region. An on-going transportation data collection program is in place and provides data on levels of use of the system, vehicle delay, and travel mode share. Other data collection, consistent with TMPO’s annual data collection program, includes regional travel patterns, bicycle and pedestrian counts, transit performance, and traffic counts at identified locations. TMPO utilizes the Census Transportation Planning Products (CTPP) and the variety of census products and data analysis tools it offers. TMPO coordinates the annual Highway Performance Monitoring System (HPMS) data collection effort in partnership with the local jurisdictions around the Lake Tahoe Region to track traffic volumes on local roads. Purchased data sets are also an efficient tool to supply difficult to obtain data for analysis.

Air quality activities to implement the Clean Air Act Amendments (CAAA) of 1990 include a range of technical services. Coordinating air quality data collection for the region, utilization of various air quality modeling software packages, and the development of policies and strategies to reduce transportation-related air quality impacts are all components of the regional air quality program.

PREVIOUS WORK

- TransCAD demographic database update
- TMPO Annual Monitoring Report
- TransCAD modeling for *Mobility 2035*
- Trip Reduction Impact Assessment (TRIA) tool refinement

PRODUCTS		COMPLETION DATE
P-1	Forecasting software updates	May 2016
P-2	Update bike trail user model	August 2015
P-3	Update bicycle and pedestrian monitoring system	July 2015
P-4	Populate and maintain transportation data at www.ltinfo.org	June 2016

Work Element 105: Transportation Data Collection and Forecasting (cont)

TASKS

- T-1 Forecasting**
 - Produce requested model outputs for scenario planning, special studies, and other regional needs
 - Utilize EMFAC – TransCAD Interface and GHG Visualization Tools
 - Maintain and use 4D model post processor functionality
 - Update TransCAD and associated forecasting software
- T-2 Data Management**
 - Manage and make available various data sources utilized by TMPO (Census data, performance measures, travel data, modeling outputs, etc.)
 - Coordinate the dissemination of transportation related performance data
- T-3 Performance Measures and Data Collection**
 - Coordinate the regional HPMS program
 - Collect data from local jurisdictions and state DOTs
 - Coordinate bicycle/pedestrian monitoring data
 - Ensure timely transmittal of data to Caltrans, NDOT and FHWA
- T-4 Air Quality**
 - Manage air quality data for various reporting requirements, including federal requirements
 - Administer Interagency Consultation Process to coordinate federal air quality actions
 - Conduct technical analysis, and model out puts to support conformity findings for RTP and FTIP amendments
 - Manage SCS analysis, and associated coordination with CARB regarding regional GHG targets

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA-Carryover)	\$60,983	Annual Survey/Data	\$68,886
TRPA General	\$7,903	Collection Services	
Subtotal:	\$68,886	Subtotal:	\$68,886
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$98,000		
-Toll Credits (PL-CA)	\$11,241		
FHWA PL (CA-Carryover)	\$76,008		
-Toll Credits (PL-Carry)	\$8,718		
FHWA PL (NV)	\$12,119		
TRPA General	\$3,659		
		Wages/Benefits:	\$114,722
		Est. Indirect Cost:	\$75,064
Subtotal:	\$189,786	Subtotal:	\$189,786
Total:	\$258,672	Total:	\$258,672

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

WORK ELEMENT 106: PROJECT TRACKING AND FINANCIAL MANAGEMENT

PURPOSE

To support the selection of transportation projects for state and federal funding and meet all of the state and federal requirements under California, Nevada, and Federal MAP-21 regulations; to document funded projects in the FTIP and RTIP; to support project delivery through identification of available state and federal funds; to provide workshops, training, technical assistance, and information to assist local partners with timely implementation of transportation projects in Lake Tahoe; to distribute and program various federal and state funding sources; to establish a project tracking system to ensure the appropriate funding is available for timely completion of transportation projects.

DESCRIPTION

The TMPO is required to adopt and maintain a Transportation Improvement Program, intended to coordinate and track federal funds used for transportation projects. The current 2015-2018 TMPO Federal Transportation Improvement Program (2015 FTIP) was approved on September 24, 2014. Staff will continue maintaining the current FTIP through administrative modifications and amendments to maintain required financial accuracy and accountability.

TRPA and TMPO receive funding through federal and state programs that are distributed regionally. MAP-21 created a new set of federal transportation funding programs. Each funding source requires project programming, monitoring and tracking to ensure these funds are used in a timely manner and, in some cases, in accordance with California Assembly Bill 1012 (AB 1012).

TRPA, acting as the RTPA, is required to adopt a Regional Transportation Improvement Program (RTIP) in accordance with California programming requirements to track state transportation funding. TRPA utilizes its Continuing, Comprehensive and Coordinated (three C's) transportation planning process with its local, state, and federal partners in maintaining the RTIP.

The Environmental Improvement Program (EIP) was highlighted during the 1997 Presidential Summit at Lake Tahoe. President Clinton and others convened to focus efforts on protecting the lake for future generations. The resulting program encompasses hundreds of capital improvement, research, program support, and operation and maintenance projects in the Tahoe Basin, all designed to help restore Lake Tahoe's clarity and environment. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources while also aiding regional social and economic goals in the TRPA Regional Plan. The Air Quality – Transportation element of the EIP represents one of the largest opportunities for environmental threshold improvements. A new EIP tracking tool (EIP Tool) looks to improve project tracking and coordination with local implementation partners and may serve as a transportation project database for both the RTP and FTIP. TMPO staff is also actively working with the NDOT on an electronic STIP that will aid in coordinating transportation projects statewide in Nevada.

Work Element 106: Project Tracking and Financial Management (cont.)

PREVIOUS WORK

- Adoption of the 2015 FTIP
- Maintenance of 2014 RTIP
- Outreach and education to local partners on the regional funding distribution process
- Participation on the California RTPA Working Group
- Participation on the California Federal Programming Group (CFPG)
- Participation on the Nevada statewide STIP/TIP Working Group
- Coordination with California, Nevada, and local agencies in project programming
- FY 2014 Annual Federal Obligations Report

PRODUCTS		COMPLETION DATE
P-1	Maintenance of 2015 FTIP	Quarterly
P-2	Adopted 2016 RTIP	December 2015
P-3	Maintenance of 2014 RTIP	Quarterly
P-4	FY 2015 Annual Federal Obligations Report	December 2015

TASKS

- | | |
|-----|--|
| T-1 | <p>Federal Transportation Improvement Program (FTIP)</p> <ul style="list-style-type: none"> • Monitor and maintain the current FTIP through administrative modifications and amendments • Maintain California Transportation improvement Program (CTIP) database and NV electronic Statewide Transportation Improvement Program (e-STIP) coordination • Maintain the accessibility of TMPO programming information on tahoempo.org • Participate in FHWA-NV/NDOT Planning Executive Group initiatives related to programming • Participate monthly with CFPG, RTPA Working Group, and Rural Counties Task Force • Coordination with FHWA CA and NV Division offices, FTA, Caltrans, NDOT, and local agencies on project development and funding |
| T-2 | <p>Regional Transportation Improvement Program</p> <ul style="list-style-type: none"> • 2016 RTIP development and adoption • 2014 RTIP document maintenance |
| T-3 | <p>EIP</p> <ul style="list-style-type: none"> • Coordinate priority project identification and reporting efforts • Participate with Air Quality and Transportation EIP Working Group • Develop and utilize EIP tool to catalog and track transportation projects • Coordination with EIP Database to integrate EIP, FTIP, and RTP/SCS projects |
| T-4 | <p>Project Tracking and Statewide Transportation Improvement Program Coordination</p> <ul style="list-style-type: none"> • Monitor and provide guidance on available federal and state funding, track transportation project costs and schedules • Establish project performance measures for funding and post project consideration • Develop annual list of obligated projects • Coordinate with Caltrans and NDOT regarding STIP consistency with TMPO programming • Work with NDOT on E-STIP tool development and implementation |

Work Element 106: Project Tracking and Financial Management (cont.)

TASKS

T-5 FTA

- Project application review for consistency with FTIP, programming activities necessary to ensure FTA projects are accurately reflected in the FTIP

T-6 Documentation

- Document public outreach on regional programming activities
- Coordinate distribution of information regarding location and status of funded projects
- Conduct program consistent with TRPA/TMPO Title VI Plan
- Document continuing, coordinated and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA-Carryover)	\$63,529	FTIP Technical Services	\$70,000
-Toll Credits (PL-Carry)	\$1,558		
TRPA General	\$6,471		
TDA Planning:	\$9,000	Financial Audit Svcs.	\$9,000
Subtotal:	\$79,000	Subtotal:	\$79,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$100,000		
-Toll Credits (PL-CA)	\$11,470		
FHWA PL (CA-Carryover)	\$47,241		
-Toll Credits (PL-Carry)	\$5,419		
		Wages/Benefits:	\$89,004
		Est. Indirect Cost:	\$58,237
Subtotal:	\$147,241	Subtotal:	\$147,241
Total:	\$226,241	Total:	\$226,241

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WORK ELEMENT 107: ON OUR WAY PROGRAM

PURPOSE

To conduct collaborative planning and public participation efforts that support TMPO's RTP/SCS (*Mobility 2035*) by conducting innovative transportation and land use planning to enhance quality of life, support long-term economic stability, support safety and improve the health of the lake and the environment; to continue TMPO and TRPA coordinated planning activities with local and state agencies to help realize Lake Tahoe's sustainable future; to establish local-scale partnerships to support *Mobility 2035* policies and strategies that further environmental, livability, and economic goals; to establish corridor plans to accelerate threshold gain; to provide informative and educational opportunities focused around contemporary transportation concepts.

DISCUSSION

The TRPA Regional Plan and RTP/SCS -*Mobility 2035*, identify priorities and regional goals centered on the natural environment and community sustainability. With these plans in place the focus turn to coordinating the implementation of the plans to realize local and regional goals.

TMPO is supporting *Mobility 2035* by implementing a comprehensive program to develop community-based transportation alternatives that help achieve *Mobility 2035* goals. The On Our Way program consists of a community grant program, integrated transportation corridor management plans, and a "Tahoe Talks" speaker series all aimed at establishing partnerships and commitments to implement *Mobility 2035*.

- The On Our Way Community Grant Program is aimed at providing local jurisdictions, community groups, and non-profits resources to conduct transportation related planning activities that support regional transportation goals and the RTP/SCS.
- The Corridor Connection Plan will comprehensively identify needs and evaluate transportation improvements to highway corridors that support regional goals and the SCS land use pattern. The CCP also described in Work Element 103, will provide data to address community livability, economic vitality, and environmental improvement. The CCP will also provide various performance measure information including regional GHG reduction, economic data, and other relevant performance data that can roll up to provide a regional perspective. Building and fostering partnerships during the development of the CCP will culminate with commitments and coordinated implementation plans. The goal is to have transportation plans that provide a bridge between local and regional planning documents, while serving as a tool for public engagement and establishing commitments that lead to coordinated delivery of projects.
- The Tahoe Talks speaker series will continue to provide public education and interactive venues for citizen engagement around contemporary transportation concepts. *Tahoe Talks* activities are covered specifically in Work Element 102, and are a critical component of the On Our Way Program.

Work Element 107: On Our Way Program (cont.)

PREVIOUS WORK

- Administration of On Our Way Community Grant Program
- Developed framework for corridor management planning
- Technical papers on various transportation issues

PRODUCTS	COMPLETION DATE
P-1 On Our Way Community Grant Round 2 Call for Projects	October 2015
P-2 Draft Corridor Connection Plan	June 2016

TASKS

- | | |
|-----|--|
| T-1 | <p>On Our Way Community Grant Program</p> <ul style="list-style-type: none"> • Administer existing OOW grants • Participate on existing OOW grant working groups • Conduct additional solicitation of projects • Selection of projects utilizing established OOW process |
| T-2 | <p>Corridor Connection Plan</p> <ul style="list-style-type: none"> • Partner with TTD and other stakeholders to engage communities in recognizing regional transportation goals and the connection with community livability, economic vitality, safety and environmental stewardship • Assist with establishment of and participate on CCP Project Development Teams • Develop a Corridor Connection Plan that identifies programs and projects that support <i>Mobility 2035</i> and contributes to meeting GHG reduction targets and other federal, state, and regional performance targets |

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA-Carryover)	\$119,516	Regional Corridor Management Plan Svcs.	\$135,000
FLH 1/2%	\$150,000	On Our Way Grant	\$150,000
TRPA General	\$15,484	Awards	
Subtotal:	\$285,000	Subtotal:	\$285,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$27,826		
-Toll Credits (PL-CA)	\$3,192		
FHWA PL (CA-Carryover)	\$30,579		
-Toll Credits (PL-Carry)	\$3,507		
TRPA General	\$24,163		
		Wages/Benefits:	\$49,911
		Est. Indirect Cost:	\$32,657
Subtotal:	\$82,568	Subtotal:	\$82,568
Total:	\$367,568	Total:	\$367,568

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

**CALTRANS REGIONAL PLANNING ACTIVITIES
FOR FY 2015/16**

Activity	Description	Products
System Planning	Completion of system planning products used by Caltrans and its transportation partners	<ul style="list-style-type: none"> • District System Management & Development Plan project list update • District 3 Truck Parking Study • District 3 Goods Movement Study and Plan update • Investigate Alternatives for potential US 50 Relinquishment in SLT • Collaborate on Tahoe Basin Corridor Plans • SR 28 Transportation Concept Report
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects	Project Initiation Documents (PID), as indicated in the "District 3 Three-Year PID Strategic Plan"
Regional Planning	Participate in and assist with various regional planning projects and studies	Participation in the following projects and studies: <ul style="list-style-type: none"> • Air Quality Planning Activities • Oversight of Planning Studies / Conceptual Projects pertaining to the State Highway System
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System

FY 2016 FINANCIAL PROGRAM

Table 1 – FY 2016 TMPO Programmed Revenues

Funding Source	FY 2016	FY 2015
Federal		
FHWA PL-CA	\$475,000	\$475,000
FHWA PL - CA Carryover	\$700,000	\$400,000
FHWA PL - NV	\$120,000	\$300,000
FHWA FLH 1/2%	\$150,000	\$300,000
Federal Subtotal:	\$1,445,000	\$1,475,000
Non-Federal		
TRPA General Fund	\$102,000	\$50,000
TDA - Planning	\$35,000	\$35,000
TDA - Administration	\$40,000	\$40,000
RSTP	\$25,000	\$20,000
Non-Federal Subtotal:	\$202,000	\$145,000
GRAND TOTAL:	\$1,647,000	\$1,620,000

Funding Source Descriptions

FHWA PL-CA - Current fiscal year allocation of Federal planning (PL) funds to support metropolitan planning and may be used for transit or highway planning activities. These funds are administered by Caltrans on behalf of Federal Highway Administration (FHWA).

Toll Credits - Toll credits are not revenue or cash, but rather a substitute for local match required by PL funds. Toll credits are displayed in work elements for tracking purposes only and should not be viewed as a revenue source. Toll credits can only be applied to the current year allocation of PL funds, and the carryover balance. These are tracked separately and can be found on Table 7.

FHWA PL-CA Carryover - Carryover balance of funding from prior PL allocations. (See above)

FHWA PL-NV - Same as PL-CA in nature, however this funding is administered by NDOT on behalf of FHWA.

FHWA FLH ½% - This funding source comes from the Federal Lands Highway (FLH) program of FHWA and is authorized by Federal Transportation Authorization Bill (SAFETEA-LU). These funds can be used for transportation planning and project development through environmental review. The Central Federal Lands Highway Division of FHWA administers these funds that are available through September 30, 2016.

TRPA General Fund – This funding comes directly from the TRPA general budget and is used as a non-federal match to leverage federal planning funds.

TDA (Planning and Administration) – This funding is provided through the California Transportation Development Act (TDA) and can be used for administration of the TDA program, and transportation planning activities.

RSTP – This funding source represents funding exchanged through the Regional Surface Transportation Program (RSTP) in California to assist with the funding allocation and transportation planning activities of TMPO. The funds are used as local match to leverage other federal and state funds.

Table 2 – FY 2016 TMPO Staffing Costs

TRPA/TMPO Transportation Team	Salary and Wages	Benefits	IDC Rate 73.81%	Total Salary, Benefits and Overhead
Total FY 2016 Salaries	\$419,284	\$109,807	\$390,523	\$919,614
Total FY 2016	\$419,284	\$109,807	\$390,523	\$919,614

Table 3 – FY 2016 TMPO Staffing Costs and Revenues

WORK ELEMENTS	FHWA PLANNING (PL)			Toll Credit Match	Toll Credit Match	TRPA (Local)	TDA - ADMIN	TOTAL
	CA-15/16	CA-Carry	NV	(CA-15/16)	(CA-Carry)			
101- Program Administration	96,214	-	-	11,036	-	-	-	\$ 96,214
102 - Transportation Dev't. Act	-	-	-	-	-	-	36,990	\$ 36,990
103 - Public Outreach	54,469	-	50,503	6,248	-	2,658	-	\$ 107,630
104 - Intermodal Planning	98,491	100,296	57,378	11,297	11,504	3,020	-	\$ 259,185
105 - Data Collection & Forecasting	98,000	76,008	12,119	11,241	8,718	3,659	-	\$ 189,786
106 - Proj. Tracking + Financial Mgt.	100,000	47,241	-	11,470	5,419	-	-	\$ 147,241
107 - On Our Way Program	27,826	30,579	-	3,192	3,507	24,163	-	\$ 82,568
TOTAL:	\$ 475,000	\$ 254,124	\$ 120,000	\$ 54,483	\$ 29,148	\$ 33,500	\$ 36,990	\$ 919,614

Table 4 – FY 2016 TMPO Direct Costs and Revenues

WORK ELEMENTS	FHWA PLANNING (PL)			Toll Credit	FLH (1/2%)	Toll Credit Match	TRPA (Local)	TDA ADMIN	TDA PLNG.	RSTP	TOTAL
	CA-	CA-Carry	NV	(CA-PL)		(CA-Carry)					
101- Program Administration	-	-	-	-	-	-	15,000	-	-	-	\$ 15,000
102 - Transportation Dev't. Act	-	-	-	-	-	-	-	-	15,000	-	\$ 15,000
103 - Public Outreach	-	-	-	-	-	-	11,500	-	-	-	\$ 11,500
104 - Intermodal Planning	-	201,848	-	-	-	-	12,142	3,010	11,000	25,000	\$ 253,000
105 - Data Collection & Forecasting	-	60,983	-	-	-	-	7,903	-	-	-	\$ 68,886
106 - Proj. Tracking + Financial Mgt.	-	63,529	-	-	-	1,558	6,471	-	9,000	-	\$ 79,000
107 - On Our Way Program	-	119,516	-	-	150,000	-	15,484	-	-	-	\$ 285,000
TOTAL:	\$ -	\$ 445,876	\$ -	\$ -	\$ 150,000	\$ 1,558	\$68,500	\$ 3,010	\$ 35,000	\$ 25,000	\$ 727,386

Table 5 – FY 2016 TMPO Staffing & Direct Costs by Work Element

WORK ELEMENTS	Staff	Direct	Total
101- Program Administration	\$ 96,214	\$ 15,000	\$ 111,214
102 - Transportation Dev't. Act	\$ 36,990	\$ 15,000	\$ 51,990
103 - Public Outreach	\$ 107,630	\$ 11,500	\$ 119,130
104 - Intermodal Planning	\$ 259,185	\$ 253,000	\$ 512,185
105 - Data Collection & Forecasting	\$ 189,786	\$ 68,886	\$ 258,672
106 - Proj. Tracking + Financial Mgt.	\$ 147,241	\$ 79,000	\$ 226,241
107 - On Our Way Program	\$ 82,568	\$ 285,000	\$ 367,568
TOTAL:	\$ 919,614	\$ 727,386	\$ 1,647,000

Table 6 – FY 2016 TMPO Staffing Direct Costs by Revenue Source

	FHWA PLANNING (PL)			FLH (1/2%)	TRPA (Local)	TDA - ADMIN	TDA - PLNG	RSTP	TOTAL
	CA-15/16	CA-Carry	NV						
Total Staff:	475,000	254,124	120,000	-	33,500	36,990	-	-	919,614
Total Direct:	-	445,876	-	150,000	68,500	3,010	35,000	25,000	727,386
TOTAL:	\$475,000	\$700,000	\$ 120,000	\$ 150,000	\$102,000	\$ 40,000	\$ 35,000	\$ 25,000	\$ 1,647,000

Table 7– FY 2016 Toll Credit Summary

Toll Credits	CA-15/16	CA-Carryover	TOTAL
Total Staff:	54,483	29,148	83,631
Total Direct:	-	1,558	1,558
TOTALS:	\$ 54,483	\$ 30,706	\$ 85,189
** Toll Credits are not a form of cash or revenue, but are an in lieu of local matching funds.			

ADOPTING RESOLUTION AND FEDERAL CERTIFICATIONS

- TMPO Adopting Resolution
- FHWA – FTA FY 2016 Planning Certification
- FTA Debarment and Suspension Certification

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2015-XX

ADOPTION OF THE TMPO 2016 TRANSPORTATION OVERALL WORK PROGRAM

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) has been designated by the Governors of California and Nevada for the preparation of transportation plans and programs under Title 23, CFR 450; and

WHEREAS, each MPO is required to adopt an Overall Work Program (OWP) that describes the planning priorities facing the Region and the planning activities anticipated for the Region over the next year; and

WHEREAS, staff have prepared an OWP that describes the anticipated revenues and expenditures and planning activities and products for transportation and air quality planning purposes over the next year; and

WHEREAS, the Federal Highway Administration, the Federal Transit Administration, Caltrans and the Nevada Department of Transportation have reviewed and commented upon a draft version of the 2016 OWP; and

WHEREAS, the Tahoe Transportation Commission has conducted public meetings at which the 2016 OWP has been an officially noticed item of discussion; and

WHEREAS, staff is requesting that the TMPO Governing Board adopt a final 2016 OWP for submittal to state and federal agencies for approval, and authorize staff to take actions necessary for this approval; and

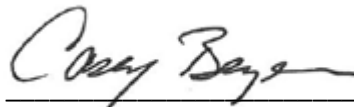
WHEREAS, the TMPO certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the federal statutes listed on the MPO Planning Process Certification and Federal Transit Administration certifications included in the 2016 OWP document.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2016 Tahoe Basin Transportation Overall Work Program.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on May 28, 2015, by the following vote:

Ayes: Ms. Aldean, Mr. Beyer, Mr. Bruce, Ms. Carmel, Mr. Cashman, Mr. Thorley, Mr. Cole, Mr. Lawrence, Ms. McDermid, Ms. Novasel, Mr. Sevison, Mr. Shute, Mr. Yeates

Nays: Ms. Birkbigler



Casey Beyer, Chair
TMPO Governing Board

FY 2015/16 FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Tahoe Metropolitan Planning Organization, Metropolitan Planning Organization for the Lake Tahoe Region hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subparts B and C;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO Authorizing Signature
Executive Director

Title
May 28, 2015

Date

Caltrans District Approval Signature

Title

Date

Department of Transportation

Debarment and Suspension Certification for Fiscal Year 2015/2016

As required by U.S. DOT regulations on government-wide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2015/2016
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature _____ Date: May 28, 2015

Printed Name: Joanne S. Marchetta, Executive Director

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For: Tahoe Metropolitan Planning Organization

Signature: _____ Date: May 23, 2015

Printed Name of Applicant's Attorney: John L. Marshall



2015 QUARTERLY REPORT

TAHOE REGIONAL PLANNING AGENCY
Third Quarter: July – September 2015

|| *lake Tahoe*



45
YEARS
OF PROGRESS

TAHOE
REGIONAL
PLANNING
AGENCY

AGENDA ITEM NO. VIII.A.1 *Photo by David Safanda*

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Appendix A: 2014 EIP Accomplishment Summary and Program Area Fact Sheets

ACCELERATE THRESHOLD ATTAINMENT

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

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

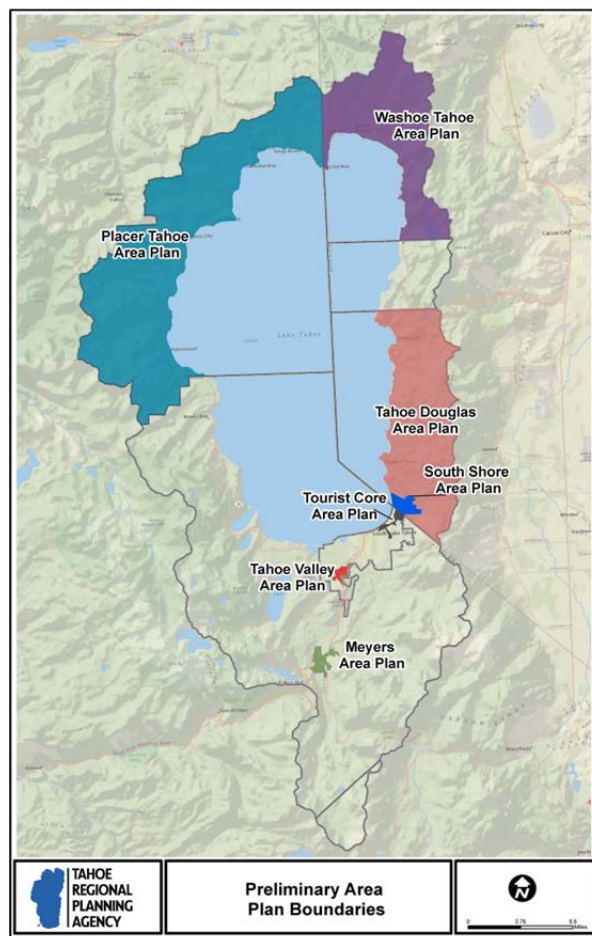
LONG RANGE PLANNING DIVISION

Annual priority setting by the TRPA’s Governing Board identifies resulting plan and code amendments and Regional Plan and Code of Ordinances reviews based on evaluations every four years of progress toward achieving and maintaining environmental Threshold Standards.

Area Plans

Area plans are the 2012 Regional Plan’s approach to meet each local community’s unique character and needs for integrating environmental improvements with community revitalization. Once an area plan is found to conform with TRPA’s regional environmental goals, TRPA can delegate additional project reviews to local jurisdictions to streamline the permitting process with one-stop shop permitting and inspections for most projects. Area plans identify implementation strategies, projects, programs, and incentives to implement the area plan goals and policies and further threshold attainment and gain.

The Governing Board has approved three area plans and five more are under development by local jurisdictions.



- Tahoe Valley Area Plan:** On July 22, the Governing Board unanimously approved the City of South Lake Tahoe's Tahoe Valley Area Plan. This is the second area plan approved in South Lake Tahoe, following adoption of the Tourist Core Area Plan in 2013. The Tahoe Valley Area Plan will guide community revitalization and environmental restoration in a district centered around the "Y" intersection of Highways 89 and 50. Major aspects of the plan include:
 - The Tahoe Valley Greenbelt, a pedestrian and bicycle trail connecting neighborhoods to the commercial core;
 - A Town Center Healthcare District around Barton Hospital;
 - A Mixed-Use Commercial and Entertainment Town Center at the "Y" intersection; and,
 - Redevelopment incentives for projects.



- Meyers Area Plan:** In August, El Dorado County's Board of Supervisors voted to move the Meyers Area Plan forward to environmental review. This comprehensive land-use document updates 20-year old policies to streamline permitting for small projects, simplify El Dorado County and TRPA policies and development standards, promote recreation and non-auto transportation improvements, establish zoning to better reflect current conditions, conserve land around the Upper Truckee River, formalize a local citizens advisory council, and integrate design standards and guidelines. During the next quarter, TRPA staff will coordinate with El Dorado County staff to determine the appropriate level of environmental analysis for the plan.
- Placer County Tahoe Basin Area Plan:** Working in coordination with TRPA and stakeholders, Placer County is developing an area plan for the entire Tahoe Basin portion of Placer County. A draft plan focuses on implementing the 2012 Regional Plan with town center redevelopment incentives. A notice of preparation for environmental review of the draft area plan and the Tahoe City Lodge Project was released for public review and comment in June and the comment period closed during this past quarter. Preparation of an Environmental Impact Report and Environmental Impact Statement (EIR/EIS) is underway to evaluate both the Placer County Tahoe Basin Area Plan and the Tahoe City Lodge project. Environmental analysis for the plan and the pilot project are being combined to maximize efficiency and allow the Tahoe City Lodge Project to provide specific examples of the implementation of the proposed area plan standards. TRPA staff has been working closely with Placer County to incorporate more details of community improvements for

walking, biking, and transit. The EIR/EIS is evaluating four alternatives that address specific comments and concerns raised during public scoping. Public review of the draft EIR/EIS and adoption of the area plan are anticipated to occur in 2016. The draft area plan and associated documents are online at:

[http://www.placer.ca.gov/departments/communitydevelopment/planning/tahoebasinarea plan](http://www.placer.ca.gov/departments/communitydevelopment/planning/tahoebasinarea%20plan)

CURRENT PLANNING DIVISION

The Current Planning Division implements the 2012 Regional Plan by providing timely and consistent review of project applications to achieve environmental improvement and economic investment consistent with the TRPA Regional Plan and Code of Ordinances. The division supports local governments and other public and quasi-public entities to implement the Regional Plan and facilitate removal of development and development rights from sensitive and remote lands through a system of transferring and retiring development commodities.

The following table is a status report on application processing times. Having consistent review times creates trust in the application process and fosters applicant cooperation in project compliance and implementation needed to deliver environmental improvements.

Measure	2013/2014 Actuals	2014/2015 Target	YTD
Number of applications.	592	800	351
Percent of applications deemed complete/not complete within 30 days.	99%	90%	100%
Percent of applications requiring Hearings Officer review completed within 45 days of application being deemed complete.	78%	90%	64%
Percent of applications requiring Governing Board review (excluding those requiring an environmental impact statement) completed within 60 days of application being deemed complete.	100%	90%	100%
Percent of applications requiring Governing Board review with an environmental impact statement completed within 120 days of application being deemed complete.	0%	90%	100%
Percent of all applications reviewed within 120 days of application being deemed complete.	98%	100%	99%
Percent of surveyed customers rating their overall experience with the Customer Service Counter as good or exceptional (i.e., 4 or 5 on a scale of 1 to 5).	100%	80%	100%

City of South Lake Tahoe Expanded Permitting Implemented

In 2014, the City of South Lake Tahoe and TRPA adopted a Memorandum of Understanding (MOU) that consolidated and replaced five existing delegation MOUs. Taking into account the City's approved area plans, the new consolidated MOU provides for additional delegated permitting authority within the geographic boundaries of the new plans. During this past quarter, the City began operating under the new MOU after extensive training with TRPA staff. Customer service will improve since the City will issue permits and inspect projects on behalf of TRPA and will now provide more streamlined "one stop" permitting for MOU-specified projects. The City will remain accountable to TRPA and the Regional Plan through regular reporting, ongoing training, and appeals processes.

TRANSPORTATION PLANNING DIVISION

The Transportation Planning Division develops and drives implementation of the Regional Transportation Plan required by the Bi-State Compact and other federal and state legislation. The Regional Transportation Plan and supporting plans lay out the implementation strategy for a transportation system that meets the goals identified by the community and stakeholders and integrates housing, jobs, commerce, and recreation with a multi-modal transportation system. The TRPA Governing Board and a U.S. Forest Service representative serve as the Tahoe Metropolitan Planning Organization (TMPO) for the Lake Tahoe Region and the Transportation Planning Division serves as its staff. TRPA coordinates planning for a regional transportation system as both the TRPA and TMPO.

Update to the Regional Transportation Plan

TRPA is working to update the Regional Transportation Plan, "Linking Tahoe," in 2016. Linking Tahoe includes not only the Regional Transportation Plan but also a family of supporting plans, including corridor plans, transit plans, bike/pedestrian plans, as well as local government area plans. Two specific areas have been active this quarter: the Intelligent Transportation Systems Plan and the Active Transportation Plan, both of which recently completed major milestones.

- 1. Tahoe Basin Intelligent Transportation Systems Strategic (ITS) Plan Approved:** New cutting-edge technology is emerging nationally that will likely transform transportation and transit systems as we know them today. Tahoe recently took one small step in these new directions. TMPO approved its ITS strategic plan in August 2015. It is a roadmap of new technology solutions to better meet the transportation needs in the Tahoe Region. It recommends projects to ease congestion such as roadway traveler information, real-time transit information, and parking lot detection systems.

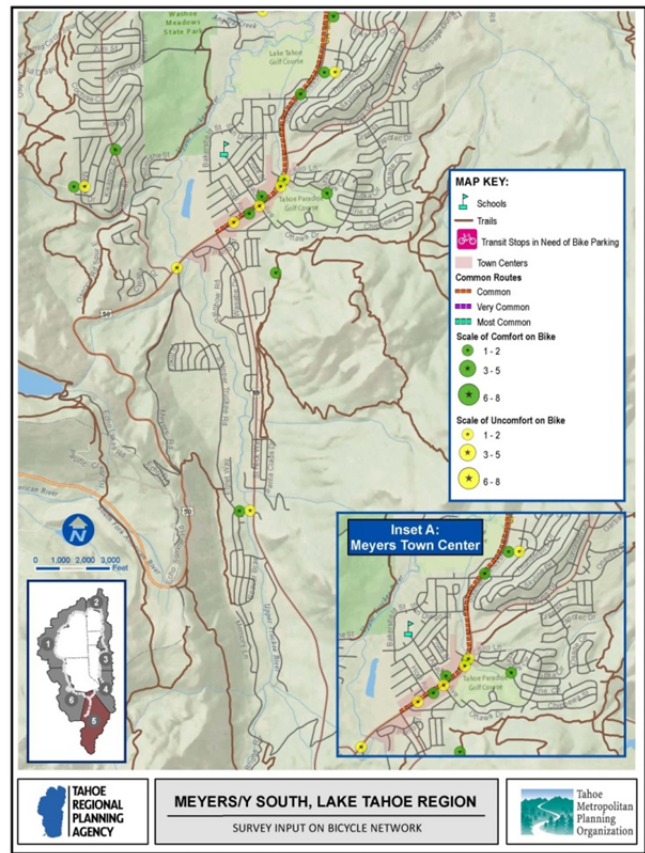
New technology can tell us numbers of visitors and help us better design and manage for how to move more people around while limiting use of the private automobile. New strategies will be tested elsewhere and are expected to find their



way into Tahoe's transit and transportation systems sooner than we think.

TMPO hosts a 20-organization steering committee to coordinate and work with others outside the Region to further intelligent transportation system projects. The goal is to improve the transportation connections inter-regionally in response to projections of increased visitors to Tahoe.

- Active Transportation Survey Completed:** TRPA is in the midst of a new update to its 2010 Lake Tahoe Region Bicycle and Pedestrian Plan, now renamed the "Active Transportation Plan". Between March and June 2015, 662 user and stakeholder surveys were completed to learn more about user needs and system gaps. Public input is an essential part of creating a strong Active Transportation Plan that guides funding, planning, and implementation of the existing and future active transportation network. An active transportation network includes bicycling, walking, and other forms of transportation that engage people physically. One of the key roles of the active transportation survey was to identify areas in the existing transportation network that function well and areas that need improvements. TRPA marketed the survey through flier distribution, advertisements in print and online newspapers, social media, organization list-serves, and targeted mailings. The survey asked respondents to describe common routes and intersections of high use for both biking and walking, and identify areas that function well or need improvement. The survey also asked respondents to identify ways that transit could better integrate with biking and walking. Approximately 10 areas around the Tahoe Basin emerged as areas of high concern, often due to a lack of protected facilities for bicyclists and pedestrians, or high potential for conflict between bicyclists, pedestrians, and vehicles. Survey results are being analyzed and will inform the Active Transportation Plan, which is due to be completed in spring 2016.



Map of a portion of the south shore of Lake Tahoe showing responses to a survey on the bicycle network which will be used to inform the Active Transportation Plan.

Develop and Implement New Funding Strategies for the Environmental Improvement Program (EIP) – Maintaining momentum in implementing the EIP means confronting constrained state funding and the decline of federal grants that have supported restoration, science, and monitoring programs.

The Environmental Improvement Division leads and coordinates the Lake Tahoe Environmental Improvement Program (EIP). The EIP serves to implement the 2012 Regional Plan through public projects that maintain and attain the adopted Environmental Thresholds. EIP partners implement projects that include everything from new bike trails to creek restorations and programs that protect the lake from aquatic invasive species. The Environmental Improvement Division coordinates the many agencies involved in the EIP partnership, assists in project prioritization, and seeks funding for the program.

ENVIRONMENTAL IMPROVEMENT PROGRAM ADMINISTRATION

EIP Assessment Completed & Tahoe Interagency Executives Steering Committee Retreat

Good adaptive management means occasionally taking a hard look at ourselves. That's just what we've done over the past six months for the 20 year long EIP. An EIP assessment conducted by EIP Division Manager Kimberly Caringer collected thoughts and perspectives from many of the EIP partners to determine key issues, things that are working well, and current challenges to determine next steps for the EIP. More than 50 people were interviewed for the assessment during the months of February through May 2015. Assessment results included key recommendations for the program and were presented to the Tahoe Interagency Executives Committee Steering Committee (TIE-SC) during the past quarter. The TIE-SC agreed to prioritize and implement a subset of the assessment recommendations including reenergizing the EIP Coordinating Committee, reviewing and renewing the charter for the TIE-SC, updating the EIP Five-Year Project List, developing better communication among the EIP work groups and the TIE-SC, and rolling out the new EIP Project Tracker.

The TIE-SC is a body representing the funding sectors and 50+ agencies of the EIP partnership. From its half-day retreat this past quarter, the TIE-SC committed to working together to increase its effectiveness in providing leadership and guidance to the EIP. Jointly framed 10-year goals, framing and discussion of major policy issues, more transparent interagency coordination, and better prioritization of EIP needs were some of the positive outcomes from the retreat.

The 2015 Lake Tahoe Summit

Every year, elected leaders come to Lake Tahoe to show their commitment to Lake Tahoe, highlight accomplishments, and discuss the needs to continue environmental restoration Basin-wide across the many physical and political boundaries. The 19th annual Lake Tahoe Summit was held on August 24 at the Round Hill Pines Beach Resort in Zephyr Cove, Nevada. U.S. Senator Dean Heller (R-Nev.) hosted the event. Elected leaders, including California Governor Jerry Brown, U.S. Senator Dianne Feinstein (D-Calif.), and Nevada Lieutenant Governor Mark Hutchison, came together to raise greater awareness about Lake Tahoe's environmental challenges and the successful work being done to conserve and restore Tahoe's unique natural environment. Environmental Improvement Division staff, along with TRPA's External Affairs Team, worked with many EIP partners to report on this year's accomplishments and priorities for the future. Efforts to

pass the Lake Tahoe Restoration Act, the continuing need to address wildfire risk, innovation in transportation, and aquatic invasive species control took center stage as discussion topics. Materials prepared for the Lake Tahoe Summit are in Appendix A.

The annual Summit is always an excellent opportunity to host numerous field tours for legislative staff members and other dignitaries. Staff members from Congressman Mark Amodei and Tom McClintock's offices, along with staff from the offices of U.S. Senators Dean Heller and Dianne Feinstein participated in a lake tour showcasing aquatic invasive species challenges. TRPA staff also hosted officials from the U.S. Army Corps of Engineers on a lake tour as well.



U.S. Senator Dean Heller speaking at the 2015 Lake Tahoe Summit held August 24 at Round Hill Pines Beach Resort.

EIP Project Tracker Launched

With more than 50 different entities participating in the EIP and more than 400 projects completed, it has been challenging to track the many important accomplishments, facts and details surrounding the EIP projects that have occurred over time. Now, a web-based tool, the EIP Lake-Saving Project Tracker, allows project implementers to upload project information. The Tracker is versatile and information can be sorted or organized by location, program or threshold category, project focus area, start or end dates, and more . The public can access all this



information online and discover what projects are occurring in their area, what agencies are involved, how projects were funded, and what the projects are accomplishing. This tool is critical to providing accountability and transparency for public funding expenditures. TRPA launched the EIP Tracker at the 2015 Lake Tahoe Summit and continues promoting the website to EIP project implementers and the public.

STORMWATER MANAGEMENT PROGRAM

The Stormwater Management Program aims to reduce the amount of stormwater pollutants flowing into Lake Tahoe and accelerate attainment of water quality thresholds. The primarily grant-funded program focuses on permitting large public water quality improvement projects, public/private area-wide water quality treatment projects, and the installation of Best Management Practices (BMPs) on private parcels. The BMP Action Plan approved by TRPA's Governing Board in February 2015 guides recent improvements to the Stormwater Management Program's actions, which supplement and support rather than replace or duplicate the comprehensive water quality program of the 2012 Regional Plan and the actions required by the two state's Lake Tahoe Total Maximum Daily Load Program (TMDL). TRPA coordinates with local jurisdictions and partner agencies to identify priority locations for pollutant load reduction projects and the most effective use of limited implementation dollars.

Lake-Friendly Business Program

Different strategies combine to encourage property owners to complete and maintain BMPs. One important program TRPA leads is the Lake-Friendly Business Program, funded by California and Nevada state grants, incentivizes local businesses to maintain their BMPs and works to increase the number of commercial properties with BMP certificates. The program publically acknowledges businesses that maintain their BMPs as being good stewards to the Lake.

To raise awareness about the Lake-Friendly Business Program, TRPA staff presented the program to the membership of the Tahoe Chamber of Commerce during this past quarter. The chamber acknowledged the program's benefits to the local business community. Added reach is accomplished by collaboration with the League to Save Lake Tahoe. The League distributes Lake-Friendly Business outreach materials to League Sticker Businesses via their community engagement team. The Harrison Avenue Streetscape Project Lake-Friendly Businesses were the focus of the most recent ad in local and social media. As of September 2015, there are 42 Lake-Friendly Business members.

Thanks to **HARRISON AVENUE STREETScape PROJECT PARTICIPANTS** for being **LAKE-FRIENDLY BUSINESSES**.



Along with contributions from the City and U.S. Forest Service, property owners in the area created a special district to help pay for a portion of the project costs. Public infrastructure installed as part of this Lake-Saving Project will prevent about 5,000 pounds of fine sediment from washing into Lake Tahoe with stormwater every year. It also gives private property owners another mechanism to get Best Management Practice certificates for their properties. Partner agencies for the Harrison Avenue Streetscape Improvement Project include the City of South Lake Tahoe, U.S. Forest Service Lake Tahoe Basin Management Unit, El Dorado County, California Tahoe Conservancy, Caltrans, South Tahoe Public Utility District, State Water Resources Control Board, and TRPA.

SHOP LOCAL! SHOP LAKE-FRIENDLY!

- Al Tahoe Laundry Center
- Bargains Galore Thrift Boutique
- Gaia-Licious
- Rojo's Tavern
- Sierra Veterinary Hospital
- Sno-Flake Drive-In
- Wildwood DIY Boutique & Workshop
- Yellow Submarine

Next time you visit a local business, check to see if they have a "Lake-Friendly Business" sticker in their window. If they do, you can be assured that this business property has installed its BMPs and is doing its part to help protect Lake Tahoe.

To find out how to become a Lake-Friendly Business
visit tahoebmp.org or trpa.org.



BMP Maintenance

Routine BMP maintenance preserves the lifespan of installed BMPs and keeps them functioning to minimize the potential for discharges of stormwater runoff and pollutants to Lake Tahoe. This past summer, the Stormwater Management Program kicked off a letter mailing campaign to notify owners of commercial and large multi-family parcels with BMP Certificates issued more than five years ago, that maintenance of those BMPs is due. Commercial and large multi-family land uses contribute high pollutant and sediments loads. During this past quarter, TRPA sent maintenance letters to parcels in priority locations in coordination with local jurisdictions. TRPA notified owners of 766 parcels and inspected 664 parcels in order to bring those parcels into BMP compliance. To improve the efficiency and tracking of BMP maintenance, TRPA developed an easy to use inspection and maintenance log now available online. Property owners can fill out the log online and submit it electronically or print it out and mail it to TRPA. Stormwater Management Program staff are available for on-site maintenance inspections and can assist with completing the inspection and maintenance log. Once TRPA verifies maintenance activities have occurred, staff reissues the BMP Certificate with a current date, which helps local jurisdictions meet their TMDL requirements. To find out more about BMP maintenance visit www.tahoebmp.org/maintenance.asp.

Eighth Annual Conservation Landscape Tour and Stormwater Awareness Week

The Stormwater Management Program held a BMP maintenance demonstration at the eighth annual Conservation Landscape Tour which occurred during the past quarter. The tour began at the Lake Tahoe Community College Demonstration Garden where staff met with members of the public and explained the importance of completing BMPs and continued maintenance, and held a live demonstration on how to clean out gravel dripline infiltration trenches. Staff covered many BMP topics including the purpose of BMPs, BMP maintenance, installation, the BMP permitting process, technical sizing details, and inspection. While on tour, participants viewed numerous houses within the local community that are good examples of sustainable landscaping. Topics covered at each location included attracting pollinators to your garden, integrated pest management, sustainable turf care, habitat gardening, erosion control, defensible space, and gardening with native and climate appropriate plants. Approximately 75 people attended the event.

On September 25, TRPA held the first annual Stormwater Awareness Workshop in conjunction with events across California to highlight commercial and large multi-family property BMP maintenance. Attendees watched a presentation by TRPA about the



A demonstration of BMP maintenance during the first annual Storm Water Awareness Workshop on September 25.

new BMP inspection and maintenance log process and learned about water quality improvement products that were introduced by vendors. A live demonstration of BMP maintenance work performed on-site showed the effectiveness of stormwater infiltration systems. During this demonstration, participants saw first-hand the sediment and debris accumulation captured by storm drain cartridge filters and watched a vacuum truck suction out the remaining standing water and debris from the storm drain BMP. The event was a success and highlighted the importance of BMP maintenance for protecting the water quality and clarity of Lake Tahoe.

BMP Compliance in the Oliver Park Neighborhood

On August 18, the Stormwater Management Program sent source control compliance letters to 76 properties in the Oliver Park area of Stateline, Nevada. Oliver Park is a priority location for BMP compliance as it is in close proximity to sensitive lands, stream environment zones, and the Lake. The Oliver Park area is characterized by slow infiltrating soils and high groundwater, making infiltration of stormwater runoff impractical. Owners of the 76 identified properties received certified letters asking them to respond to TRPA by September 17. Stormwater Management Program staff have been communicating with the property owners and conducting site evaluations to help these property owners come into BMP compliance. To date, 46 out of the 76 property owners have responded to the letters and 46 site visits have occurred. TRPA has issued 12 certificates through this effort so far.

BMP Certificates Issued

The Stormwater Management Program continues to issue BMP Certificates for private and public parcels within the Tahoe Basin. Below is a summary of certificates issued during the past quarter and total certificates issued to date in 2015.

BMP Certificates Issued from January 1 to September 29, 2015			
California	Land Use	Total Certificates Issued During the Past Quarter (July-Sept. 2015)	Total Certificates Issued Year To Date
	Single Family	61	665
	Multi-Family	12	95
	Commercial	8	18
Nevada			
	Single Family	45	88
	Multi-Family	161	213
	Commercial	4	4
TOTAL		291	1,083

AQUATIC RESOURCES PROGRAM

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

AIS Western Regional Panel Meeting Hosted in Tahoe

During this past quarter, TRPA hosted the annual conference of the Western Regional Panel on Aquatic Nuisance Species. This conference brings together AIS managers, experts, and stakeholders to discuss policies, protocols, and current science surrounding AIS issues throughout the West. The conference had over 100 attendees who had the chance to see first-hand why Lake Tahoe's AIS program is one of the best in the country. Several presentations covered Tahoe-specific topics, and the conference included field trips to AIS inspection stations and AIS control project sites.

During the business portion of the meeting, TRPA Aquatic Resources Program Manager Dennis Zabaglo was elected Vice Chair of the Western Regional Panel. The Panel is encouraging the Aquatic Nuisance Species Task Force to develop a Boat Industry Working Group, and TRPA expressed interest in chairing this new working group when it is developed.



Western Regional Panel on Aquatic Nuisance Species conference attendees during a presentation at the TRPA offices in September 2015.

Aquatic Nuisance Species Task Force Membership

TRPA is now an ex-officio voting member of the Aquatic Nuisance Species Task Force (ANSTF), a federal advisory committee. ANSTF is the body that guides national AIS policy and reports directly to the U.S. Congress. It is the body that approves all AIS management plans across the country, including the Lake Tahoe Region AIS Management Plan. TRPA will be one of only two western entities that are members of the ANSTF, which will further the ability to ensure western AIS concerns are understood at the national level. In addition, TRPA will be able to learn from other members about what challenges they have faced and how they overcame them. TRPA will attend the next ANSTF meeting in November 2015 in Silver Spring, Maryland.

International Boat Builders Exposition

TRPA staff participated in the first AIS presentation to boat builders at the International Boat Builders Exposition, the largest boat industry trade show in the country. TRPA hosted a booth



TRPA Aquatic Resources Program Manager Dennis Zabaglo staffing an AIS booth at the International Boat Builders Exposition in September 2015.

along with the U.S. Fish and Wildlife Service, National Park Service, the State of Minnesota, and the Pacific States Marine Fisheries Commission to encourage the boat industry to consider AIS management when building and designing boats. For the first time ever at this event, an AIS specific presentation was given to the industry and was a great success. TRPA and its public partners throughout the country continue to foster this new relationship with the boat industry in order to encourage innovation in boat design and potentially develop official AIS boating standards supported by the American Boat and Yacht Council and the National Marine Manufacturers Association.

2015 AIS Season Ending

Monitoring for AIS continued this past summer. TRPA monitoring shows evidence that prevention of new AIS infestations is paying off, as no new invasions have been detected since 2008.

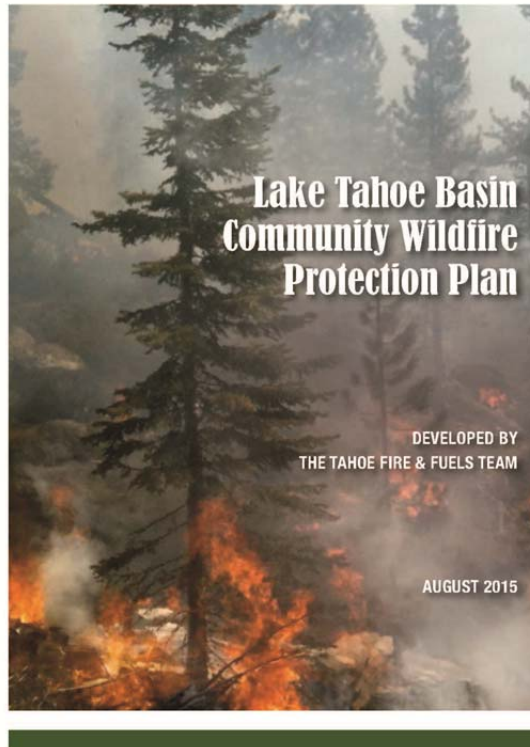
Invasive weed control work implemented through the Tahoe Resource Conservation District continued at Lakeside Marina and Beach, Crystal Shores Condominiums, along the Truckee River and on the lakeside of the Tahoe City dam. These control projects were funded by California Senate Bill 630, the Southern Nevada Public Land Management Act, California State Parks, Nevada Division of State Lands, the Tahoe Fund, and private contributions from the Crystal Shores Condominium homeowners. Warm water fish removal was conducted in the Tahoe Keys during this past quarter.

FOREST AND VEGETATION MANAGEMENT PROGRAM

As part of the EIP, the Forest Management Program works to restore and maintain healthy forests that are resilient to wildfire, drought, insects, and disease. By working closely with partner agencies, this program provides prioritized direction for fuel reduction and forest management activities to promote multiple ecosystem benefits. In addition to collaboration with land management partners through the Tahoe Fire and Fuels Team, the purpose of TRPA's program actions are to improve water, air, land, recreation, and scenic resources, and protect the Basin from potential hazards such as catastrophic wildfire.

Tahoe Basin Community Wildfire Protection Plan Update

An important update of the 2004 Tahoe Basin Community Wildfire Protection Plan was unveiled during this past quarter and includes updated projects to guide fuel reduction efforts in the future. On December 3, 2003, President Bush signed into law the Healthy Forests Restoration Act of 2003 to reduce the threat of destructive wildfires while upholding environmental standards and encouraging early public input during review and planning processes. One of the key outcomes of the legislation was to encourage communities to create community wildfire protection plans (CWPP). The 2015 Lake Tahoe Basin CWPP was a multi-agency effort created through the Tahoe Fire and Fuels Team (TFFT) and community input to provide a detailed plan for the implementation of the Lake Tahoe Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy. The CWPP was made possible through a collaborative that included 18 TFFT members, including TRPA staff, as contributing authors. The CWPP is available online at: http://tahoe.livingwithfire.info/wp-content/uploads/2015/03/LTBCWPP_01-07_BasinWideNarrative_Reduced.pdf



Fuels Reduction Project Implementation and Funding

The U.S. Forest Service Lake Tahoe Basin Management Unit continued work on three large fuel reduction/forest health projects located within the wildland urban interface (WUI) during this past quarter: the South Shore Fuels Reduction and Healthy Forest Restoration Project (totaling approximately 10,000 acres), the Carnelian Hazardous Fuels Reduction and Healthy Forest Restoration Project (totaling approximately 3,300 acres), and the Incline Fuels Reduction and Healthy Forest Restoration Project (totaling approximately 3,800 acres). These three projects represent big steps forward in community protection and forest resilience. The Carnelian and Incline projects were reviewed by TRPA and letters of threshold compliance were issued, while the South Shore project was permitted by the Lahontan Water Quality Control Board several years ago.

Smaller fuel reduction/forest health projects within the WUI also continue to be implemented around the Region through the work of the North Lake Tahoe Fire Protection District, the Tahoe Douglas Fire Protection District, Nevada State Lands, and California State Parks.

The Southern Nevada Public Land Management Act (White Pine amendment) program continues to be an important source of funding for fuel reduction projects in the Tahoe Basin. During this past quarter, the SNPLMA Executive Committee recommended funding for eight Tahoe Basin fuel reduction proposals totaling more than \$3 million. The projects are on federal, state, and private lands.

TRPA Urban Forestry Program Update

TRPA provides urban forestry expertise through expert evaluation of trees in the urban landscape. There has been an increase in demand for tree evaluations in 2015, particularly during the past quarter. The increase may be attributed to a number of factors including but not limited to the increased awareness of fire danger, trees being stressed and diseased by prolonged drought, or the ease of submitting tree removal applications through the online application tool launched in June 2014. In 2014, from January 1 through September 23, TRPA issued 377 tree removal permits. In 2015, over the same time period, TRPA issued 599 tree removal permits, an increase of more than 60 percent. Tree removal for defensible space is still accessible through local fire protection districts and departments.

ESTABLISH TRPA AS A LEADER IN ENVIRONMENTAL AND SUSTAINABILITY PROGRAMS

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

The Lake Tahoe Region has a long history of balancing the natural and human systems to protect the landscape for future generations. To that end, TRPA has been building a framework for sustainability since before it became a common catchphrase. Climate change effects have arrived in the Sierra Nevada and are projected to continue into the future. Increased air and water temperatures, reduced winter snowpack, altered precipitation patterns, and more frequent storm events are expected trends. Potential effects such as increased wildfire risk, drought, public health and safety issues, and aquatic invasive species infestations affect the environment and may impact economic prosperity. Mountain resort communities such as Lake Tahoe are especially vulnerable to these changes because our economy and sense of community are intrinsically linked to our environment.

Ecosystem sustainability is larger than TRPA alone and requires multi-sector public and private partners to succeed. By doing our part and spurring others to do theirs, we can adapt to climate change effects. The TRPA-adopted 2012 Sustainable Communities Strategy achieves California greenhouse gas reduction targets for transportation-related emissions. The recently completed award-winning Lake Tahoe Sustainability Action Plan is an even broader action blueprint for both public and private sector participants to address greenhouse gas reduction and the effects of climate change.

STAKEHOLDER AFFILIATE GROUP FOR WATER FOR THE SEASONS

During this past quarter, TRPA was one of 12 stakeholders invited to serve on the Stakeholder Affiliate Group for Water for the Seasons, a National Science Foundation/U.S. Department of Agriculture funded project. The project aims to partner scientists with community water managers and water users in the Truckee-Carson River System to explore strategies and solutions for dealing with extreme climate events such as drought and floods. TRPA will provide the 'headwaters' perspective for the group, an integral component of a healthy and resilient water system. The first stakeholder meeting was held on September 15.



Over the next three years, TRPA will work directly with scientists to guide research and outreach activities as a part of this project. The goal is to link science with decision-making to create a model for improving community climate resiliency and the ability to adapt to extreme climatic conditions. Stakeholder

involvement in the process is highly important and will provide the practicality and usefulness of the research. The result of Water for the Seasons will be an integrated suite of models that can be used for planning purposes for water managers, agricultural producers, and municipalities in snow-fed arid land systems around the world.

SIERRA CLIMATE ADAPTATION MITIGATION PROJECT

During the past quarter, TRPA was invited to serve as an ex-officio member of the Sierra Climate Adaptation Mitigation Project (Sierra CAMP). A public-private, cross-sector partnership, Sierra CAMP is a key partnership for Tahoe because it works to identify and promote climate adaptation and mitigation strategies across the region, and build connections with downstream urban areas to develop broader support for investment in Sierra resources that are critical to the rest of California. Sierra CAMP is one of the five regional climate adaptation and mitigation collaboratives supported and facilitated by the California Governor's Office and is part of the Alliance of Regional Collaboratives for Climate Adaptation.



With decreased snowpack, continued drought, and more numerous and damaging wildfires as the new 'normal,' there is a need to protect communities and the resources they depend on. Sierra CAMP is bringing together key voices within the Sierra region, but it goes a step further by also engaging urban downstream communities and decision-makers in crafting solutions. Sierra CAMP's collective goal is to have community leaders spanning the geography from Los Angeles, Sacramento, San Diego, and the San Francisco Bay Area urging lawmakers to invest in the upper watershed to ensure reliability of their water, energy, recreation, and other resources. As the state makes historic decisions about where to invest billions of dollars in new and existing funding, Sierra CAMP offers a collaborative mechanism for ensuring that the connection between urban population centers and the rural resources they depend on is recognized and valued.

PLUG-IN ELECTRIC VEHICLE READINESS PLAN

This past quarter, TRPA released a request for proposals for development of a Tahoe-Truckee Regional Plug-In Electric Vehicle (PEV) Readiness Plan and created the PEV Coordinating Council (PEVCC) for the Region. The PEVCC will serve as the stakeholder group for the project and includes key stakeholders from inside the Region and from adjacent regions. The project will get underway in November 2015 and is expected to take two-years.

TRPA received a grant from the California Energy Commission to develop a Tahoe-Truckee Regional PEV Readiness Plan. The goal is to make the Tahoe-Truckee Region 'PEV-ready' by creating a plan that identifies, reduces, and resolves barriers to the widespread deployment of private and public PEV infrastructure, in part by leveraging previous PEV efforts inside and outside the region and bringing outside expertise into the region. Putting the Tahoe-Truckee region and the Interstate 80 and Highway 50 corridors on the map as a PEV-ready region could benefit the economy and environment of local communities and surrounding regions, and could fill in a key gap in California's 'electric highway.' Finally, because of the Tahoe Truckee region's small permanent resident population and its role as a destination, corridor, and gateway, this PEV Plan if successful could be replicated not only in other rural areas, but in other tourist destinations popular with California's large metro areas.

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

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

TRPA is charged with monitoring and measuring hundreds of threshold standards, Regional Plan performance measures, and management actions for progress and effectiveness at a regional cost of millions of dollars. The Research and Analysis Division brings all data systems and monitoring, evaluation, and reporting resources together for more efficient response to continually growing information needs. The division manages both internal and external coordination among TRPA, partner agencies, and the scientific community on applied research, status and trend monitoring related to TRPA standards, and partner agency data needs.

GEOGRAPHIC INFORMATION SYSTEMS IMPROVEMENTS

It is undisputed that Geographic Information System (GIS) is a foundational tool of planners and resource managers everywhere to understand the interplay of management inputs. TRPA recently completed a continuous improvement project to evaluate the Agency's mapping needs and create a mapping action plan. This action plan addresses the transition from hard-copy maps to electronic data layers using GIS tools. GIS allows TRPA staff, partners, project proponents, consultants, stakeholders, and the public to visualize data and use maps and geospatial information in project planning, evaluation, and policy-making decisions.

TRPA is requiring broader GIS skills among its staff and recently added another GIS specialist to create and update available data layers and enable new interactive information tools. This past quarter, Alex Quintero joined TRPA as a GIS data analyst. Alex's top priorities will be maintaining and updating TRPA parcel data, jurisdictional and ownership information, creating and updating GIS data layers from older paper and Mylar maps, responding to map requests, and expanding TRPA's existing mapping tools to enable more internal and external users to easily create, save, and print standard maps.

SIMPLIFIED PERMITTING WORK FLOWS IN ACCELA

TRPA is growing its abilities to question whether our processes are efficient and achieving the results we need or intent. Toward this goal, the Research and Analysis Division is working with the Current Planning and Code Compliance Divisions to streamline and simplify project workflows in TRPA's permit tracking software, Accela, and implement new timesaving tools for planners and field inspectors. In simple terms, a workflow is the number and order of different steps, personnel, and divisions that touch a plan, project or permit review. TRPA contracted with TruePoint Solutions to evaluate, recommend, and implement solutions to streamline TRPA's permit tracking software and simplify project review processes, workflows, and reporting. With TruePoint's assistance, TRPA has implemented several enhancements and prioritized short- and long-term improvements to implement during the next quarter. These improvements include:

- Fewer and simpler workflows to make permit processing more understandable;
- Simplified reporting to save planners' time;
- Improved tracking of major plan revisions;
- New reports from TRPA's permit tracking software that are easier to run, maintain, and produce; and,
- Mobile applications for TRPA inspectors and the TRPA Forester to process inspections and permits in the field.

OPERATE AS A HIGH PERFORMANCE ORGANIZATION

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

FINANCE, INFORMATION TECHNOLOGY, HUMAN RESOURCES, & FACILITIES UPDATE

The Agency support departments – Finance, Information Technology, Human Resources and Facilities Management – work continuously to assure the availability of adequate funding, systems, and facilities to accomplish the Compact’s expansive mission.

TRPA’s Finance Department completed all fiscal year quarter four invoices to grantors and secured the state contributions to TRPA’s annual budget. The department has made significant progress to generate schedules and information for the fiscal year 2014-15 financial audit, and will complete and present final audit work to the Governing Board during the upcoming quarter.

The Human Resources Department has upgraded key ADP software to the most current version, adding capabilities for recruiting, performance management, and online Human Resources Information System documentation. At this time, TRPA has three open positions, with preliminary interviews complete for two of them. The department’s focus for the upcoming quarter will be to hire staff for all three openings and to capitalize on the new features of ADP.

During the past quarter, 4,000 square feet of warehouse space on the second floor of TRPA’s building was leased to a local electrical contractor. TRPA is doing routine BMP maintenance on site and anticipates completing that work in the next quarter.

Information Technology continues migrating key TRPA services to cloud-based systems. Email has begun transitioning to a Microsoft hosted service with approximately 20 percent of employees moved so far. In conjunction with the Research and Analysis Division, TRPA updated its key planning software, Accela, to the latest version. By the end of 2015, TRPA anticipates that all employees will be moved to the cloud email product and have access to the most current version of standard Microsoft Office software.

EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the 2012 Regional Plan. The External Affairs Team leads public engagement initiatives in collaboration with a wide variety of agency and nonprofit stakeholders. During this past quarter, TRPA continued ongoing education and outreach in the Lake Tahoe Region to raise public awareness about issues at Lake Tahoe and improve public understanding about the role of TRPA.

- External Affairs Chief Julie Regan worked with Lake Tahoe’s U.S. Senate and House delegations to reintroduce the Lake Tahoe Restoration Act of 2015. The Senate’s bipartisan legislation would authorize up to \$415 million in federal funding over 10 years to continue important environmental restoration and conservation measures at Lake Tahoe. While the House bill has a reduced funding amount, the External Affairs team is an active member of

the Tahoe Partnership, which is advocating for compromise in Washington, D.C. between the two bills and urging for the Lake Tahoe Restoration Act's ultimate passage.

- The South Tahoe Public Utility District hosted a Wildland Fire Forum on July 15 where Julie Regan presented the history and present status of the Lake Tahoe Restoration Act. This well-attended event focused on how Lake Tahoe agencies are working together to reduce wildfire risk with hazardous fuels reduction projects and encouraging property owners to create defensible space. Staff representatives from all members of the Lake Tahoe Congressional delegation attended.
- The External Affairs team represented TRPA at FireFest 2015 on September 26. The well-attended annual event in South Lake Tahoe helps inform the community about fire safety as well as how people can reduce wildfire risk.



Julie Regan speaking at the Wildland Fire Forum on July 15.



Devin Middlebrook leading a volunteer during the 18th annual Tahoe Forest Stewardship Day.

- Staff led a team of volunteers during the 18th annual Tahoe Forest Stewardship Day. Overall, 100 volunteers worked on a stretch of the Upper Truckee River to plant native vegetation and enhance restoration work done in the area by the U.S. Forest Service, California Tahoe Conservancy, and City of South Lake Tahoe.

- The External Affairs team presented the 2014 Best in the Basin Awards before the TRPA Governing Board on September 23. TRPA recognized 10 projects that made exceptional contributions to Lake Tahoe's environment and communities with awards through this program, now in its 25th year.



2014 Best In Basin Award winners with TRPA Governing Board Chair Casey Beyer and Executive Director Joanne Marchetta.

2014 Best in Basin Awards Winners

Environmental Improvement Program/Public Project Category

- Bijou Erosion Control Project
- Harrison Avenue Streetscape Improvement Project
- Highway 50 Water Quality Improvement Project
- Lake Tahoe Boulevard Enhancement Project
- State Route 207/Kingsbury Grade Reconstruction Project

Water Quality Improvement Category

- Kingswood 500 Tank/120 Booster Pump Demolition and Griff Creek Restoration Project
- Smith BMP Retrofit Project

Building and General Construction Category

- SUP Tahoe – South Shore Bikes Project

Defensible Space/Forest Health Category

- Incline Pines Homeowners Association Defensible Space Project

Sustainability/Community Benefit Category

- Tahoe Truckee Community Foundation Community House Project

NEW TRPA STAFF

During the third quarter of 2015, TRPA filled various positions.



Angela Stevens, Stormwater Management Program

Angela Stevens joined the Stormwater Management Program in July as an Associate Environmental Specialist working on private parcel BMP implementation and area-wide projects to improve water quality. Angela is from Washington State and has a background in forestry and wildland fire. She has a master's degree in hydrology from University of Nevada, Reno, and a bachelor's degree in natural resources and environmental management from University of Hawaii, Manoa. While studying at UNR she travelled to Panama and Kenya to educate rural communities about sanitation and water quality issues and implement sanitation, soil erosion, and water conservation projects. Most recently, Angela was a research assistant with the Desert Research Institute in Reno working on nearshore water clarity at Lake Tahoe.

Alex Quintero, Research and Analysis Division

In September, TRPA hired Alex Quintero as a Geographic Information System (GIS) Analyst, responsible for creating, maintaining, and analyzing TRPA's enterprise GIS datasets. Alex brings more than eight years of GIS experience, database design, web service management, application creation, and spatial analysis. Alex has helped support national exercises for the Federal Radiological Monitoring and Assessment Center as well as international events including the Fukushima Daiichi nuclear disaster. He has a bachelor's degree in geography from University of Nevada, Reno, a master's degree in GIS from University of Redlands, and a certificate in information systems cybersecurity from Penn State. He moved to Tahoe from the Las Vegas area.





Taylor Currier, Code Compliance Program

Taylor Currier began working at TRPA in July as an Associate Environmental Specialist in the Code Compliance Program. Taylor previously worked as an environmental scientist for the Lahontan Water Board. He has worked with various agencies and nonprofit organizations in Tahoe for several years. Before calling Tahoe home, Taylor grew up in Texas and graduated from the University of North Texas with a bachelor's degree in geography.

INTERNAL STAFF CHANGES

Along with filling vacancies with external candidates, TRPA moved and promoted a number of internal staff this past quarter. Promoting existing employees is an important way to continue to invest in staff and to advance TRPA programs.

In Long Range Planning, Lucia Maloney and Jennifer Cannon were promoted from associate to senior planner positions and work is underway to backfill their positions with recruitments underway. To better integrate land use and transportation planning, Nick Haven is now leading the Long Range Planning Division and Transportation Planning Division.

In Current Planning, TRPA promoted Tiffany Good and Shannon Friedman to senior planner positions in that division. Sarah Jones joined the Stormwater Management Program from her position in Code Compliance to facilitate private parcel BMP implementation and area-wide water quality improvement projects.

APPENDIX A

**2014 EIP ACCOMPLISHMENT SUMMARY
AND PROGRAM AREA FACT SHEETS**



ENVIRONMENTAL IMPROVEMENT PROGRAM

AUGUST 2015

LAUNCHED IN 1997, the Lake Tahoe Environmental Improvement Program (EIP) is a partnership of federal, state, and local agencies; private interests; and the Washoe Tribe, created to protect and improve the extraordinary natural and recreational resources of the Tahoe Basin. EIP partners implement projects that include everything from new bike trails to creek restorations to programs that protect the Lake from aquatic invasive species.

Between 1997 and December 2014, all sectors collectively invested \$1.8 billion which includes \$593.4 million by the federal government, \$693.4 million by California, \$118.8 million by Nevada, \$77.1 million by local governments, and \$328.3 million by the private sector.

EIP PRIORITIES

- Improve forest health and reduce forest fuels
- Treat stormwater to improve Lake clarity
- Prevent and control aquatic invasive species
- Complete Basin-wide bike trail network
- Acquire and remove blighted structures, and transfer development rights from sensitive lands to town centers
- Restore Upper Truckee River and other key Tahoe watersheds.

ACCOMPLISHMENTS: 1997-2014

More than 450 projects have been completed and 100 more projects are currently being implemented by EIP partners.

Accomplishments include:

- Improving erosion control measures on 703 miles of roadways
- Treating 59,520 acres of hazardous fuels
- Restoring over 16,000 acres of wildlife habitat, including 1,532* acres of stream environment zones
- Increasing public lake access by acquiring or enhancing 2,770 linear feet of shoreline
- Creating or improving 143 miles of bike and pedestrian routes
- Since 2009 the Aquatic Invasive Species Program has:
 - Conducted approximately 44,000 watercraft inspections
 - Performed over 21,000 watercraft decontaminations for all aquatic invasive species
 - Treated 38.85 acres of weeds and Asian clams (includes multiple treatments on some acres).

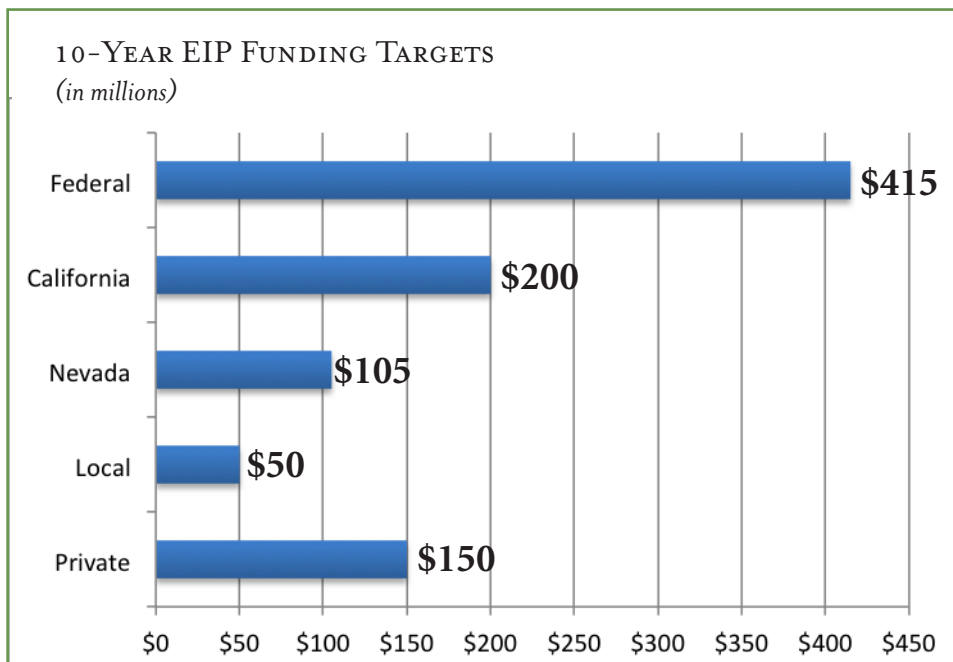
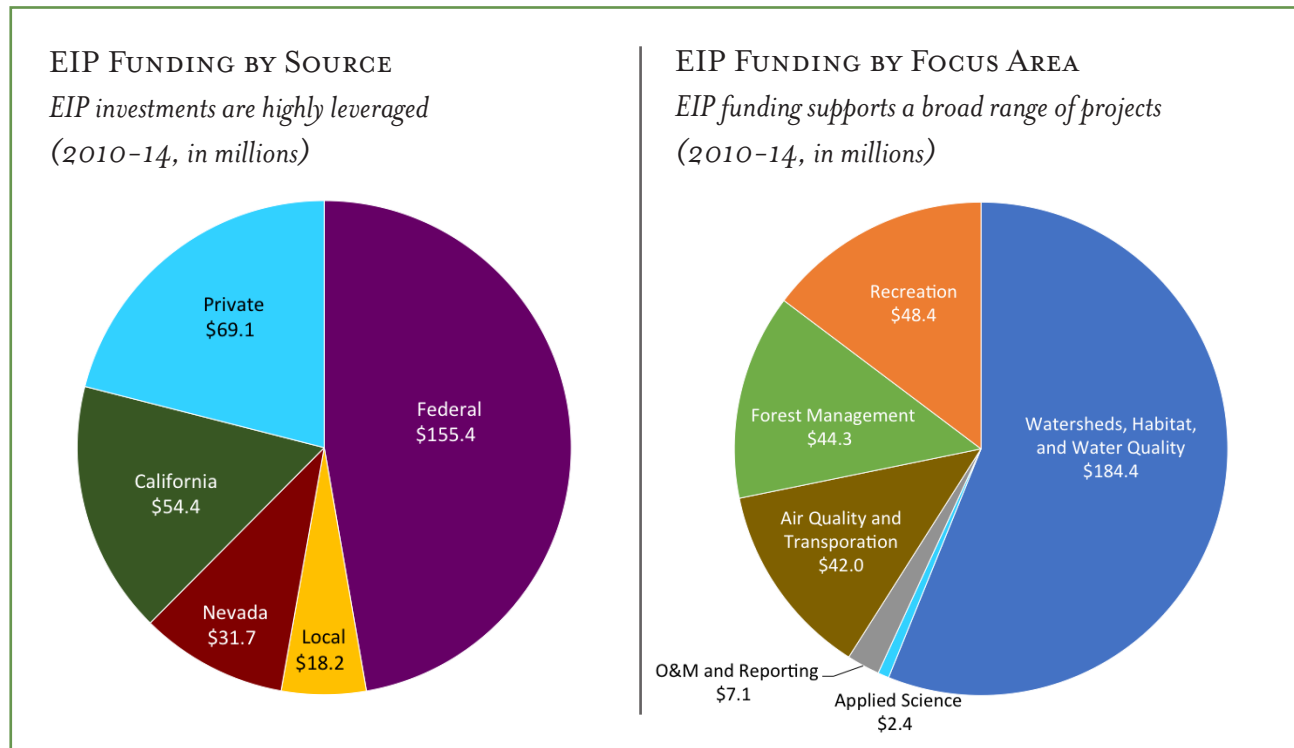
**This includes the 592 acres of the Upper Truckee River Marsh Restoration Project which is currently in the planning phase. It will be one of the largest SEZ restoration projects undertaken in Lake Tahoe and the watershed is the largest contributor of fine sediment to the Lake.*



ENVIRONMENTAL IMPROVEMENT PROGRAM

EIP FUNDING

As programs move forward, EIP partners continue to work together to identify the highest priority projects and funding needed to continue the commitment to restoring and protecting Lake Tahoe.



Federal: Reauthorize the Lake Tahoe Restoration Act (LTRA) for \$415 million and seek funding from all applicable federal programs.

Nevada: Access \$105 million in authorized bond funding (in phases).

California: Seek \$200 million from Prop. I, cap and trade, potential parks bond, and other sources.

Local: Maintain and increase O&M commitments and local assessments.

Private: Attract new investments, donations, and partnerships.



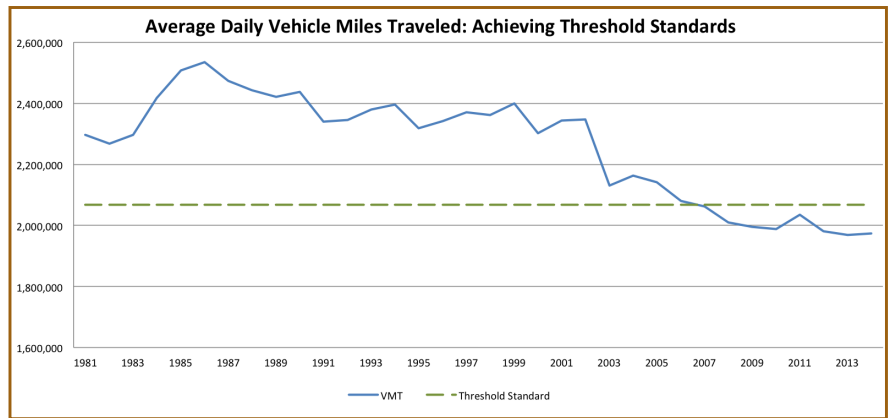
AIR QUALITY AND TRANSPORTATION

BACKGROUND

Mobile sources of air pollution, mainly from motor vehicles, are among the most significant sources of pollution in the Tahoe Basin. Since 1997, Basin partners have constructed 143 miles of bike trails and pedestrian facilities and invested in coordinated transit systems to help get residents and visitors out of their cars. Recent investments in the transit system include new service to popular recreation areas and neighborhoods, night-time routes, and the construction of 18 new transit shelters Basin-wide. Providing incentives to develop pedestrian-friendly streetscapes that are within walking distance to retail, commercial, and lodging opportunities is a focus of the updated 2012 TRPA Regional Plan and will be an important component of the 2016 update to the Regional Transportation Plan.

ACCOMPLISHMENTS

- Fall 2015 expected completion of the Sawmill Boulevard Bike Trail connecting Meyers to the South Tahoe “Y.”
- New transit servicing State Route 267, connecting Truckee with Kings Beach. TART will continue this service year-round beginning winter 2015.



PRIORITIES

- Completing the Lake Tahoe Bikeway serving communities around Lake Tahoe.
- Creating a coordinated regional highway, transit, and parking system.
- Investing in mixed-use town centers served by reliable and convenient public transit, with complete streets that encourage biking and walking.
- Integrating new technology and innovation into transit systems to create a seamless transit experience.

GUIDING POLICY

Regional Transportation Plan Update, Mobility 2035



ENVIRONMENTAL IMPROVEMENT PROGRAM

August 2015 | Photo by Mike Vollmer

AGENDA ITEM NO. VIII.A.1



WATER QUALITY AND CLARITY

BACKGROUND

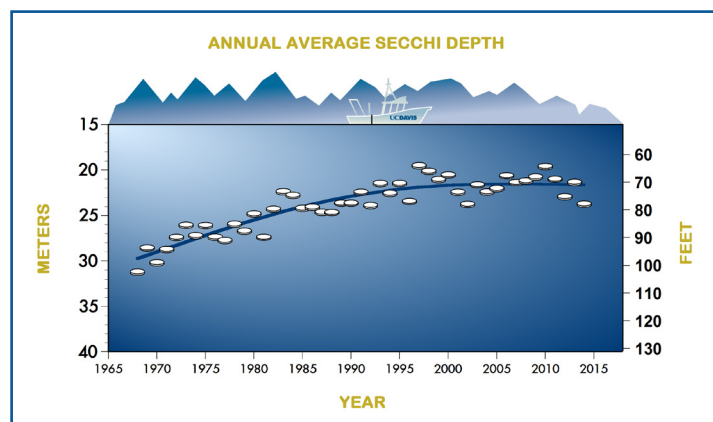
According to the 2015 State of the Lake Report by the Tahoe Environmental Research Center, average annual water clarity was the best in more than a decade, improving from 70.2 feet in 2013 to 77.8 feet in 2014. While some of this increased clarity can be attributed to the drought, research also indicates that investments in stormwater treatment facilities through the EIP are likely also driving this positive progress. Stormwater management projects on roadways, retrofitting parking areas on recreational facilities adjacent to the Lake, and installing Best Management Practices (BMPs) on private properties have all contributed to reversing the declining clarity trend.

ACCOMPLISHMENTS

- Completed new major area-wide treatment projects including the Bijou Erosion Control Project, the Harrison Avenue Water Quality Improvement and Streetscape Project, and the Cave Rock Area-Wide Stormwater Treatment Basin Retrofit.
- Continued watershed restoration projects on the Upper Truckee River, Rosewood and Third Creeks, and other priority locations.

PRIORITIES

- Implementing area-wide water quality treatments.
- Focusing private-parcel BMP installation on locations with high pollutant loading.



- Improving nearshore and deep Lake clarity.
- Continuing stormwater and tributary monitoring.

GUIDING POLICY

- Lake Tahoe Water Quality Management Plan
- Lake Tahoe Total Maximum Daily Load (TMDL)
- BMP Action Plan





INVASIVE SPECIES

BACKGROUND

Lake Tahoe continues to administer one of the most comprehensive and collaborative Aquatic Invasive Species (AIS) prevention programs in the country. All motorized watercraft are required to be inspected before entering Lake Tahoe. This year, California and Nevada recognized the importance of continuing these inspections by committing to fund half the program through their respective state budgets while the other half continues to be funded by boater fees.

This new stable funding for the prevention program has allowed agencies to prioritize projects that control AIS currently in the Lake. Controlling invasive weeds, warm water fish, and Asian clams is crucial to reducing the threat to native species and improving water quality.

ACCOMPLISHMENTS

- No detections of new aquatic invasive species.
- Adoption of the AIS Control Implementation Plan.
- Expanded national leadership role through new membership on the Federal Advisory Committee that guides national AIS policy.
- California funding source (SB630) for control projects.
- Since 2009, 44,000 watercraft inspections and 38 acres of weeds and Asian clams treated (includes multiple treatments on some acres).



At left: Eurasian watermilfoil pre-treatment in Emerald Bay (2010). At right: the same location after treatment (2012) using diver-assisted suction and bottom barriers.

PRIORITIES

- Obtaining funding for control projects and research to maintain a science-based program.
- Limiting the spread of existing invasive species.
- Continuing collaboration among all partner agencies through the Aquatic Invasive Species Coordination Committee.
- Continuing public education and outreach through the Take Care, Tahoe Keepers, and Eyes on the Lake programs.

GUIDING POLICY

- Lake Tahoe Region Aquatic Invasive Species Management Plan
- Lake Tahoe AIS Implementation Plan



LAKE TAHOE
ENVIRONMENTAL
IMPROVEMENT PROGRAM



FOREST HEALTH AND FUELS REDUCTION

BACKGROUND

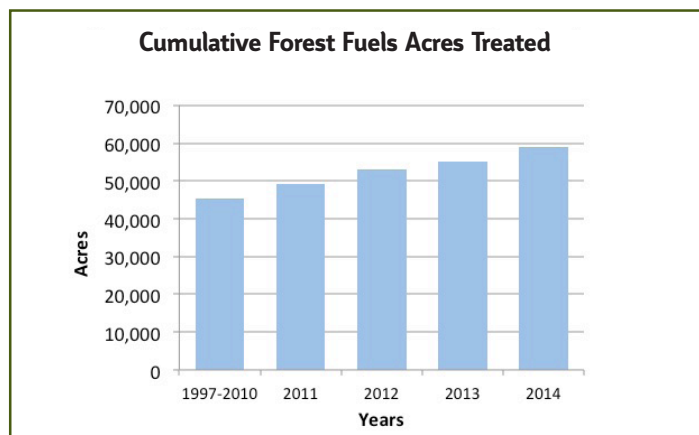
The forests of Lake Tahoe provide many benefits: wildlife habitat, clean air, scenic beauty, and clean water. Over the past several years, forest management activities have focused on fuel reduction in the wildland urban interface (WUI). WUI treatments have not only been successful in reducing fuel loadings around communities at risk, but also in building resilience to wildfire, climate change, drought, insects, and disease. Public land managers, fire protection districts, and regulatory agencies continue to address this threat by working together through the Tahoe Fire and Fuels Team/Multi-Agency Coordinating Group and implementing the Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy, the newly updated Tahoe Basin Community Wildfire Protection Plan and supporting the development of Fire Adapted Communities.

ACCOMPLISHMENTS

- From 1997 to 2014, 59,520 acres of forest have been treated for hazardous fuels reduction.
- Updated the Lake Tahoe Basin Community Wildfire Protection Plan.

PRIORITIES

- Community protection and creation of Fire Adapted Communities.



- Transition to large-scale forest health and watershed improvement projects.
- USFS South Shore Fuel Reduction and Healthy Forest Restoration Project.
- Incline Fuels Reduction and Healthy Forest Restoration Project.

GUIDING POLICY

- Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy
- Lake Tahoe Basin Community Wildfire Protection Plan



**ENVIRONMENTAL
IMPROVEMENT PROGRAM**

August 2015 / Photo by Mike Vollmer

AGENDA ITEM NO. VIII.A.1



SUSTAINABILITY AND REGIONAL PLAN

BACKGROUND

Sustainability for Lake Tahoe communities includes bringing new transportation options, finding innovative ways to build new infrastructure, encouraging health and social well-being, and building a healthy economy.

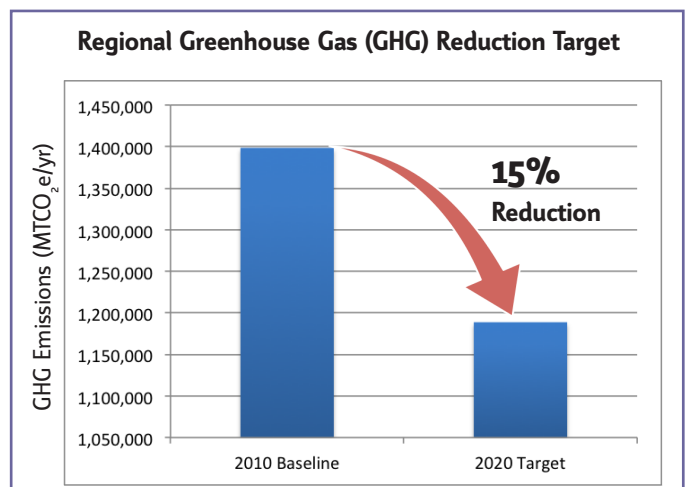
The Regional Plan and the Lake Tahoe Sustainability Action Plan serve as a framework for the Basin to implement strategies that will create more resilient communities in the face of a changing climate.

ACCOMPLISHMENTS

- The inaugural Connections sustainability conference brought leaders together to discuss building more resilient communities through mountain-urban partnerships.
- The Sustainability Action Plan won the National American Planning Association's Award for Green Innovation.

PRIORITIES

- Reexamining the regional development rights commodities system and determining how to accelerate environmental redevelopment.
- Working with the newly formed Bi-State Science Council to address nearshore and climate change implications.



- Implementing local Area Plans. To date, the TRPA Governing Board has approved three Area Plans and five more are under development by local jurisdictions.
- Implementing the Sustainability Action Plan and continuing the citizen-led Tahoe-Truckee collaborative.
- Working with regional partners to develop a Tahoe-Truckee Electric Vehicle Readiness Plan.

GUIDING POLICY

- Regional Plan
- Sustainability Action Plan



**ENVIRONMENTAL
IMPROVEMENT PROGRAM**



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MEMORANDUM

Date: October 21, 2015

To: TRPA Regional Planning Implementation Committee

From: TRPA Staff

Subject: Proposed Amendments to Policy LU-2.11 of the Regional Plan, Chapter 30 of the TRPA Code of Ordinances to update the Coverage Transfers Across Hydrologically Related Area Provisions, and the Memoranda of Understanding for the Nevada Division of State Lands and California Tahoe Conservancy to update the Excess Coverage Mitigation Program

Requested Action:

Recommend approval of the proposed amendments to Policy LU-2.11 of the Regional Plan, Chapter 30 of the TRPA Code of Ordinances, and Memoranda of Understanding (MOU) for the Nevada Division of State Lands (NDSL) and California Tahoe Conservancy (CTC) to update the Excess Coverage Mitigation program and coverage transfers across Hydrologically Related Area (HRA) provisions to the Governing Board.

Staff Recommendation:

Recommend approval of the requested action. To recommend approval of the requested action, the Regional Planning Implementation Committee (RPIC) should make the following motions:

- 1) A motion to recommend approval of the required findings, including a finding of no significant effect, for adoption of the amendments to Regional Plan Goals and Policies Policy LU-2.11 of the Regional Plan, Chapter 30 of the TRPA Code of Ordinances, and Nevada Division of State Lands and California Tahoe Conservancy MOUs to update the Excess Coverage Mitigation program and Coverage Transfers across Hydrologically Related Area Provisions, as provided in Attachments A, B, and C hereto.
- 2) A motion to recommend adoption of Ordinance 2015-___, amending Ordinance 87-9, as previously amended, to amend Regional Plan Goals and Policies Policy LU-2.11 and Chapter 30 of the TRPA Code of Ordinances to update the Excess Coverage Mitigation Program and the Coverage Transfers across Hydrologically Related Area Provisions, as provided in Attachment B hereto.
- 3) A motion to recommend adoption of Resolution 2015-___, amending the Nevada Division of State Lands and California Tahoe Conservancy MOUs to update the Excess Coverage Mitigation Program as provided in Attachment C hereto.

In order for the motion to pass for the first two motions, an affirmative vote of four RPIC members with votes from each state is required. In order for the motion to pass for the third motion, an affirmative vote of any eight RPIC members is required.

APC Action:

At the October 14th Advisory Planning Commission (APC) meeting, the APC unanimously recommended approval of the above mentioned Findings, Ordinance, and Resolution (included as Attachments A, B, and C) to the Governing Board.

Summary:

The proposed amendments to the Regional Plan, Code, and MOUs update two different elements of TRPA's commodities system and coverage regulations, (1) the Excess Coverage Mitigation (ECM) program and (2) coverage transfer across HRA policies. The proposals when taken together provide benefits to accelerate transfers of coverage out of environmentally sensitive lands, increase sensitive land restoration and acquisition, improve the effectiveness of coverage policies, and increase Soil Conservation and Water Quality Thresholds gains.

These two topics emerged from the 2012 Regional Plan Update and Bi-State Consultation and the TRPA Governing Board subsequently prioritized them at the annual priority setting workshop in 2013. The RPIC endorsed the formation of the Coverage Working Group to collaboratively develop recommendations. The Coverage Work Group process, held from 2014 to early 2015, resulted in the endorsement of recommendations for both coverage topics. The proposed amendments will carry forward the following Coverage Working Group recommendations.

- (1) Currently, coverage transfers are not allowed across HRAs and this inhibits environmental redevelopment projects providing stormwater Best Management Practices and building and scenic design improvements. The new policy would allow for coverage transfers across HRAs only if coverage is transferred from sensitive lands into non-sensitive lands further than 300 ft. of the Lake Tahoe highwater mark. The IEC analysis for this new policy demonstrated that even after accounting for loading impacts from additional transferred coverage, a net reduction of fine sediment pollutant loads and total nitrogen and phosphorus would occur with implementation. The coverage transfer changes would amend Code Section 30.4.3.B to permit the transfer of existing hard/soft coverage across HRA boundaries under limited circumstances: if the coverage is permanently retired and restored on sensitive lands and sent to eligible non-sensitive areas.
- (2) The current requirements for how the ECM fee is spent do not encourage mitigation of excess coverage resulting in the needed environmental gain. The updates to how the ECM funds are spent would support the implementation of projects with the greatest environmental benefit to the Soil Conservation and Water Quality Thresholds. Under the ECM program fund amendments, the land banks would be required to dedicate no less than one-half of the ECM funds to existing coverage restoration and the land banks should prioritize the retirement of coverage on sensitive lands. The remaining funds could be used for Environmental Improvement Projects (EIP) or other proposed projects approved by the Executive Director. All

projects using ECM funds must result in Soil Conservation and/or Water Quality Threshold gains. The ECM program amendments necessitate adjustments to the MOUs between TRPA and the land banks.

The current ECM fee schedule has not been updated since 2007 due to implementation difficulties. The ECM fee update is an opportunity to improve the feasibility of implementation, program effectiveness, and better fulfill the ECM fee intent to reflect the land bank's cost to acquire and restore coverage. Amendments to Code Section 30.6.1.C.2 are proposed to implement more feasible ECM Fee updates and align ECM fees with consistent regional sales inflations, using an Annual Percentage Growth Rate methodology and index approach.

Coverage Transfers Across HRAs Policy Background and Issue Summary:

Land coverage is the most frequently traded commodity in the Tahoe Region. TRPA regulates the ability to cover land in the Region through a set of coverage rules that differ by land capability, property location, and whether the lot is vacant or previously developed. Land capability is a classification system based on soils, hydrology, geomorphology, and vegetation that determines the amount of development a site can support without experiencing soil or water degradation (The Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide for Planning by Bailey, 1974). Depending on the environmental sensitivity of the site as defined by the Bailey Land Capability Classification or Individual Parcel Evaluation System (IPES), landowners are permitted base allowable coverage between 1 and 30% of their property area. Landowners could transfer additional coverage above the base allowable up to maximum parcel coverages, if the property is eligible pursuant to Code Section 30.4.2. Coverage transferred from sensitive land must be permanently retired as set forth in Code Section 30.4.3.G. and be restored and maintained to a natural state or near natural state (see also Code Section 51.6).

Transfers of coverage are currently allowed only within the same Hydrologically Related Area (HRA). The 1987 Regional Plan partitioned the Region into a series of nine HRAs and the geographic extent of these HRAs is roughly based on the combination of several adjacent watersheds and negotiated adjustments primarily to allow for adequate coverage transfer opportunities in each HRA (see Figure 1). The HRA concept description is provided in the 1984 EIS for the 1987 Regional Plan (p. II-17), which states that “[t]he term “related hydrologic unit” has not yet been specifically defined. However, the Agency will limit transfers of coverage to a reasonable distance from the receiving site, so that the effect on water quality of coverage within the area is no worse than if the development were confined to the respective parcels.”

Existing coverage policies limit transfers to within HRAs and therefore, constrain the supply and increase the cost of coverage in some HRAs. The price and availability of coverage varies dramatically throughout the Region from approximately \$11/sq. ft. to \$87/sq. ft.¹ The limited supply and high cost can serve as impediments to environmental redevelopment of high capability areas in these HRAs. This constraint results in a fragmented market with limited supplies of coverage and higher costs than would be expected if potential sellers of coverage could compete Region-wide. An opportunity exists

¹ See Staff Summary for January 27, 2015 for more detail: http://www.trpa.org/wp-content/uploads/Draft_Coverage_WG_Memo_1_27_2015_FinalVersionFullPacket.pdf.

to harness the demand for coverage in coverage-limited HRAs to drive restoration of sensitive lands.

Excess Coverage Mitigation (ECM) Program Policy Background and Issue Summary:

Legally existing coverage in excess of the allowable base and transferred coverage amount is “grandfathered ” under TRPA Code. However property owners with “excess coverage” must mitigate a portion through any of the following excess coverage mitigation program options (or combinations thereof) including reducing and restoring coverage on-site, offsite on their own, or payment of an ECM Fee in lieu of immediate coverage reduction. The majority of project applicants pay the ECM fee. The land banks receive ECM fee disbursements from TRPA to retire potential coverage or restore existing coverage and the land bank MOUs govern the use of the ECM fee.

The current MOUs require that the land banks mitigate one square foot of excess coverage with one square foot of retired coverage but they do not differentiate between potential and existing coverage. Moreover, the ECM fee has not been updated since 2007 (see Attachment H for more detail) due to implementation difficulties and this widens the gap between the fee and the actual cost of acquiring and restoring existing coverage.

The reduction of coverage is a priority since it affects water quality and clarity by decreasing soil availability to infiltrate water and could result in surface water runoff, soil erosion, and the delivery of pollutants and fine sediments to receiving waters. The most recent Soil Conservation Threshold analysis reported a lack of attainment for both coverage reduction and restoration in Stream Environment Zones (SEZs).

Overview of Coverage Working Group Process:

The nine-member Coverage Working Group was formed to develop collaboratively, recommendations for improving the coverage transfers across HRAs and the ECM program provisions. The Coverage Working Group included representation from the California and Nevada land banks and state and local government; business interests; and environmental interests along with the inclusion of a non-affiliated technical expert. The Coverage Working Group included: Kevin Prior, the California land bank; Elyse Randles, the Nevada land bank; Charles Donohue, State of Nevada; Dan Siegel, CA Attorney General’s Office; Steve Buelna, Placer County, CA; Eva Krause, Washoe County, NV; Lewis Feldman, Feldman McLaughlin Thiel LLP; Shannon Eckmeyer, League to Save Lake Tahoe; and Eoin Doherty, Environmental Incentives.

As outlined below, the first two meetings focused on gaining recommendations for the coverage transfers across HRA code provisions and the next three meetings concentrated on developing ECM program recommendations. All of the meetings were advertised and open to the public and they included ample opportunities for public comment. In partnership with TRPA, the land banks presented informative material, offered feedback, and fulfilled data requests at several meetings to help inform the development of recommendations. The year long process resulted in meaningful, careful, and measured improvements to TRPA’s coverage regulations in the form of recommendations regarding the coverage transfer across HRA provisions and the ECM Fee update and usage, the product of delicate compromises among widely varied interests.

Meeting Process for the Coverage Transfers across HRAs²:

1. The first meeting was convened on March 10, 2014. The Coverage Working Group developed a conceptual approach, outlined seven objectives, identified data needs to inform recommendations, and brainstormed six options to address coverage transfers across HRAs.
2. On July 8th, 2014, the Coverage Work Group reviewed the six options and agreed to move forward a recommendation (see Attachment D.I) for amending the coverage transfer across HRA provisions.

Meeting Process for the Excess Coverage Mitigation (ECM) Program:

3. During the August 20, 2014 meeting, the Coverage Working Group identified ten characteristics of an ideal ECM program and brainstormed possible options for further examination.
4. On October 2, 2014, the group refined the six alternatives for how the fee is spent and updated.
5. In early 2015, the Working Group came to an agreement and developed recommendations for amending and updating the Excess Coverage Mitigation (ECM) Program (see Attachment D.II-III).

Transfers Across HRAs Policy Improvements:

The coverage transfer across HRAs policy improvements include the addition of Code Section 30.4.3.B.6 (Land Coverage Transfers Across Hydrologically Related Areas). The provision allows the transfer of existing hard or soft coverage across HRA boundaries if it comes from sensitive land (and restored) and is sent to non-sensitive areas located further than 300 ft. from the highwater mark of Lake Tahoe. Projects that would transfer land coverage across HRA boundaries would still need to comply with land capability limitations and all other ordinances regulating land coverage (pursuant to Code Chapter 30). Minor Code modifications to Sections 30.4.3.B.2.a and 30.4.3.E and Regional Plan Policy LU-2.11 are proposed to implement the new policy. The complete amendment language to implement these recommendations is provided in Attachment B (Code of Ordinances).

Excess Coverage Mitigation (ECM) Program Improvements:

The proposed policy updates for the ECM program encourages the land banks to focus on coverage retirement in sensitive lands and allows for greater flexibility to realize more environment gain through Environmental Improvement Projects (EIP). The new policy replaces the unattainable ratio requirement for coverage retirement with a more feasible and flexible approach, requiring preference for existing coverage retirement on sensitive lands. In addition, the new provision requires the land banks to dedicate at least half of the ECM funds for existing coverage acquisition and restoration and the remaining portion of the ECM funds can be used for EIP projects or non-EIP projects, if approved by the Executive Director. All such projects must result in Soil Conservation and/or Water Quality Threshold gains. Lastly, reporting enhancements were added to describe the area and land capability of coverage restored, and area of land acquisition, among others. The proposed policies regarding how the ECM fee is spent necessitated adjustments to the MOUs with the NV and CA land banks (see Attachment C, Memoranda of Understanding for more detail).

² All of the Coverage Working Group meeting staff memos and meeting summaries can be retrieved at: <http://www.trpa.org/coverage-transfers-across-hras-working-group-meeting-materials/>.

In addition, policies improvements are proposed to allow for regular ECM Fee updates that accounts for consistent sales price inflation in the Tahoe Region. The Working Group recommended an index approach for automatically updating the ECM Fee annually, using an Annual Percentage Growth Rate (APGR) methodology applying best available information for the Tahoe Region. This approach can be feasibly implemented, best reflects regional conditions, and the annual rate would be calculated at least every four years. TRPA staff tested this approach by collecting the best available property appraiser data and by applying this data to the APGR method.³ As part of the proposed Code amendment package, the Working Group agreed that fee adjustments should be limited to increases. As a form of ‘peer review’, the APGR method was reviewed by a credentialed third-party to ensure it is appropriate and defensible for use within the region. The completed expert review endorsed the proposed APGR approach. Additional detail is provided in Attachment E (University of Nevada, Reno Center for Regional Studies Review of ECM Fee Update Method). The proposed Code amendments to update the ECM fee regularly, utilizing an APGR methodology are limited to Code Section 30.6.1.C.2. The complete amendment language to implement these recommendations is provided in Attachment B (Code of Ordinances).

Benefits:

Overall, the amendments would leverage coverage removal and restoration from sensitive lands and support water quality and soil conservation improvements. The coverage transfer across HRA provisions would incentivize transfers of coverage to high capability lands from sensitive lands thereby increasing compliance with current regulatory requirements for stormwater Best Management Practices, building design, and scenic requirements. In addition, this update promotes increased acquisition and restoration of sensitive lands. The IEC analysis demonstrated that the proposed amendments would benefit Lake Tahoe water quality by reducing overall fine sediment pollutant loads, total nitrogen and phosphorous. The ECM program updates would support the implementation of projects with the greatest environmental benefit to Soil Conservation and Water Quality Thresholds, would retain a clear nexus to coverage restoration, and improve accountability and reporting. In addition, the ECM fee updates are expected to improve the program effectiveness and better fulfill the ECM fee intent to reflect the land bank’s cost to acquire and restore coverage.

Environmental Review:

The environmental effects of the proposed Regional Plan, Code, and MOU amendments were evaluated using an Initial Environmental Checklist (IEC), prepared pursuant to the provisions of the Tahoe Regional Planning Compact, Chapter 3: Environmental Documentation of the TRPA Code of Ordinances, and Article 6: Environmental Impact Statements of the Rules of Procedure (see Attachment F). The IEC found that the proposed amendments would be beneficial and therefor have no significant adverse impact. The proposed amendments would benefit Lake Tahoe water quality by reducing overall fine sediment pollutant loads, total nitrogen and phosphorous, and would provide a Code mechanism to achieve greater acquisition and restoration of sensitive lands. The result is a net environmental benefit for Soils and Water Quality Threshold attainment.

³ The result of this calculation was a 1.3% annual ECM fee increase for Nevada and no increase for California. This would need to be re-calculated if the applicable Code amendments are adopted.

Contact Information: If you have any questions, please contact Jennifer Cannon, Senior Planner, at 775.589.5297 or jcannon@trpa.org.

Attachments:

- A. Required Findings/Rationale
- B. Adopting Ordinance with Proposed TRPA Regional Plan and Code of Ordinance amendments
- C. Resolution with Proposed CTC and NDSL Memoranda of Understanding amendments
- D. Coverage Working Group Recommendations Regarding: Coverage Transfers across HRAs, How the ECM Fee is Spent, and the Update of the ECM Fee
- E. University of Nevada, Reno (UNR) Center for Regional Studies Review of the ECM Fee Update Method
- F. Initial Environmental Checklist
- G. Compliance Measures and Threshold Indicators Checklist
- H. Coverage Working Group Staff Summary for the August 20, 2014 Meeting

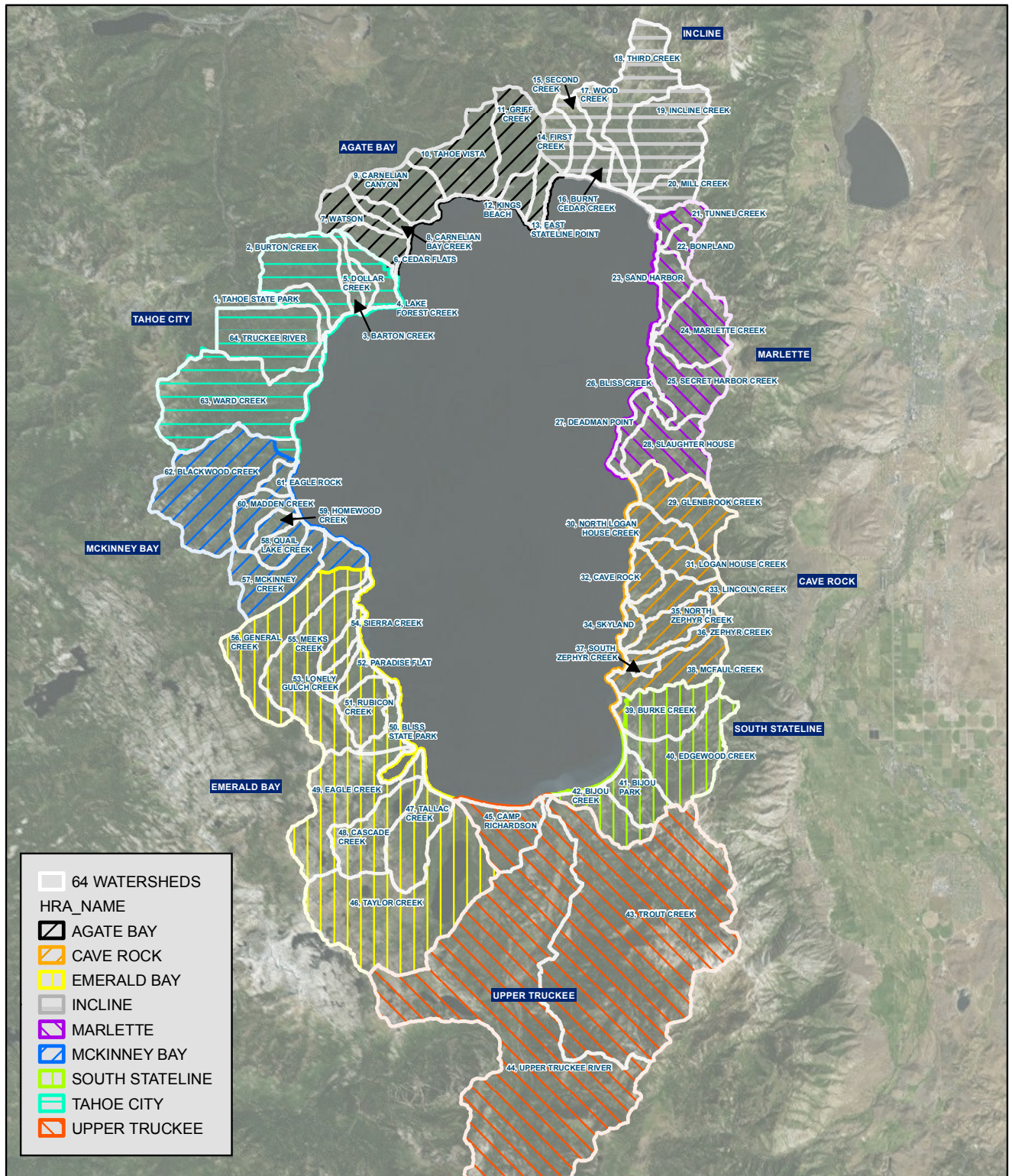


FIGURE 1. WATERSHEDS IN COMPARISON TO HRAS
LAKE TAHOE REGION



0 5 MILES

TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features. The material on this map was compiled using the most current data available, but the data is dynamic and accuracy cannot be guaranteed.

Attachment A:
Required Findings/Rationale

Required Findings/Rationale

TRPA Code of Ordinances Section 3.3 – Determination of need to prepare Environmental Impact Statement

1. Finding: TRPA finds that the Regional Plan, Code, and Memoranda of Understanding (MOUs) amendments could not have a significant effect on the environment and a finding of no significant effect has been prepared in accordance with Chapter 3: Environmental Documentation of the TRPA Code and Rules of Procedure Section 6.6.

Rationale: An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed Code, Regional Plan, and MOU amendments (see Attachment F). The IEC found that the proposed Regional Plan, Code, and MOU amendments would not have significant effects on the environment. The IEC was prepared to evaluate the potential impacts of the amendments and tiers from and incorporates by reference specific analyses and mitigation measures contained in the TRPA Regional Plan Update Environmental Impact Statement (EIS), certified by the TRPA Governing Board on December 12, 2012 (RPU EIS).

The proposed Regional Plan, Code, and MOU amendments are consistent with and will implement threshold attainment strategies in the 2012 Regional Plan. The proposed amendments will not change the coverage restrictions nor will they change the excess coverage mitigation requirements for applicants. The proposed amendments are consistent with the assumptions and analysis supporting the 2012 Regional Plan Update EIS and Threshold findings. As demonstrated in the 2012 Regional Plan Update EIS and findings, implementation of the Regional Plan will not result in a significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded.

TRPA Code of Ordinances Section 4.4 – Threshold Related Findings

1. Finding: The project (Regional Plan, Code, and MOU amendments) is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs.

Rationale: The proposed amendments to the Regional Plan, Code, and MOUs complement and accelerate implementation of the Regional Plan and its objectives, and support the achievement and maintenance of Thresholds. The Regional Plan, Code, and MOU provisions are consistent with the Regional Plan policies limiting total development (LU-2.1) and will support the relocation of development on environmentally sensitive lands and new development towards Centers to improve water quality (LU-3.3, LU-3.4, WQ-1.4), accelerate the restoration of disturbed Stream Environment Zones - SEZs (SEZ-1.1 and S-1.7), support prioritization and funding for Water Quality Environmental Improvement Program projects (WQ-1.2) and Water Quality Threshold achievement (WQ-1.1), and prioritizes restoration to improve the environmental quality for areas designated for redirection (LU-2.7).

The proposed Code amendments are consistent with Regional Plan policies pertaining to land coverage allowances and limitations on sensitive lands, land coverage transfer limitations and sending site retirement, and the land capability district classification methodology and base allowable land coverage coefficient calculations (Regional Plan Policy S-1.1, S-1.2, SEZ-1.5, LU-2.9, DP-3.4, DP-3.6, and LU-2.10). The proposed amendments support the land banks acquisition, restoration, and coverage retirement of SEZ lands (Regional Plan Policy SEZ-1.8) and are consistent with Regional Plan policy LU-2.12 which sets forth a land coverage mitigation program for parcels in excess of the Bailey Coefficients. The proposed amendments to the Excess Coverage Mitigation Program and Fee reinforces the payment of a fee in-lieu of on-site or off-site coverage reduction in an amount established by Agency ordinance to help fund a land bank program established to accomplish coverage reductions, as outlined in Regional Plan Policy LU-2.12.B.iii. The proposed amendments will support LU-3.5 and LU-3.8 which discourages development location in and away from environmentally-sensitive land and encourages sensitive land and development right acquisition programs that prioritize the retirement of development and the restoration of sensitive land.

In addition, these amendments facilitate attainment of adopted Regional Plan Performance Measures (PMs) related to transfers of development from sensitive lands to TRPA designated Centers (PM 1, 2) and coverage removal from SEZs and other Sensitive lands (PM8). The proposed amendments were evaluated against

all adopted threshold compliance measures. The Code amendments will not negatively impact any compliance measures such as the Water Quality/SEZ, Air Quality/Transportation, Noise, and Scenic compliance measures.

The proposed amendments leverage coverage removal and restoration in sensitive lands and support Water Quality and Soil Conservation threshold attainment. The coverage transfer across Hydrologically Related Area (HRA) provisions would incentivize transfers of coverage to high capability lands and consequently, this additional flexibility could facilitate increased compliance with contemporary regulatory requirements for stormwater Best Management Practices and building and site design that would preserve and enhance scenic resources. The Excess Coverage Mitigation (ECM) program modifications are expected to improve the feasibility of implementation and efficacy of the program, better fulfill the ECM fee intent to reflect the land bank's cost to acquire and restore coverage, and result in accelerated Sensitive lands restoration. The MOU amendments support the implementation of projects with the greatest environmental benefit to the Soil Conservation and Water Quality thresholds and retain a clear nexus to coverage restoration. The reporting enhancements help to ensure accountability and improve record keeping. Therefore the amendments are consistent with the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, other TRPA plans and programs.

2. Finding: The project will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: The proposed amendments are consistent with and will implement threshold attainment strategies in the 2012 Regional Plan. As demonstrated in the EIS and the findings for adoption of the updated Regional Plan, implementation of the Regional Plan will not cause the environmental threshold carrying capacities to be exceeded.

The proposed Code provisions are intended to accelerate threshold attainment. The amendments promote the removal of development and land coverage on environmentally sensitive lands and require the restoration of native habitats which facilitates the achievement of soil conservation, water quality, and wildlife thresholds and Regional Plan Goals. In addition, the (re)developed receiving parcels are required to fulfill stormwater

best management practice requirements and design requirements that preserve scenic resources and accelerate the achievement of water quality and scenic thresholds.

The Final EIS for the 2012 Regional Plan analyzed full build out. The findings for adoption of the Regional Plan demonstrated that implementation of the Regional Plan would not cause Environmental Threshold Carrying Capacities to be exceeded. The Regional Plan, Code, and MOU amendments are consistent with the 2012 Regional Plan and are intended to refine implementation of the ECM program and accelerate the restoration of coverage on sensitive lands. The proposed Code amendments are consistent with the assumptions and analysis supporting the 2012 Regional Plan Update EIS and Threshold findings; and as confirmed in the attached IEC will not cause environmental threshold carrying capacities to be exceeded.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed Code amendments would not affect any state, federal, or local standards. The amendments are intended to attain and maintain adopted standards, as described above.

TRPA Code of Ordinances Section 4.5 – Findings Necessary to Amend the Regional Plan, including the Goals and Policies and Plan Area Statements and Maps

4. Finding: The Regional Plan and all of its elements, as amended, achieves and maintains the thresholds.

Rationale: As discussed under the above Section 4.4 findings for approval of the proposed amendments, the Regional Plan, Code, and MOU amendments include all of the existing SEZ protections and policies for enhancement designed to achieve threshold gain, as well as new provisions to help accelerate SEZ restoration. The proposed amendments leverage coverage removal and restoration in sensitive lands and support Water Quality and Soil Conservation threshold attainment. The coverage transfer across Hydrologically Related Area (HRA) provisions would incentivize transfers of coverage to high capability lands and consequently, this facilitates increased compliance with contemporary regulatory requirements for stormwater Best Management

Practices and building and site design that would accelerate the achievement of water quality and scenic thresholds. The amendments promote the removal of development and land coverage on environmentally sensitive lands and require the restoration of native habitats which facilitates the achievement of soil conservation, water quality, and wildlife thresholds. Therefore, TRPA found that the Regional Plan and all of its elements, as modified by the proposed Regional Plan, Code, and MOU, achieves and maintains the thresholds.

TRPA Code of Ordinances Section 4.6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs

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

Rationale: As demonstrated in Section 4.5 and 4.6 findings for adoption of the Regional Plan Update (see Attachment E-2 of December 12, 2012 Governing Board Packet) the amended Regional Plan will achieve and maintain thresholds. The proposed amendments to the Code of Ordinances will implement the Regional Plan. Specifically, the Regional Plan and Code provisions will support the Excess Coverage Mitigation Program and coverage transfer across HRA provisions to attain the adopted soil conservation targets related to impervious cover, restoration of environmentally sensitive lands, and relocation of coverage to eligible high capability lands with stormwater BMP infrastructure to improve water quality (LU-3.3, LU-3.4, WQ-1.4), and accelerate the restoration of disturbed SEZs (SEZ-1.1). These amendments will improve implementation of threshold attainment strategies in the Regional Plan. The Regional Plan as amended by the proposed amendments and in combination with other regulatory and implementation programs will attain and maintain thresholds.

Attachment B:
Adopting Ordinance

TAHOE REGIONAL PLANNING AGENCY

ORDINANCE 2015-___

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO ADOPT AMENDMENTS TO POLICY LU-2.11 OF THE REGIONAL PLAN AND CHAPTER 30 OF THE TRPA CODE OF ORDINANCES TO UPDATE THE EXCESS COVERAGE MITIGATION PROGRAM AND COVERAGE TRANSFER PROVISIONS, AND OTHER MATTERS RELATED THERETO.

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section	Findings
1.00	
1.05	The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities (“threshold standards”) for the Tahoe Region.
1.10	The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.
1.15	The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.
1.20	Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.
1.25	In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances (“Code”).
1.30	It is necessary and desirable to amend TRPA Ordinance 87-9, as previously amended, which ordinance relates to the Regional Plan of the Tahoe Regional Planning Agency (TRPA) by amending the Regional Plan pursuant to Article VI(a) and other applicable provisions of the Tahoe Regional Planning Compact in order to accelerate attainment and ensure maintenance of the threshold standards.

- 1.35 TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.
- 1.45 The Advisory Planning Commission (APC) and Regional Plan Implementation Committee (RPIC) conducted a public hearing on the amendments and issued a recommendation regarding the adoption of these amendments. The Governing Board has also conducted noticed public hearings on the amendments. At these hearings, oral testimony and documentary evidence were received and considered.
- 1.50 The Governing Board finds that the amendments adopted here will continue to implement the Regional Plan, as amended, in a manner that will achieve and maintain the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.
- 1.55 Each of the foregoing findings is supported by substantial evidence in the record.

Exhibit A: Proposed Amendments to the TRPA Regional Plan

LU-2.11 THE ALLOWED COVERAGE IN POLICY LU-2.10 MAY BE INCREASED BY TRANSFER OF LAND COVERAGE WITHIN HYDROLOGICALLY RELATED AREAS UP TO THE LIMITS AS SET FORTH IN THIS POLICY:

SPECIAL PROVISIONS FOR ADDITIONAL COVERAGE, SUCH AS EXCEPTIONALLY LONG DRIVEWAYS, PVIOUS COVERAGE, PUBLIC TRAILS AND ACCESS FOR THE DISABLED, MAY ALSO BE ALLOWED. ORDINANCES SHALL SPECIFICALLY LIMIT AND DEFINE THESE PROGRAMS.

LAND COVERAGE MAY BE TRANSFERRED THROUGH PROGRAMS THAT ARE FURTHER DESCRIBED IN THE IMPLEMENTATION ELEMENT. NOTWITHSTANDING THE LIMITATION STATED ABOVE, LAND COVERAGE MAY BE TRANSFERRED ACROSS HYDROLOGICALLY RELATED AREAS WHEN EXISTING HARD OR SOFT COVERAGE IS TRANSFERRED AND RETIRED FROM SENSITIVE LAND AND TRANSFERRED TO NON-SENSITIVE LAND FURTHER THAN 300 FEET FROM THE HIGH WATER LINE OF LAKE TAHOE, OR ON THE LANDWARD SIDE OF HIGHWAYS 28 OR 89 IN THE TAHOE CITY OR KINGS BEACH TOWN CENTERS.

The intent of the land coverage transfer programs is to allow greater flexibility in the placement of land coverage. Such programs include the use of land banks, lot consolidation, land coverage restoration programs, and transfer programs based on the calculation of land coverage on non-contiguous parcels. The coverage transfer programs allow for coverage over base coverage to be permitted and still be consistent with the soils threshold and *Goal LU-2* of this Subelement.

A. Single Family Residential: The maximum land coverage allowed (Base + Transfer) on a parcel through a transfer program shall be as set forth below:

<u>Parcel Size (Square Feet)</u>	<u>Land Coverage</u>
0 - 4,000	Base Land Coverage as Set Forth in <i>Policy LU-2.10</i>
4,001 - 9,000	1,800 sq. ft.

<u>Parcel Size (Square Feet)</u>	<u>Land Coverage</u>
9,001 - 14,000	20 percent
14,001 - 16,000	2,900 sq. ft.
16,001 - 20,000	3,000 sq. ft.
20,001 - 25,000	3,100 sq. ft.
25,001 - 30,000	3,200 sq. ft.
30,001 - 40,000	3,300 sq. ft.
40,001 - 50,000	3,400 sq. ft.
50,001 - 70,000	3,500 sq. ft.
70,001 - 90,000	3,600 sq. ft.
90,001 - 120,000	3,700 sq. ft.
120,001 - 150,000	3,800 sq. ft.
150,001 - 200,000	3,900 sq. ft.
200,001 - 400,000	4,000 sq. ft.

For lots in planned unit developments, the maximum coverage allowed (Base + Transfer) shall be up to 100 percent of the proposed building envelope but shall not exceed 2,500 square feet. Lots in subdivisions with TRPA-approved transfer programs may be permitted the coverage specified by that approval.

- B. Facilities in Centers: Except as provided in Subsections A, F, I, J and K of this Policy, the maximum coverage (Base + Transfer) allowed on a parcel through a transfer program shall be 70 percent of the land in capability districts 4 - 7, provided such parcel is within a Center of a Conforming Area Plan. Coverage transfers to increase coverage from the base coverage up to the maximum coverage allowed shall be at a ratio of 1:1 for coverage transfers from sensitive lands. For transfer of coverage from non-sensitive lands, coverage shall be transferred at a gradually increasing ratio from 1:1 to 2:1, as further specified in the Code of Ordinances.
- C. Commercial and Mixed Use Facilities in a Community Plan: The maximum coverage (Base + Transfer) allowed on an existing undeveloped parcel through a transfer program, shall be 70 percent of the land in capability districts 4 - 7, provided the parcel is within an approved community plan. For existing developed parcels, the maximum land coverage allowed is 50 percent. Coverage transfers to increase coverage from the base coverage up to the maximum coverage allowed, shall be at a ratio of 1:1 for coverage transfers from sensitive lands. For coverage transfers from non-sensitive lands, coverage shall be transferred at a gradually increasing ratio from 1:1 to 2:1, as further specified in the Code of Ordinances.
- D. Tourist Accommodation Facilities, Multi-Residential Facilities of 5 Units or More, Public Service Facilities, and Recreational Facilities in a Community Plan: The maximum coverage (Base + Transfer) allowed on a parcel through a transfer program shall be 50 percent of the land in capability districts 4 - 7, provided such parcel is within an approved community plan. The coverage transfer ratio to increase coverage from the base coverage to 50 percent shall be at a ratio of 1:1.
- E. Other Multi-Residential Facilities: The maximum coverage (Base + Transfer) allowed on a parcel through a transfer of coverage programs shall be the

amounts set forth in Subsection A, above.

- F. Linear Public Facilities and Public Health and Safety Facilities: Such public facilities defined by ordinance and whose nature requires special consideration, are limited to transferring the minimum coverage needed to achieve their public purpose.
- G. Public Service Facilities Outside a Community Plan or Center: The maximum coverage (Base + Transfer) allowed on a parcel through a transfer program shall be 50 percent land coverage provided TRPA determines there is a demonstrated need and requirement to locate such a facility outside a Community Plan or Center, and there is no feasible alternative which would reduce land coverage.
- H. Other Facilities Outside of Community Plans and Centers, Facilities Within Community Plans Before the Community Plan is Approved, and Facilities within Centers before Conforming Area Plans are approved: Other than the exceptions in Subsections A, E, F, and G, the maximum land coverage allowed shall be the base land coverage as set forth in Policy LU-2.10.
- I. Notwithstanding Subsection A above, when existing development is relocated to Centers and the prior site is restored and retired, non-conforming coverage may be maintained with the relocation as long as the new site is developed in accordance with all other TRPA Policies and Ordinances.
- J. Conforming Area Plans may include a comprehensive coverage management system as an alternative to the parcel level coverage requirements outlined in Subsection A-H above. In order to be found in conformance with the Regional Plan, the comprehensive coverage management system shall reduce coverage overall, reduce coverage in land capability districts 1 and 2 compared to the parcel level limitations in the Regional Plan and Code of Ordinances and not increase allowed coverage within 300 feet of Lake Tahoe (excluding those areas landward of Highways 28 and 89 in Kings Beach and Tahoe City Town Centers within that zone).
- K. Additional land coverage limitations shall be implemented within 300 feet of Lake Tahoe, as further described in the Code of Ordinances.

Exhibit B: Proposed Amendments to the TRPA Code of Ordinances

30.4.3. Method of Transferring Land Coverage

Land coverage may be transferred to eligible parcels for eligible uses, in accordance with the percentage limitations set forth in subsection 30.4.2 and the requirements of this subsection. A transfer of land coverage shall be from one parcel or project area to another and shall only be transferred in conjunction with a project approved by TRPA. Land coverage banks may be designated by TRPA pursuant to Section 6.9, to provide land coverage for transfer purposes.

A. Land Coverage Transfer Ratios

Land coverage transferred from one parcel ("sending parcel") to another parcel ("receiving parcel") shall be in accordance with the following ratios:

1. General

Except for transfers relating to uses within approved community plans or Centers, the transfer of one square foot of land coverage to a receiving parcel shall require the retirement of one square foot of land coverage on the sending parcel (1:1 transfer ratio). Higher transfer ratios may be required pursuant to subparagraph 30.4.2.A.2 below.

2. Uses Within Approved Community Plans or Centers

Receiving parcels within an approved community plan or Center eligible for the maximum 70 percent land coverage prescribed by subparagraph 30.4.2.A.2, shall be eligible to receive transferred land coverage at the following ratios:

TABLE 30.4.4-1: TRANSFER RATIOS	
Maximum Percent of Final Coverage	Transfer Ratio
>50 – 51	1.05:1
> 51 – 52	1.1:1
> 52 – 53	1.15:1
> 53 – 54	1.2:1
> 54 – 55	1.25:1
> 55 – 56	1.3:1
> 56 – 57	1.35:1
> 57 – 58	1.4:1
> 58 – 59	1.45:1
> 59 – 60	1.5:1
> 60 – 61	1.55:1
> 61 – 62	1.6:1
> 62 – 63	1.65:1
> 63 – 64	1.7:1
> 64 – 65	1.75:1
> 65 – 66	1.8:1
> 66 – 67	1.9:1
> 67 – 68	1.95:1
> 68 – 70	2:1

a. Transfers from Sensitive Lands

From sensitive lands, land coverage shall be transferred at a ratio of 1:1, until the total land coverage reaches the maximum allowed.

b. Transfers from Non-Sensitive Lands

From non-sensitive lands, land coverage shall be transferred at a ratio of 1:1 up to 50 percent, and shall be transferred at the ratio set forth in Table 30.4.4-1 for projects with coverage in excess of 50 percent until the total land coverage reaches the

maximum allowed except as provided in subparagraph c. below:

Example of Land Coverage Transfer from Non-Sensitive Sending Parcel

Receiving Parcel:

Five-acre parcel = 217,800 sq. ft.

Allowable base coverage (30%) = $0.3 \times 217,800 = 65,340$ sq. ft.

Proposed project coverage (60%) = $0.6 \times 217,800 = 130,680$ sq. ft.

Total Land Coverage Needed for Transfer from Non-Sensitive Sending Parcel:

Step 1: For first 0% - 30% of coverage:

(No transfer necessary) Then: 0 to 30% = **0 sq. ft.**

Step 2: For >30% to 50% (i.e., 20%) of coverage:

[Required ratio is 1:1] Then: $20\% \times 217,800$ sq. ft. = 43,560 sq. ft.

So: $43,560$ sq. ft. $\times 1 =$ **43,560 sq. ft.**

Step 3: For >50% to 60% (i.e., 10%) of coverage:

[Required ratio is 1.5:1] Then: $10\% \times 217,800$ sq. ft. = 21,780 sq. ft.

So: $21,780$ sq. ft. $\times 1.5 =$ **32,670 sq. ft.**

Total land coverage transfer ($43,560 + 32,670$) = **76,230 sq. ft.**

c. Transfer for Multi-Residential Facilities of Five Units or More, Public Service Facilities, and Recreation Facilities

Land coverage shall be transferred at a ratio of 1:1, until the total land coverage reaches the maximum allowed.

B. Types of Land Coverage Eligible for Transfer

The following types or classes of legally established land coverage are eligible for transfer to receiving parcels in accordance with the provisions of this chapter:

1. Hard Land Coverage

Hard land coverage may be transferred in all cases.

2. Soft Land Coverage

Soft land coverage may be transferred in all cases; however, transfers to commercial, mixed-use, or tourist accommodation uses or facilities shall not be permitted, except for the following:

- a. Soft coverage may be transferred to commercial parcels within both the South Y Industrial Tract Community Plan and the Upper Truckee River Hydrologic Transfer Area for service, light industrial, and wholesale/storage uses in accordance with subsection 30.4.3 and provided that the findings in subparagraph 30.4.3.F below are made. [See, however, subsection 30.4.3.B.6 below for legally existing soft coverage transfer allowances between hydrologically related areas.](#)
- b. Soft coverage may be transferred from Land Capability Class 1b (Stream Environment Zones) to Centers for all use types.

3. Base Land Coverage

Unused allowable base land coverage (i.e., potential coverage) referred to in subsection 30.4.1 may be transferred in all cases, except for transfers relating to commercial, mixed-use, or tourist accommodation uses or facilities. Land coverage transferred as mitigation for excess coverage associated with commercial, mixed-use, and tourist accommodation projects shall be existing hard coverage except as provided in subparagraph 2 above.

4. Land Coverage for Single-Family House

Land coverage transferred for a single-family house, including, but not limited to, a house to be constructed pursuant to IPES, shall be from a sending parcel as environmentally sensitive as or more environmentally sensitive than the receiving parcel. If both sending and receiving parcels have not received IPES rating scores, relative environmental sensitivity shall be determined by comparing the land capability classification of each parcel. If both parcels have IPES rating scores, sensitivity shall be determined by comparing the scores of each. If one parcel has an IPES rating score and the other does not, TRPA shall determine sensitivity.

5. Land Coverage for Water Quality Control Facilities

Land coverage transferred for water quality control facilities pursuant to subparagraph 30.4.2.A.5 shall be in accordance with 1 through 3 above, or shall be mitigated through restoration in accordance with subsection 30.5.3, in the amount of 1.5 times the area of land covered or disturbed for the project beyond that permitted by the coefficients in Table 30.4.1-1.

6. [Land Coverage Transfers Across Hydrologically Related Areas](#)

[Hard and soft land coverage may be transferred across hydrologically related areas pursuant to the following requirements:](#)

- a. [The sending site is sensitive land defined as lands with IPES scores at or below 725; or for lands without IPES scores, those lands identified as Land Capability Districts 1 through 3. The hard and soft land coverage must be transferred from sensitive land.](#)
- b. [The receiving site is non-sensitive land defined as lands with IPES scores above 725; or for lands without IPES scores, those lands identified as Land Capability Districts 4 through 7. The area receiving transferred coverage must be non-sensitive land.](#)
- c. [The receiving site is further than 300 feet from the High Water Line of Lake Tahoe, or on the landward side of Highways 28 or 89 in the Tahoe City or Kings Beach Town Centers.](#)

C. Sending Parcels Classified as Sensitive Lands

If land coverage is transferred from a sending parcel, or a portion thereof, that is defined as a sensitive land, the coverage transferred shall be permanently retired as set forth in subparagraph 30.4.3.G below and may not be returned to the sending parcel.

D. Sending Parcels Classified as Non-Sensitive Lands

If land coverage is transferred from a sending parcel, or a portion thereof, that is defined as a non-sensitive land, the land coverage transferred shall be retired as set forth in subparagraph 30.4.3.G below, but the land coverage may be returned to the sending parcel subject to the limitations of subsections 30.4.1 and 30.4.2.

E. Hydrologically Related Area Transfer Limitation

For all land coverage transfers, the receiving parcel and the sending parcel shall be in the same hydrologically related area [except as allowed in subsection 30.4.3.B.6 above](#). The hydrologically related area boundaries are depicted upon the TRPA Plan Area Overlays and are incorporated herein. Transfer across said boundaries is prohibited [except as allowed in subsection 30.4.3.B.6 above](#). See, however, subparagraph 30.5.3.B for requirements regarding off-site restoration credits that may be used in different hydrologically related areas.

F. Inadequate Supply of Land Coverage

If TRPA, after conducting a review of the cost of land coverage available at the land bank, finds there is an inadequate supply of hard land coverage for commercial or tourist accommodation uses at a reasonable cost within a given hydrologically related area, TRPA may authorize an increase in the supply of land coverage for transfer in the order of priority set forth below. In determining "reasonable cost," TRPA shall consider: whether there is no market for the coverage due to its cost, limited supply or simple absence of transactions; and other pertinent factors. Prior to authorizing an increase in supply of land coverage, TRPA also shall consider the effect of the increase on the inventory in the land bank and the value of investments made by the bank in hard or soft land coverage. If TRPA authorizes an increase in the supply of land coverage, it shall do so in the following order of priority:

1. Existing soft coverage as described in the definition of "land coverage."
2. Unused base coverage, referred to in the Goals and Policies as "potential coverage."
3. Through redefinition of the boundaries of the hydrologically related area to increase the supply of coverage.

G. Restoration and Retirement of Land Coverage

Land coverage shall be restored and retired pursuant to Section 51.6 and the following:

1. Transfers

TRPA shall ensure that land coverage transferred pursuant to subsection 30.4.3 shall be retired permanently pursuant to the following requirements:

- a. In the event land coverage is removed from the sending parcel, the applicant or a public agency shall restore the sending parcel to a natural or near natural state;
- b. Provisions for future maintenance and protection of the parcel from further soil disturbance shall be made, whether or not the parcel is undisturbed or subject to restoration; and
- c. For parcels in private ownership, deed restrictions, or other covenants running with the land, permanently assuring the accomplishment of the requirements of subparagraphs a and b above shall be recorded by the owner. For parcels in public ownership, TRPA shall obtain binding assurance from the public agency that the requirements of subparagraphs a and b above are permanently met.

2. Removal of Land Coverage for Credit

In the event land coverage is removed on one parcel, but is not proposed for immediate transfer to another parcel, the applicant shall comply with subparagraphs 30.4.3.G.1.a and b, to assure credit for the removed coverage in accordance with Chapter 6.

H. Land Bank

Land coverage transfers and land coverage retirement programs may use a land bank pursuant to Chapter 6: *Tracking, Accounting, and Banking*.

30.6 EXCESS LAND COVERAGE MITIGATION PROGRAM

This section applies to projects where the amount of TRPA-verified land coverage existing in the project area prior to the project exceeds the base land coverage prescribed by subsection 30.4.1. Land coverage in excess of the base allowable land coverage shall be mitigated by the transfer of land coverage pursuant to subsection 30.4.3 or the land coverage mitigation program set forth in this section.

30.6.1 Implementation of Program

Except as otherwise provided by subsection 30.6.2, all projects on parcels or other project areas with unmitigated excess land coverage are subject to the land coverage mitigation program set forth in this section. Projects subject to the program shall reduce land coverage by the amounts specified in subparagraphs 30.6.1.A and B.

A. Excess Coverage Calculation

Excess land coverage equals the amount of TRPA-verified existing land coverage, less the total of the following: the maximum allowable amount of base coverage, the amount of coverage approved by transfer, and the amount of coverage previously mitigated under this section.

<p>Summary of Excess Land Coverage Calculation</p> <p>Excess Land Coverage (sq. ft.) = Existing land coverage (sq. ft.) – [Maximum base allowable land coverage (sq. ft.) + Approved transferred land coverage (sq. ft.) + Previously mitigated land coverage</p>
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B. Excess Land Coverage Mitigation Program Options

In the event land coverage reduction is required, the applicant may choose any of the following options, or combinations thereof, to comply with the requirements of this section.

1. Reduce Land Coverage Onsite

Coverage may be reduced onsite as part of the project approval. Land subject to reductions shall be restored pursuant to subsection 30.5.3.

- 2. Reduce Land Coverage Offsite**
Coverage may be reduced offsite as part of the project approval. Coverage may be reduced in a different hydrologically related area provided the restoration occurs on more sensitive land than the project area. Land subject to reductions shall be restored pursuant to subsection 30.5.3.
- 3. Land Coverage Mitigation Fee**
A land coverage mitigation fee may be paid to TRPA in lieu of reducing land coverage pursuant to subparagraphs 1 or 2 above. The fee may be used outside of the hydrological related area from which it is collected to achieve more strategic environmental benefits. The fee shall be forwarded by TRPA to a land bank to provide land coverage reduction. The nonrefundable fee shall be calculated pursuant to subparagraph 30.6.1.C.
- 4. Parcel Consolidation or Parcel Line Adjustment**
The amount of excess land coverage may be reduced by parcel consolidation or parcel line adjustment with a contiguous parcel as part of the project approval.
- 5. Projects Within Community Plans**
Projects that are located within an adopted community plan may rely on the community plan to mitigate excess land coverage provided TRPA makes findings a and b, below. In lieu of findings a and b being made, TRPA may determine that a project complies with the requirements of this subparagraph by making finding c, below:

 - a.** The project is located within an area for which a community plan, as originally adopted or subsequently amended, includes a program to mitigate the excess land coverage within the area. Such a program shall ensure that coverage mitigation, when measured for individual parcels affected by the program, meets the standards set forth in subparagraphs 30.6.1.A through C. The options available for mitigating excess land coverage under any such program shall be any combination of those options set forth in subparagraphs 1, 2, 3, or 4 above.
 - b.** There is an irrevocable commitment for the funding necessary to implement the program for mitigating excess land coverage. For purposes of this subparagraph, “irrevocable commitment” shall mean the following:

 - (i)** The public entity funding the measure or, when necessary, the electorate has made all discretionary decisions required for the issuance of the bonded indebtedness under applicable state law and that only ministerial acts necessary to the issuance of

any such bonded indebtedness and the receipt of funds therefrom remain to be completed. Any such funds shall be finally committed to, and available for, expenditure;

(ii) The application for state and federal grant monies has received approval, and such grant monies are included in a duly enacted state budget or a legislative appropriation or federal authorization and appropriation. Any such funds shall be finally committed to, and available for, expenditure for the excess land coverage mitigation program in accordance with the approved community plan;

(iii) Where the funding of the program is the responsibility of a person or persons, TRPA shall ensure that the public entity has received sufficient funds or an acceptable security to fully fund the program;

(iv) The public entity funding the program has received a funded commitment from another public entity as described in a or b above; or

(v) Any combination of (i) through (iv) above.

c. As a condition of approval, the permittee for the project shall post a security with TRPA, in accordance with Section 5.9, in an amount equal to the excess coverage mitigation fee otherwise required under Section 30.6. If a program to mitigate excess land coverage within the community plan has not been adopted by TRPA and an irrevocable commitment made by the time of final inspection of the project by TRPA, or three years after commencement of construction, whichever is sooner, the security shall be forfeited to TRPA. Securities forfeited to TRPA under this subparagraph shall be forwarded to a land bank to provide land coverage reduction.

C. Determination of Excess Land Coverage Mitigation

The required excess land coverage reduction mitigation shall be calculated as follows:

1. Coverage Reduction Mitigation

For purposes of calculating the square footage reduction of excess coverage to be credited the parcel pursuant to Chapter 6: *Tracking, Accounting, and Banking*; the land coverage reduction square footage shall be calculated by determining the reduction percentage from Table 30.6.1-2 below, based on the amount of TRPA-verified existing excess land coverage on the parcel or project area. The reduction percentage from Table 30.6.1-2 shall be multiplied by the estimated

coverage mitigation construction cost of the project and then divided by the mitigation factor of eight.

Land Coverage Reduction (Sq. Ft.) = Fee Percentage x Land Coverage Mitigation Construction Cost (\$) / Mitigation Factor of 8.

2. Excess Land Coverage Mitigation Fee

The excess coverage mitigation fee shall be calculated by determining the amount of required land coverage reduction (sq. ft.), in accordance with subparagraph 1 above. The land coverage reduction square footage shall then be multiplied by the appropriate Mitigation Fee Coverage Cost Factor to determine the Excess Land Coverage Mitigation Fee. The Mitigation Fee Land Coverage Cost Factor(s) shall be established by TRPA staff using an Annual Percentage Growth Rate (APGR) calculation (or best available alternate methodology) based on the best available residential sales information for the Tahoe Region. The APGR shall be calculated regularly, at least every 4 years. The fee shall be updated annually utilizing the most recently calculated APGR. Fee adjustments are limited to increases, even in instances when the APGR calculation may result in a negative percentage growth, to preserve the intent of the Excess Land Coverage Mitigation Fee program, and maintain consistency with ~~by January 1 of each year based on a certified real estate appraiser's estimate of~~ the land bank's cost to acquire and restore land coverage under this program. ~~The appraiser shall use the methodology established in the Uniform Standards of Appraisal Practice.~~ The current excess land coverage fee shall be included within ~~calculated according to~~ the schedule provided in the Rules of Procedure in subsection 10.8.5. The excess land coverage fee shall be as follows:

Mitigation Fee (\$) = Land Coverage Reduction Sq. Ft. x Mitigation Fee Sq. Ft. Land Coverage Cost Factor.

Attachment C:

Resolution with Proposed Memoranda of Understanding Amendments

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION 2015-___

RESOLUTION OF THE GOVERNING BOARD OF THE TAHOE REGIONAL PLANNING AGENCY
TO ADOPT AMENDED MEMORANDA OF UNDERSTANDING WITH THE CALIFORNIA TAHOE
CONSERVANCY AND THE NEVADA DIVISION OF STATE LANDS REGARDING LAND BANK DUTIES
AND AUTHORITIES

WHEREAS, The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities (“threshold standards”) for the Tahoe Region; and

WHEREAS, The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds; and

WHEREAS, The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable; and

WHEREAS, Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan; and

WHEREAS, TRPA and the California Tahoe Conservancy and Nevada Division of State Lands (Land Banks) entered into Memoranda of Understanding (MOU) to establish land bank duties and authorities regarding TRPA’s Excess Coverage Mitigation (ECM) program; and

WHEREAS, TRPA and the Land Banks desire to improve implementation of the ECM program to increase the flexibility and efficiency in order to promote environmental gain; and,

WHEREAS, TRPA prepared and circulated an Initial Environmental Checklist analyzing any potential significant impacts from adoption of the Memoranda of Understanding in accordance with the substantive and procedural requirements of Article VII of the Compact, Chapter 3 of the Code, Article 6 of the Rules of Procedure, and all other applicable rules and regulations; and

WHEREAS, TRPA made any necessary findings to adopt the Memoranda of Understanding as required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations; and

WHEREAS, the Memoranda of Understanding has been reviewed at public meetings and public comments have been considered at each meeting; and

WHEREAS, the Memoranda of Understanding were endorsed by the Regional Plan Implementation Committee of the Governing Board; and

WHEREAS, the Memoranda of Understanding were endorsed by the Advisory Planning Commission;

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency hereby approves the Memoranda of Understanding with the California Tahoe Conservancy (Exhibit 1 hereto) and Nevada Division of State Lands (Exhibit 2).

Passed and adopted by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on November 18, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Casey Beyer, Governing Board Chair
Tahoe Regional Planning Agency

Attachment C

Exhibit 1 to Resolution 2015-____

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE TAHOE REGIONAL PLANNING AGENCY AND
THE CALIFORNIA TAHOE CONSERVANCY**

This Memorandum of Understanding is entered into this ~~18th~~ ___ day of ~~February, 1988~~ _____, 2015, by and between the TAHOE REGIONAL PLANNING AGENCY (TRPA), a bi-state agency created under the Tahoe Regional Planning Compact, and the CALIFORNIA TAHOE CONSERVANCY, an agency of the State of California ("CONSERVANCY"). This Memorandum of Understanding replaces entirely the Memorandum of Understanding dated February 18, 1988, between the parties and the former shall control all collection and expenditure of excess coverage mitigation fees going forward.

I. AUTHORITY

This Memorandum of Understanding is based on the following laws, regulations, procedures, and policies:

- the Tahoe Regional Planning Compact, P.L. 91-143, 83 Stat. 360, (1969); amended, P.L. 96-551, 94 Stat. 3233, (1980) (hereafter "Compact");
- the Tahoe Regional Plan as adopted by TRPA in Ordinance No. 87-9 on June 25, 1987, ~~and~~ effective July 1, 1987, and updated December 12, 2012 (hereafter "~~the~~ Regional Plan");
- the TRPA Code of Ordinances, ~~and~~ Area Plans, Community Plans, Plan Area Statements, and Maps adopted pursuant thereto (all Chapter references herein below are to the Code of Ordinances);
- the enabling ~~legislation statute~~ of the California Tahoe Conservancy (~~California Government Code Section 66905 et seq.~~ Title 7.42; Section 66905 et seq.) as amended (Chapter 153, Statutes of 2015);
- Resolution No. 10-87-1 of the California Tahoe Conservancy, adopted October 23, 1987 and Resolution No. XX-XX-XX, adopted December XX, 2015;

- Resolution No. 87-25 of the Tahoe Regional Planning Agency, adopted October 29, 1987;
[and](#)
- Resolution No. 87-30 of the Tahoe Regional Planning Agency, adopted December 16, 1987.

II. DEFINITIONS

The following terms shall have the definitions set forth below for purposes of this Memorandum. In the event of any conflict between the following definitions and the definitions in Chapter [902 of the TRPA Code of Ordinances](#), the definitions contained herein shall govern this Memorandum of Understanding to the extent of any inconsistency.

A. Land Coverage Bank.

The term "~~land coverage bank~~" shall mean a land bank as provided for in the Goals and Policies of the Regional Plan, and Chapters [3020](#) and [638](#) of the TRPA Code of Ordinances, to be established by the CONSERVANCY for that portion of the Lake Tahoe ~~Basin-Region~~ lying within the State of California.

~~B. Interim Period.~~

~~The term "interim period" shall mean the period extending from the effective date of the Regional Plan until TRPA's first revision of the coverage reduction formula pursuant to Section V(A)(6) below.~~

~~C.~~B. Excess Coverage Mitigation Project.

The term "excess coverage mitigation project" shall mean any action or activity undertaken by the CONSERVANCY for the purpose of generating excess land coverage mitigation credit through the land ~~coverage~~ bank.

~~D.~~C. Excess Coverage Mitigation Fee.

The term "excess coverage mitigation fee" shall mean the fee which is required to be paid [by a project proponent\(s\)](#) in order to mitigate [a project\(s\)](#) with existing land coverage in excess

of base land coverage and which fee is calculated according to a formula set forth in Chapter [230](#) of the TRPA Code of Ordinances.

E.D. Lake Tahoe Region, Lake Tahoe Basin.

The terms "[Lake Tahoe Region](#)" and "[Lake Tahoe Basin](#)" shall mean all that area described in Article II of the Tahoe Regional Planning Compact.

D.E. Hydrologically Related Area, Hydrologically Related Areas

The term "[hydrologically related area](#)" shall refer to any one of the six areas designated on those certain maps adopted by TRPA on September 26, 1986, as they may be amended from time to time, which are located in whole or in part on the California side of the Lake Tahoe [Basin-Region](#). The term "[hydrologically related areas](#)" shall refer to these six areas collectively.

III. PURPOSE

The purpose of this Memorandum is to establish the respective duties and authorities of the CONSERVANCY and TRPA with respect to a land ~~coverage~~ bank to be operated by the CONSERVANCY for the California side of the Lake Tahoe [Basin-Region](#) and to set forth the procedures to be followed by TRPA and the CONSERVANCY with respect to the land ~~coverage~~ bank.

IV. JURISDICTION AND POWERS

Subject to all applicable laws of the State of California and the Compact, TRPA Regional Plan, and [TRPA](#) Code of Ordinances, the CONSERVANCY, ~~has been~~ [is](#) designated as a land bank for the purpose of: (1) providing mitigation for excess coverage on behalf of any permit applicant on the California side of the Lake Tahoe [Basin-Region](#), by carrying out an excess coverage mitigation project on any parcel or parcels eligible to provide such mitigation under Chapter [230](#); (2) providing mitigation for any public service or public outdoor recreation project located on sensitive lands by retiring and restoring hard and/or soft coverage and disturbed lands as provided in Chapter [230](#); and

(3) ~~upon the effectiveness of a transfer of coverage program pursuant to Chapter 20,~~ selling and transferring coverage from any parcel in the inventory of the land ~~coverage~~ bank which is eligible to send coverage to any parcel eligible to receive such coverage under ~~said~~ Chapter 30.

V. DUTIES

A. TRPA Duties.

1. Assignment of Excess Coverage Mitigation Fees.

TRPA hereby agrees to assign to the CONSERVANCY, for the land ~~coverage~~ bank, all excess coverage mitigation fees paid to TRPA for projects located in California, ~~from the effective date of the Regional Plan~~ through the term of this Memorandum.

2. Deposit of Excess Coverage Mitigation Fees.

When TRPA receives excess coverage mitigation fees from projects located in California, it shall deposit and hold the fees in an interest-bearing account under its control, until such time as it causes the excess coverage mitigation fees to be disbursed to the CONSERVANCY pursuant to Section V.A.4. below.

3. TRPA Reporting of Excess Coverage Mitigation Fees.

TRPA shall deliver to the CONSERVANCY a ~~monthly~~ report ~~bi-annually or printout~~ containing the following information pertaining to each permit for which an excess coverage mitigation fee was received by TRPA during the preceding reporting period ~~month~~:

~~(a) name of permit applicant;~~

(a) ~~(b)~~ location of project by state, county, hydrologically related area, and assessor parcel number(s);

(b) ~~(e)~~ amount of fee paid by applicant;

~~(d) type of project (residential, commercial, tourist accommodation, etc.) and type of coverage needed as mitigation;~~

~~(c)(e)~~ amount ~~of mitigation and type of coverage~~ in terms of square feet as determined under the coverage reduction formula in Chapter ~~230~~.

~~(d) total balance of excess coverage mitigation funds for the requested specified time period.~~

4. Disbursements by TRPA.

TRPA shall disburse all accumulated excess coverage mitigation fees payable to the CONSERVANCY under Section V.A.1. above, and any interest accrued thereon, less TRPA's investment administrative fees not to exceed 15% of the interest income, to the CONSERVANCY upon its request, which shall occur not more often than quarterly unless a project or purchase would require a more timely distribution. Requests for disbursements shall be accompanied with reporting on the intended usage of the excess coverage mitigation fees consistent with V.B.3. below. Such disbursements shall require approval by the TRPA Governing Board and be made by electronic transfer ~~by check~~ payable to the "California Tahoe Conservancy," and shall bear the notation "land ~~coverage~~ bank". ~~Each disbursement check shall be accompanied by a summary statement or print out which lists the individual fees contained in the disbursement, including the information established in Section V.A.3. above. The statement shall also indicate the amount of the total disbursement which constitutes interest earned on the excess coverage mitigation fees.~~

~~5. Projection of Mitigation Needs.~~

~~TRPA shall periodically provide the CONSERVANCY with all available information concerning past and projected permit applications which would assist the CONSERVANCY in determining the projected needs for restoration or retirement of~~

~~hard, soft, and potential coverage and disturbed land through the land coverage bank in each hydrologically related area, for at least 12 months ahead.~~

~~6. Annual Revision of Standard TRPA Coverage Cost.~~

~~TRPA shall annually review and, when appropriate, shall revise the standard TRPA coverage cost (Subsection 20.5.A (3)(b) of TRPA Code) provided for in Chapter 20, to reflect the actual cost of retiring and restoring coverage as documented in the periodic and annual reports and accounts prepared by the CONSERVANCY for the land coverage bank. The first annual revision of the standard TRPA coverage cost shall occur on or after November 30, 1988.~~

~~7.5. Transfers of Coverage.~~

Where the CONSERVANCY agrees to transfer coverage on behalf of a permit applicant through the land ~~coverage~~ bank, pursuant to Chapter ~~230~~, TRPA ~~and/or applicable~~ permitting MOU partner shall, upon the CONSERVANCY's request:

(a) certify to the CONSERVANCY the amount and type of coverage or mitigation needed by the permit applicant;

(b) determine the eligibility of the sending and receiving parcels; and

(c) approve or deny the transfer through a Documentation Letter.

~~(b) accept payment for said coverage or mitigation from the permit applicant in the amount agreed upon between the CONSERVANCY and the permit applicant; and~~

~~(c) hold said payment in an interest-bearing account until such time as the~~

~~CONSERVANCY requests disbursement of the funds for the land coverage bank.~~

~~8.6. Public Service Projects and Public Outdoor Recreation Projects.~~

Where the CONSERVANCY agrees to carry out mitigation for a public service project or public outdoor recreation project on sensitive land, pursuant to Chapter ~~23~~30, the procedures set forth for "transfers of coverage" in Section V.A.~~7~~5. above shall apply.

B. CONSERVANCY Duties

1. Establishment of Land ~~Coverage~~ Bank; Site Selection.

~~Starting from the effective date of this Memorandum, t~~The CONSERVANCY shall take all necessary and appropriate action to ~~activate~~ maintain and manage the land ~~coverage~~ bank and shall proceed with a systematic identification of lands ~~in each hydrologically related area -which~~ that would be appropriate for inclusion in the land ~~coverage~~ bank.

2. Maintaining Inventory; Advance of Assets; Use of Inventory.

(a) The CONSERVANCY shall use best efforts to acquire and maintain within the land ~~coverage~~ bank an inventory of hard, soft, and potential coverage and disturbed lands, sufficient to meet the projected needs of the land ~~coverage~~ bank.

(b) In order to maintain an inventory of coverage for the land ~~coverage~~ bank, the CONSERVANCY may utilize assets other than excess coverage mitigation fees for the purpose of acquiring and/or restoring land for the land ~~coverage~~ bank.

(c) Inventory acquired by the CONSERVANCY may be used to satisfy demand for mitigation of public service projects and public outdoor recreation projects on sensitive lands, and for other transfers of coverage pursuant to Chapter ~~23~~30, provided that the CONSERVANCY's responsibilities under Section V.B. 3. below are not thereby impaired.

3. Use of Excess Coverage Mitigation Fees.

(a) The CONSERVANCY shall use excess coverage mitigation fees received from TRPA solely for the purposes of:

(1) for no less than 50% of the fees received, paying for assets advanced to the land ~~coverage~~ bank by the CONSERVANCY; ~~-(2)~~ acquiring land for the use of the land ~~coverage~~ bank; ~~-(3)~~ and restoring hard and soft coverage and disturbed lands and retiring potential coverage through the land ~~coverage~~ bank; ~~and~~. When using the fees for these purposes, the CONSERVANCY shall:

(i) prioritize the retirement of hard and soft coverage on SEZs and other sensitive lands; and

(ii) only retire potential coverage through acquisition of fee title or retirement of development potential on land located in Bailey Land Capabilities 1a, 1b, or 1c.

(2) the CONSERVANCY may use no more than 50% of the fees received for Environmental Improvement Program projects or other projects deemed appropriate in advance by the TRPA Executive Director. The projects funded by the CONSERVANCY with excess coverage mitigation fees under this provision:

(i) must benefit Water Quality and/or Soil Conservation thresholds; and,

(ii) cannot replace Total Maximum Daily Load (“TMDL”) credit or other mitigation obligations of other entities.

~~(4)~~(3) administrative expenses and overhead, subject to the limitations in (b) below.

(b) The CONSERVANCY may apply the excess coverage mitigation fees toward payment or reimbursement of its direct costs of acquisition, and/or restoration, and/or materials incurred for or through the land ~~coverage~~ bank, by the CONSERVANCY or which are billed to the CONSERVANCY by contractors or other providers of services. These costs include, but are not limited to, ~~revegetation, land and boundary surveys, site inspections, appraisals, title searches, and earthmoving and demolition~~ all steps necessary to successfully restore land to meet various laws, regulations,

[permit requirements, and TRPA Code of Ordinances](#). Overhead and other incidental costs of administration, operation, and monitoring of the land ~~coverage~~ bank may be charged by the CONSERVANCY against the excess coverage mitigation fees to cover actual costs to the CONSERVANCY, up to 12% of the aggregate of such fees (including interest) received from TRPA. The CONSERVANCY shall submit documentation of its overhead and other incidental costs prior to making any charges against the excess coverage mitigation fees.

~~(e). For each project generating an excess coverage mitigation fee which is assignable to the CONSERVANCY, the CONSERVANCY shall retire and/or restore, as excess coverage mitigation, the amount of coverage calculated under the coverage reduction formula contained in Chapter 20; provided, however, that during the interim period the amount of coverage to be retired or restored shall be limited to the amount paid for by the excess coverage mitigation fee paid for that project.~~

4. Transfers of Coverage.

The CONSERVANCY may enter into agreements for the sale and transfer of coverage to parcels which have not already reached maximum land coverage, pursuant to Chapter ~~230~~. In such cases the price paid for the coverage shall be agreed upon by the permit applicant and the CONSERVANCY. ~~At the CONSERVANCY's election, t~~The purchase price shall be paid ~~either~~ directly to the CONSERVANCY ~~or to TRPA~~, as provided in Section V.A.~~75~~. above. Upon receipt of funds [and transaction or escrow closure](#), [transaction data shall be reported by the CONSERVANCY in the TRPA Commodities Tracking System, if required](#) ~~by the CONSERVANCY or TRPA, as the case may be, such party shall notify the other party of the receipt of funds and the amount received.~~

The CONSERVANCY shall then transmit to TRPA the "land coverage information for

account files" required for "sending" parcels under Chapter ~~386~~ [through the annual reporting process](#).

5. Public Service Projects and Public Outdoor Recreation Projects.

The CONSERVANCY may enter into agreements to provide mitigation for public service projects and public outdoor recreation projects by restoring disturbed lands or hard or soft coverage on sensitive lands, as provided under Chapter ~~230~~. The terms and procedures set forth for "transfers of coverage" in Section V.B.4. above shall apply to the mitigation of such public projects through the land ~~coverage~~ bank.

6. Methods of Retiring Coverage.

(a) Areas containing potential coverage shall be retired by filing with TRPA a document or documents, in form acceptable to TRPA and suitable for recordation, by which the CONSERVANCY consents to the permanent retirement of potential coverage on the areas described therein.

(b) Soft coverage and disturbed lands shall be restored so as to cause the area to function in a natural state, with provision for permanent protection from further disturbance. Appropriate methods of restoration include, but need not be limited to, decompaction of soils, revegetation, restoration of natural watercourses and gradients, and removal of refuse.

(c) Hard coverage shall be restored by destruction and removal, to the extent feasible, of all structures, pavement, and other impervious land covering on the area to be restored, together with the methods specified in (b) above for restoration of soft coverage.

- (d) Within the boundaries of all areas where hard or soft coverage or disturbed land is restored, the CONSERVANCY shall permanently extinguish all coverage in the manner provided in (a) above.
- (e) All coverage retirement carried out through the land ~~coverage~~ bank shall be subject to TRPA and/or MOU permitting partners inspection and review.

~~7.~~ Periodic Reports.

~~The CONSERVANCY shall report to TRPA periodically, but not more often than monthly, on the status of all coverage and disturbed land which has been retired or restored during the reporting period.~~

~~8.~~ 7. Annual Report: Excess Coverage Mitigation Program.

There shall be an annual reporting period, at the end of which the CONSERVANCY shall prepare and deliver to TRPA an annual report summarizing all excess coverage mitigation projects performed during said reporting period, and identifying the excess coverage mitigation fees which were applied toward each such project. The annual report shall, in addition, list:

- (a) the current inventory of parcels credited or available to the land ~~coverage~~ bank for restoration and/or retirement of hard, soft, and potential coverage; and
- (b) all mitigation already performed or in progress, but not yet credited towards a permit applicant's project, including but not limited to: (i) square feet and land capability of coverage or disturbed land restored, (ii) acres of land acquired by land capability, (iii) estimated pollutant and stormwater load reductions, and (iv) Soil Conservation and Water Quality threshold gains using EIP Performance Measures.

~~9.8.~~ CONSERVANCY Accounts.

The CONSERVANCY shall maintain ~~remaining~~ accounts in keeping with State of California approved records retention schedules, which shall be made available to TRPA upon request, of:

- (a) all monies expended and received by the CONSERVANCY on behalf of the land ~~coverage~~ bank;
- (b) all properties within the inventory of the land ~~coverage~~ bank;
- (c) all areas on which coverage or disturbed land has been restored or retired since the last annual reporting period made available to TRPA, including:
 - the date as of which coverage or disturbed land has been restored or retired;
 - the type of coverage or area restored or retired;
 - the cost per square foot restored or retired;
 - the area or amount of coverage that has been restored or retired, in square feet of each type retired; and
 - the mechanism by which restoration or retirement has been accomplished.

In computing the cost per square foot of coverage retired, the CONSERVANCY may use an average based on the cost of retiring a given type of coverage in more than one coverage mitigation project.

- (d) all EIP and non-EIP projects for which the CONSERVANCY contributed excess coverage mitigation fees.

VI. TERMINATION/AMENDMENT

This Memorandum of Understanding may be terminated by either party upon ninety (90)~~days~~² advance notice in writing. This Memorandum of Understanding may be amended by written agreement of the CONSERVANCY and the TRPA Governing Board. In the event this Memorandum of Understanding is terminated for any reason [and there is a balance of excess coverage mitigation funds available](#), the CONSERVANCY shall continue to carry out the duties of Section V.B.3., as well as related reporting obligations and TRPA shall continue to carry out the duties of Section V.A.4., as well as related reporting obligations, for all projects for which mitigation fees were received by TRPA prior the effective date of termination. Unexpended mitigation fees received by the Conservancy, if any, shall be returned to TRPA upon fulfillment of any outstanding obligations.

IN WITNESS WHEREOF, the parties have entered into this Memorandum of Understanding on the date first hereinabove written.

(Party to sign)
TAHOE REGIONAL PLANNING AGENCY
Executive Director

(Party to sign)
CALIFORNIA TAHOE CONSERVANCY
Executive Director

Attachment C

Exhibit 2 to Resolution 2015-____

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE TAHOE REGIONAL PLANNING AGENCY AND
THE NEVADA DIVISION OF STATE LANDS**

THIS MEMORANDUM OF UNDERSTANDING (MOU) is entered into [this ___ day of _____, 2015](#), by and between the TAHOE REGIONAL PLANNING AGENCY (TRPA), a bi-state agency created under the Tahoe Regional Planning Compact, and the Department of Conservation and Natural Resources, Nevada Division of State Lands (NDSL), an agency of the State of Nevada. This MOU is effective upon the date of the last signature of the last party to sign this agreement. [This Memorandum of Understanding replaces entirely the Memorandum of Understanding dated February 18, 1988, between the parties and the former shall control all collection and expenditure of excess coverage mitigation fees going forward.](#)

I. AUTHORITY.

This Memorandum of Understanding is based on the following laws, regulations, procedures and policies:

- the Tahoe Regional Planning Compact, P.L. 91-143, 83 Stat. 360, (1969); amended, P.L. 96-551, 94 Stat. 3233, (1980) [\(hereafter "Compact"\)](#);
- the Tahoe Regional Plan as adopted by TRPA in Ordinance No. 87-9 on June 25, 1987, and effective July 1, 1987 [and updated December 12, 2012](#) (hereinafter "~~the~~ Regional Plan");
- the TRPA Code of Ordinances, ~~and~~ [Area Plans, Community Plans](#), Plan Area Statements, and Maps adopted pursuant thereto (all Chapter references herein below are to the Code of Ordinances);
- NRS [Chapter 277](#);
- ~~SB 139 of the 1993 Session of the Nevada State Legislature;~~ [Chapter 355, Statutes of Nevada, 1993.](#)

WITNESSETH

WHEREAS, the parties entered into an MOU in August of 1993;

WHEREAS, the parties desire to supercede the previous MOU, with this new MOU; NOW,
THEREFORE, it is agreed as follows:

II. DEFINITIONS.

The following terms shall have the definitions set forth below for purposes of this Memorandum. In the event of any conflict between the following definitions and the definitions in Chapter ~~902~~ of the TRPA Code of Ordinances, the definitions contained herein shall govern this Memorandum of Understanding to the extent of any inconsistency.

A. Land Bank.

The term "land bank" shall mean a land bank as provided for in the Goals and Policies of the Regional Plan, and Chapters ~~230~~, ~~3451~~ and ~~386~~ of the TRPA Code of Ordinances, to be established by NDSL for that portion of the Lake Tahoe ~~Basin~~ Region lying within the State of Nevada.

~~B. Interim Period.~~

~~The term "interim period" shall mean the period extending from the effective date of the Regional Plan until TRPA's establishment of a Permanent Program, pursuant to Subsection 20.5.A. (3) (b), of the TRPA Code of Ordinances, in which the standard TRPA coverage cost is annually updated to reflect the actual Land Bank cost for retiring and/or restoring land coverage on the Nevada side of the Lake Tahoe Basin.~~

~~C.~~ B. Excess Coverage Mitigation Project.

The term "excess coverage mitigation project" shall mean any action or activity undertaken by NDSL for the purpose of generating excess land coverage mitigation credit through the land.

~~D.C.~~ Excess Coverage Mitigation Fee.

The term "excess coverage mitigation fee" shall mean the fee which is required to be paid by the project proponent(s) in order to mitigate projects with existing land coverage in excess of base allowable land coverage and which fee is calculated according to a formula set forth in Chapter ~~23~~0 of the TRPA Code of Ordinances.

~~E.D.~~ Lake Tahoe Region, Lake Tahoe Basin.

The terms "Lake Tahoe Region" and "Lake Tahoe Basin" shall mean all that area described in Article II of the Tahoe Regional Planning Compact.

~~F.E.~~ Hydrologically Related Area(s).

The term "hydrologically related area" shall refer to any of the areas designated on those certain maps adopted by the TRPA on September 26, 1986, as they may be amended from time to time, which are located in whole or in part on the Nevada side of the Lake Tahoe ~~Basin-Region~~. The term "hydrologically related areas" shall refer to those areas collectively.

~~G.F.~~ Other Development Rights.

The term "other development rights" which may be acquired, held, and transferred in the land bank, shall include, but not be limited to, residential development rights, allocations, and units of existing development, such as residential units, commercial floor area, and tourist accommodation units.

III. PURPOSE.

The purpose of this Memorandum is to establish the respective duties and authorities of NDSL and the TRPA with respect to the operation of the-a land bank ~~to be operated~~ by NDSL on behalf of TRPA for the

Nevada side of the Lake Tahoe ~~Basin~~Region and to set forth the procedures to be followed by TRPA and NDSL with respect to the land bank.

IV. JURISDICTION AND POWERS.

Subject to all applicable laws of the State of Nevada, the ~~Tahoe Regional Planning~~ Compact, and the TRPA Regional Plan and Code of Ordinances, NDSL ~~has been~~ is designated to operate as a land bank on behalf of TRPA as a land bank for the purpose of; (1) providing mitigation for excess coverage on behalf of any permit applicant on the Nevada side of the Lake Tahoe ~~Basin~~Region, by carrying out an excess coverage mitigation project on any parcel or parcels eligible to provide such mitigation under Chapter ~~230~~230 of the TRPA Code of Ordinances; (2) providing mitigation for any public health and safety project or public outdoor recreation project located on sensitive lands by retiring and restoring hard and soft coverage or disturbed land as provided in Chapter ~~230~~230 of the TRPA Code of Ordinances; and (3) ~~upon the effectiveness of a transfer of coverage program pursuant to Chapter 230 of the TRPA Code of Ordinances;~~ NDSL shall be engaged in purchasing, selling and transferring coverage or other development rights directly from previously banked land coverage in the land bank or from any parcel in the inventory of the land bank which is eligible to send coverage or other development rights, to any parcel eligible to receive such coverage or other development rights, under Chapters ~~230~~230 and ~~3451~~3451 of the TRPA Code of Ordinances.

V. DUTIES.

A. TRPA Duties.

1. Assignment of Excess Coverage Mitigation Fees.

The TRPA hereby agrees to assign to NDSL for the land bank, all excess coverage mitigation fees paid to the TRPA for projects located in Nevada, ~~from the effective date of the TRPA Regional Plan~~ through the term of this Memorandum.

2. Deposit of Excess Coverage Mitigation Fees.

When the TRPA receives excess coverage mitigation fees from projects located in Nevada, it shall deposit and hold the fees in an interest-bearing account under its control, until such time NDSL requests disbursements of the funds ~~as it causes the excess coverage mitigation fees and the interest earned on said fees, to be disbursed to NDSL~~ pursuant to Section V. A. 4. below (Disbursements by TRPA).

3. TRPA Reporting.

The TRPA shall deliver to NDSL a ~~quarterly~~ report bi-annually or printout (for the Nevada side of the Basin Region) containing the following information pertaining to each permit for which an excess coverage mitigation fee was received by TRPA during the preceding reporting period~~quarter~~:

~~(a) name of permit applicant;~~

(a) ~~(b)~~ location of project by county, hydrologically related area, and assessor parcel number(s);

(b) ~~(e)~~ date and amount of fee paid by applicant;

~~(d) type of project (residential, commercial, tourist accommodation, etc.) and type of coverage needed as mitigation;~~

(c)~~(e)~~ amount and type of coverage mitigation in terms of square feet as determined under the coverage reduction formula in Chapter 230.

(d) total balance of excess coverage mitigation funds.

4. Disbursements by TRPA.

TRPA shall disburse all accumulated excess coverage mitigation fees payable to NDSL under Section V. A. 1. above (Assignment of Excess Coverage Mitigation Fees), and any interest accrued thereon, less TRPA's investment administrative fees

not to exceed 15% of the interest income, to NDSL upon its request, which shall occur not more often than quarterly unless a project or purchase would require a more timely distribution. Requests for disbursements shall be accompanied with reporting on the intended usage of the excess coverage mitigation fees consistent with V.B.3. below. Such disbursements shall require approval by the TRPA Governing Board and be made by electronic transfer ~~by check~~ payable to the "Nevada Division of State Lands", and shall bear the notation "land bank". ~~Each disbursement check shall be accompanied by a summary statement or printout, which lists the individual fees contained in the disbursements, including the information established in Section V. A. 3 above (TRPA Reporting). The statement shall also indicate the amount of the total disbursement which constitutes interest earned on the excess coverage mitigation fees.~~

5. ~~Projection of Mitigation Needs.~~

~~TRPA shall provide NDSL upon request with all available information concerning past and projected permit applications which would assist NDSL in determining the projected needs for restoration or retirement of hard, soft, and potential coverage and disturbed land through the land bank in each hydrologically related area, for at least 12 months ahead.~~

-6. ~~Revision of Standard TRPA Coverage Cost.~~

~~The TRPA shall have the right to review and, when appropriate, revise the standard TRPA coverage cost as provided for in Chapter 20, Section 5. A (3) (b) of the TRPA Code of Ordinances. The revised standard coverage cost shall reflect the actual cost of retiring and restoring coverage, per Section V. B. 3. (b) below (Use of Excess Coverage Mitigation Fees), and as documented in the accounts and annual report to the TRPA per Section V. B. 7. below (Annual Report to the~~

~~TRPA). Notwithstanding the above, until the TRPA elects to establish a permanent program that annually updates the standard coverage cost as stated above, NDSL shall operate per Section V. B. 3. (c) below.~~

~~7.5.~~ Transfers of Coverage.

Where NDSL agrees to transfer coverage on behalf of a permit applicant through the land bank, pursuant to Chapter 230 of the TRPA Code of Ordinances, TRPA shall, upon NDSL'S request:

(a) certify to NDSL the amount and type of coverage or mitigation needed by the permit applicant;

(b) determine the eligibility of the sending and receiving parcels; and

(c) approve or deny the transfer through a Documentation Letter.

~~(e) accept payment for said coverage or mitigation from the permit applicant in the amount agreed upon between NDSL and the permit applicant; and~~

~~(d) hold said payment in an interest-bearing account until such time as NDSL requests disbursement of the funds for the land bank per Section V. A. 4. above (Disbursements by TRPA).~~

~~8.6.~~ Public Service Projects and Public Outdoor Recreation Projects.

Where NDSL agrees to carry out mitigation for a public service project or public outdoor recreation project on sensitive land, pursuant to Chapter 230 of the TRPA Code of Ordinances, the procedures set forth for "transfers of coverage" in Section V. A. 75. above (Transfers of coverage) shall apply.

B. NDSL Duties.

1. Establishment of Land Bank.

~~Starting from the effective date of this Memorandum,~~NDSL shall take all necessary and appropriate actions to ~~activate~~ maintain and manage the land bank.

2. Maintaining Inventory; Advance of Assets; Use of Inventory.

- (a) NDSL shall use best efforts to acquire and maintain within the land bank an inventory of hard, soft, and potential coverage and disturbed lands, sufficient to meet the projected needs of the land bank.
- (b) In order to maintain an inventory of coverage for the land bank, NDSL may utilize assets other than excess coverage mitigation fees for the purpose of acquiring and/or restoring land for the land bank.
- (c) Inventory acquired by NDSL may be used to satisfy demand for mitigation of public service projects and public outdoor recreation projects on sensitive lands, and for other transfers of coverage pursuant to Chapter ~~2~~30 of the TRPA Code of Ordinances, provided that NDSL's responsibilities under Section V. B. 3 below (Use of Excess Coverage Mitigation Fees) are not thereby impaired.

3. Use of Excess Coverage Mitigation Fees.

- (a) NDSL shall use excess coverage mitigation fees received from the TRPA solely for the purposes of:
 - (1) for no less than 50% of the fees received, paying for assets advanced to the land bank by NDSL, ~~;~~ ~~(2)~~ acquiring land (and other development rights attached to the land) for the use of the land bank, ~~;~~ ~~(3)~~ and restoring hard and soft coverage and disturbed lands and retiring potential coverage through the land bank, ~~;~~ ~~and~~ When using the fees for these purposes, NDSL shall:
 - (i) prioritize the retirement of hard and soft coverage on SEZs and other sensitive lands; and
 - (ii) only retire potential coverage through acquisition of fee title or retirement of development potential on land located in Land Capabilities 1a, 1b, or 1c.

(2) NDSL may use no more than 50% of the fees received for Environmental Improvement Program projects or other projects deemed appropriate in advance by the TRPA Executive Director. The projects funded by NDSL with excess coverage mitigation fees under this provision:

(i) must benefit Water Quality and/or Soil Conservation thresholds; and,

(ii) cannot replace Total Maximum Daily Load (“TMDL”) credit or other mitigation obligations of other entities.

~~(4)~~(3) administrative expenses and overhead, subject to the limitations in V. B. 3. (b) below.

(b) NDSL may apply the excess coverage mitigation fees toward payment or reimbursement of its direct costs of acquisition and/or restoration incurred for or through the land bank, which are billed to NDSL by contractors or other providers of services. These costs include, but are not limited to, revegetation, land and boundary surveys, site inspections, appraisals, title searches, earth moving and demolition. Overhead and other incidental costs of administration, operation and monitoring of the land bank may be budgeted and charged by NDSL against the excess coverage mitigation fees to cover actual costs to NDSL, up to twelve percent (12%) of the aggregate of such fees (including interest) received from TRPA. NDSL shall maintain documentation of its overhead and other incidental costs and submit an annual financial report to the TRPA within 90 days of the close of the fiscal year.

~~(c) For each project generating an excess coverage mitigation fee which is assignable to NDSL, NDSL shall retire and/or restore, as excess coverage mitigation, the amount of coverage calculated under the coverage reduction formula~~

~~contained in Chapter 20 provided, however, that during the interim period the amount of coverage to be retired or restored shall be limited to the amount paid for by the excess coverage mitigation fee paid for that project. During the interim period, NDSL shall seek to retire and/or restore as much coverage in each hydrologic zone as can reasonably and prudently be purchased, based on current market conditions.~~ Notwithstanding the above, NDSL shall have the discretion to expend the interest accrued on mitigation fees and excess coverage mitigation fees within any hydrologic zone.

4. Transfers of Coverage and Other Development Rights.

NDSL may enter into agreements for the sale and transfer of coverage to parcels which have not already reached maximum land coverage, pursuant to Chapter ~~230~~ of the TRPA Code of Ordinances. In such cases the price paid for the coverage shall be agreed upon by the permit applicant and NDSL. ~~At NDSL's election, t~~The purchase price shall be paid ~~either~~ directly to NDSL or to the TRPA, as provided in Section V. A. ~~57.~~ above (Transfers of Coverage). Upon receipt of funds and transaction or escrow closure, transaction data shall be reported by NDSL in the TRPA Commodities Tracking System, if required by NDSL or TRPA, as the case may be, such party shall notify the other party of the receipt of funds and the amount received. NDSL shall then transmit to TRPA the "land coverage information for account files" required for "sending" parcels under Chapter ~~386~~ of the TRPA Code of Ordinances through the annual reporting process.

NDSL also may enter into agreements for the sale and transfer of other development rights. All transfers shall be in accordance with TRPA Code of Ordinances.

5. Public Service Projects and Public Outdoor Recreation Projects.

NDSL may enter into agreements to provide mitigation for public service projects and public outdoor recreation projects for the purpose of restoring disturbed lands or hard or soft coverage on sensitive lands, as provided under Chapter ~~2~~30 of the TRPA Code of Ordinances. The terms and procedures set forth for in Section V. B. 4. (Transfers of Coverage and Other Development Rights) above shall apply to the mitigation of such public projects through the land bank.

6. Methods of Retiring Coverage.

(a) Areas containing potential coverage shall be retired by filing with the TRPA a document or documents, in a form acceptable to the TRPA and suitable for recordation, by which NDSL consents to the permanent retirement of potential coverage on the areas described therein.

(b) Soft coverage and disturbed lands shall be restored so as to cause the area to function in a natural state, with provision for permanent protection from further disturbance. Appropriate methods of restoration include, but need not be limited to, decompaction of soils, revegetation, restoration of natural watercourses and gradients, and removal of refuse.

(c) Hard coverage shall be restored by demolition and removal, to the extent feasible, of all structures, pavement, and other impervious land covering on the area to be restored, together with the methods specified in Section V. B. 6. (b) above (Methods of Retiring Coverage).

(d) Within the boundaries of all areas where hard or soft coverage or disturbed land is restored or retired, NDSL shall permanently retire all coverage in the manner provided in Section V. B. 6. (a) above.

(e) All coverage retirement carried out through the land bank shall be subject to TRPA inspection and review.

7. Annual Report to the TRPA.

Within 90 days after the end of each fiscal year, NDSL shall prepare and deliver to the TRPA an annual report summarizing all excess coverage mitigation projects performed during said reporting period, and identifying the excess coverage mitigation fees which were applied toward each such project. In addition, the annual report shall list:

- (a) all properties within the inventory of the land bank or available to the land bank for restoration and/or retirement of hard, soft, and potential coverage;
- (b) all transfers of coverage that have taken place;
- (c) all mitigation already performed or in progress, but not yet credited towards a permit applicant's project, including but not limited to: (i) square feet and land capability of coverage or disturbed land restored, (ii) acres of land acquired by land capability, (iii) estimated pollutant and stormwater load reductions, and (iv) Soil Conservation and Water Quality threshold gains using EIP Performance Measures.
- (d) all properties on which coverage or disturbed land has been restored or retired since the last annual reporting period made available to TRPA, including:
 - the date as of which coverage or disturbed land has been restored or retired;
 - the type of coverage or area restored or retired;
 - the cost per square foot of coverage restored or retired. In computing the cost per square foot, NDSL may use an average based on the cost of restoring or retiring a given type of coverage in more than one coverage mitigation project;

- the area or amount of coverage that has been restored or retired, in square feet of each type retired; and
- the mechanism by which restoration or retirement has been accomplished.

(e) [all EIP and non-EIP projects for which NDSL contributed excess coverage mitigation fees.](#)

VI. TERMINATION/AMENDMENT.

This Memorandum of Understanding may be terminated by either party upon ninety (90)~~2~~ days~~2~~ advance notice in writing. This Memorandum of Understanding may be amended by written agreement of NDSL and the TRPA Governing Board. In the event this Memorandum of Understanding is terminated for any reason [and there is a balance of excess coverage mitigation funds available](#), NDSL shall continue to carry out the duties of Section V.B. 3. above (Use of Excess Coverage Mitigation Fees), as well as related reporting obligations and TRPA shall continue to carry out the duties of Section V. A. 4 above (Disbursements by TRPA), as well as related reporting obligations, for all projects for which mitigation fees were received by TRPA prior to the effective date of termination. Unexpended mitigation fees received by NDSL, if any, shall be returned to TRPA upon fulfillment of any outstanding obligations.

IN WITNESS WHEREOF, the parties have entered into this Memorandum of Understanding.

TAHOE REGIONAL PLANNING AGENCY (Signature and Date)

[Name]
Executive Director

Approved as to form:
TRPA General Counsel (Signature)

[Name]
NEVADA DIVISION OF STATE LANDS (Signature and Date)

[Name]
Administrator and Ex-Officio State Land Registrar

Approved as to form:
[Name]
Attorney General

[Name]
Deputy Attorney General

Attachment D:
Coverage Policy Recommendations

Coverage Policy Recommendations

On July 8th, 2014, the Coverage Work Group agreed to move forward the recommendations provided below in Section I for amending the coverage transfer across Hydrologically Related Areas (HRA) provisions. In early 2015, the Coverage Work Group developed additional recommendations provided below in Sections II and III for amending and updating the Excess Coverage Mitigation (ECM) Program. The proposed amendments to implement these recommendations are provided in Attachments B (Regional Plan and Code of Ordinances) and C (Memoranda of Understanding between the land banks and TRPA).

I. **Working Group Recommendation for Coverage Transfers Across HRAs:**

Allow transfers of legally existing hard or soft land coverage across HRA boundaries where the following criteria are met:

1. The sending site is Sensitive Land defined as lands with Individual Parcel Evaluation System (IPES) scores at or below 725, or for lands without IPES scores, those lands identified as Land Capability Districts 1, 2, or 3. *Intent: incentivize sensitive lands restoration.*
2. The receiving site is Non-Sensitive Land defined as lands with IPES scores above 725, or for lands without IPES scores, those lands identified as Land Capability Districts 4, 5, 6, or 7. *Intent: direct transferred coverage to high capability lands.*
3. The receiving site is further than 300 feet from the high water mark of Lake Tahoe, or on the landward side of State Highways in the Tahoe City or Kings Beach Town Centers.¹ *Intent: prevent the use of provision on land within 300 feet of the high water mark of Lake Tahoe.*

II. **Working Group Recommendation for How the ECM Fee is Spent:**

The Coverage Working Group supported the Water Quality Alternative. This alternative expands the eligible uses of the ECM funding to include SEZ restoration and enhancement and water quality improvement projects in addition to allowing for existing coverage removal and the retirement of development potential in environmentally sensitive lands (also referred to as sensitive land acquisition).

Recommendation Features:

1. Continue the direct distribution of ECM funds to the land banks.
2. At a minimum, half of the ECM funds shall be dedicated to existing coverage acquisition and restoration. The land banks can dedicate the remaining portion of the ECM funds to

¹ Pursuant Ch. 90, the definition of High Water Elevation is the established upper elevation limit of the surface of a body of water. The High Water Line elevation is 6,229.1 Feet, Lake Tahoe Datum.

Environmental Improvement Projects (EIP) or non-EIP projects proposed by the California Tahoe Conservancy (CTC) or Nevada Division of State Lands (NDSL) and approved by the Executive Director. All of these projects must result in Soil Conservation and Water Quality Threshold gains.

3. Replace the ratio requirement to mitigate one square foot of excess coverage with one square foot of restored or retired coverage in the Memoranda of Understanding (MOUs) between TRPA and the Tahoe Area land banks (NDSL and CTC) with amended language. The language in the Memoranda of Understanding (MOUs) between TRPA and the land banks (NDSL and CTC) should be amended to clearly give preference in the use of ECM Program funds for the acquisition and restoration of existing coverage on SEZs and other environmentally sensitive lands. In addition, reporting from land banks on the use of the ECM funds should include the costs per acre by land capability type and for restoration to help track estimates of the land bank's cost to acquire and restore land coverage under the ECM Program. *Intent: Implement projects that have the greatest environmental benefit to the primary Soil Conservation and Water Quality thresholds affected by excess coverage, maintain a clear nexus to coverage restoration, and promote coverage removal in sensitive areas.*
4. The ECM funds should be eligible for the use of acquiring fee title or conservation easement of properties located on Land Capability 1a, 1b, and 1c (at a minimum) to retire potential coverage. *Intent: incentivize environmentally sensitive land acquisition.*
5. Prohibit ECM fees from being used to fund projects that are gaining TMDL credit or are required mitigation through other programs. ECM fees can fund stormwater projects, but they must be in addition to what jurisdictions are doing to meet TMDL requirements. *Intent: ensure ECM fees do not fund projects that are already required.*
6. The land banks shall provide sufficient reporting on how the funding was spent and on how funded projects result in Soil Conservation and Water Quality Threshold gains, using the existing EIP performance measures and reporting (where appropriate). *Intent: ensure accountability and maintain a clear nexus to coverage restoration.* These include:
 - a. Square foot and land capability of coverage restored,
 - b. Acres of land acquired including environmentally sensitive land acreage,
 - c. Acres of SEZs restored (includes restoring SEZs that are degraded but do not have coverage),
 - d. Estimated pollutant and stormwater load reduction from stormwater projects, and
 - e. Soil Conservation and Water Quality Threshold gains.

III. Working Group Recommendation for Updating the ECM Fee:

The coverage working group supports moving forward with the index approach for updating the ECM Fee annually. The coverage working group recommends an ECM fee adjustment tool that uses the Annual Percentage Growth Rate (APGR) method and the best available

information for the Tahoe Region. The intent of the ECM fee should remain in the code language (*the ECM fee should be an estimate of the land bank's cost to acquire and restore land under this program*).

1. The working group approves of annual ECM fee updates. The APGR index calculation shall be calculated regularly, but no less than every 4 years.
2. The group supports keeping the ECM fee at today's rate (not re-setting the ECM fee and not averaging the different Nevada ECM fees for each HRA).
3. The ECM fee adjustments shall be limited to increases.

Attachment E:

University of Nevada, Reno (UNR) Center for Regional Studies Review of ECM
Fee Update Method

University of Nevada, Reno (UNR) Center for Regional Studies Review of ECM Fee Update Method



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Ms. Cannon,

Per your request, we reviewed TRPA's suggested methodology for calculating Excess Coverage Mitigation (ECM) Program Fee updates as provided in the Fee Update Assessment documents you provided. It is our understanding that the suggested methodology was created in response to simplifying the alignment of ECM fees with inflationary effects in the Lake Tahoe Basin. As a result, the coverage working group (TRPA) recommended the following methodology for the update of the ECM fee:

"The coverage working group supports moving forward with the index approach for updating the ECM Fee annually. The coverage working group recommends an ECM fee adjustment tool that uses the Annual Percentage Growth Rate method and the best available information for the Tahoe Region. The intent of the ECM fee should remain in the code language (the ECM fee should be an estimate of the land bank's cost to acquire and restore land under this program).

- *The working group approves of annual fee updates. APGR index calculation should be updated every 4 years or annually, if data improvements are presented.*
- *The group supports keeping the ECM fee at today's rate (not re-setting the ECM fee and not averaging the different Nevada ECM fees for each HRA).*
- *The ECM fee adjustments shall be limited to increases."*

Based on the resulting working coverage group recommendations, we have the following comments regarding the proposed ECM fee update methodology.

1. We agree that the Consumer Price and the Case-Shiller Home Price indices are not accurate representations of the land bank's cost to acquire and restore land. Not only do the indices lack specifics for the Lake Tahoe Basin, they include variables which are not related to land bank operations. Moreover, the indices do not consider the inflationary effects of Lake Tahoe Basin's unique environmental assets, including views, proximity to the lake, market demand spikes, and land shortage. Because of these limitations, neither of the indices will directly reflect the changes in the land bank costs for the region over time.

2. We agree that the inflation of ECM fees should be based on single-family sales values documented in the Lake Tahoe Basin. We also recommend that the sales values come from county assessor records, and not from a commercial source (i.e., Zillow). Unless the county assessor records also include “sales verification codes”, as Washoe County provides, the sales amounts need to be manually verified and scrubbed of outliers (illogical sales values on the low and high ends).

Nevada legislation passed in 2011 now allows Nevada state agencies to obtain annual county assessor sales files (and digital parcel bases) from the Nevada State Demographer’s Office under NRS 250 for the purpose of population estimates and economic development analyses at no cost.

While American Community Survey (ACS) data provides valuable data for small-area geographies, the lag times and self-reported homes values (not based on sales) make this data source inferior to county assessor data.

We agree, due to the significant differences between transaction prices in the Lake Tahoe Basin, it is much more appropriate to use the median rather than the mean methodology to calculate the reflective sales prices.

However, we also suggest accounting for the size of the properties by calculating the sales price per square foot. This will eliminate differences in price due to the size of the property, make properties more comparable, and make the methodology more defensible. We understand that improvement sizes within county assessor data may be limited, but the attribute should be included in counties that do provide the sizes.

The use of single-family sales data, rather than data for all available parcels is consistent with the methodology we typically use to determine growth in the real estate market over time. We have found that sales prices for single-family homes change consistently over time due to economic and social changes. Sales prices for commercial and vacant land parcels may change due to other impacts, such as the breaking of a larger parcel into smaller pieces, proximity to transportation, ingress and egress, visibility, land improvements, anchor stores, zoning potentials, etc.

3. The Annual Percentage Growth Rate (APGR) calculation used in this analysis is an appropriate methodology for estimating the average increase in sales prices over a given time period. It should be noted, that typically, and in this case, the Compound Annual Growth Rate calculation yields similar results. Though the purpose of the CAGR calculation is typically used for investment purposes, it also estimates the average annual rate that increases a given present value to a new future value. Economics Professor Tom Harris, Director of University of Nevada’s

Center for Economic Development, also suggest calculating results using the five methods provided by the coverage working group, and averaging.

However, calculating single-family sales values on an annual basis would alleviate the need for invoking the various growth rate methods, and provide more sensitivity to inflation pressures driven by fluctuating economic forces from year to year. Annual calculations, of course, are dependent on cooperation from the county assessor offices.

Regardless of the time frames used to calculate the growth rate index, we agree that the ECM fees should be adjusted on an annual basis.

4. We agree that a negative growth rate index should not result in a decrease in ECM fees due to the objective of mitigating the environmental impacts from excess improvement coverage. This objective is constant as long as the Lake Tahoe Basin is impacted by human activities.
5. The coverage working group recommendations do not address if the growth rate index will be calculated by basin, state, county, or HRA, and how they will be applied to the various ECM fee rates. Nevertheless, we feel that the application of the growth rate index to the various ECM fee rates is a policy issue that should be decided by the governing board.

Concluding, we believe the methodology recommended by the TRPA coverage working group for simplifying the alignment of ECM fees with inflationary effects in the Lake Tahoe Basin is sound, is based on the best available data, and will provide defensible appreciation rates to adjust the ECM revenues as operation costs increase.

Please contact me should you have any questions or concerns.

Sincerely,

Brian Bonnenfant
Project Manager

Attachment F:
Initial Environmental Checklist

Initial Environmental Checklist

For

TRPA Regional Plan, Code and Land Bank Memoranda of Understanding Amendments to Update the Excess Coverage Mitigation Program and Coverage Transfers Across Hydrologically Related Area Provisions

Prepared for
Tahoe Regional Planning Agency (TRPA)
Stateline, Nevada

HAUGE BRUECK
A S S O C I A T E S

September 2015

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1. INTRODUCTION

At the Tahoe Regional Planning Agency (TRPA) Governing Board annual priority setting workshop in 2013, the Board requested that TRPA staff complete a detailed review of possible improvements for land coverage transfers across Hydrologically Related Area (HRA) boundaries and excess coverage mitigation provisions. This project originated from unresolved issues studied in the Regional Plan Update Draft Environmental Impact Statement (DEIS) (TRPA, April 2012) that indicate existing TRPA Code of Ordinances limit land coverage restoration, particularly on sensitive lands, and therefore curb soil and water quality threshold gains. The Regional Plan Implementation Committee (RPIC) endorsed the formation of the Coverage Working Group to help resolve these issues and collaboratively develop recommendations.

On July 8th, 2014, the Coverage Work Group (a list of members is provided in Section 6) agreed to move forward with the recommendations provided below in Section 1.1 for amending the coverage transfer across HRA provisions of the TRPA Regional Plan and Code of Ordinances. In late 2014 and early 2015, the Coverage Work Group developed additional recommendations provided below in Sections 1.2 and 1.3 for amending and updating the Excess Coverage Mitigation (ECM) Program. The proposed Code amendments to the ECM program also require amendment of the Memoranda of Understanding (MOUs) in place between TRPA and state land banks (California Tahoe Conservancy [CTC] and the Nevada Division of State Lands [NDSL]). The proposed amendments to implement these recommendations are provided in Staff Report Attachments B (Amendments to Policy LU-2.11 of the Regional Plan and Chapter 30 of the TRPA Code of Ordinances) and C (Memoranda of Understanding between TRPA and CTC and NDSL).

1.1 Working Group Recommendation for Coverage Transfers Across HRAs

Under the Proposed Action, Regional Plan policy LU-2.11 would be amended to allow transfers of legally existing hard or soft land coverage across HRA boundaries.

LU-2.11 THE ALLOWED COVERAGE IN POLICY LU-2.10 MAY BE INCREASED BY TRANSFER OF LAND COVERAGE WITHIN HYDROLOGICALLY RELATED AREAS UP TO THE LIMITS AS SET FORTH IN THIS POLICY:

SPECIAL PROVISIONS FOR ADDITIONAL COVERAGE, SUCH AS EXCEPTIONALLY LONG DRIVEWAYS, PVIOUS COVERAGE, PUBLIC TRAILS AND ACCESS FOR THE DISABLED, MAY ALSO BE ALLOWED. ORDINANCES SHALL SPECIFICALLY LIMIT AND DEFINE THESE PROGRAMS.

LAND COVERAGE MAY BE TRANSFERRED THROUGH PROGRAMS THAT ARE FURTHER DESCRIBED IN THE IMPLEMENTATION ELEMENT. NOTWITHSTANDING THE LIMITATION STATED ABOVE, LAND COVERAGE MAY BE TRANSFERRED ACROSS HYDROLOGICALLY RELATED AREAS WHEN EXISTING HARD OR SOFT COVERAGE IS TRANSFERRED AND RETIRED FROM SENSITIVE LAND AND TRANSFERRED TO NON-SENSITIVE LAND FURTHER THAN 300 FEET FROM THE HIGH WATER LINE OF LAKE TAHOE, OR ON THE LANDWARD SIDE OF HIGHWAYS 28 OR 89 IN THE TAHOE CITY OR KINGS BEACH TOWN CENTERS.

Under the Proposed Action, TRPA Code of Ordinances Section 30.4 would be amended (including the addition of a new subsection 30.4.3.B.6 and minor Code modifications to Sections 30.4.3.B.2.A and 30.4.3.E) to implement amendments to Policy LU-2.11 to allow transfers of legally existing hard or soft land coverage across HRA boundaries (see Figure 1) where the following criteria are met:

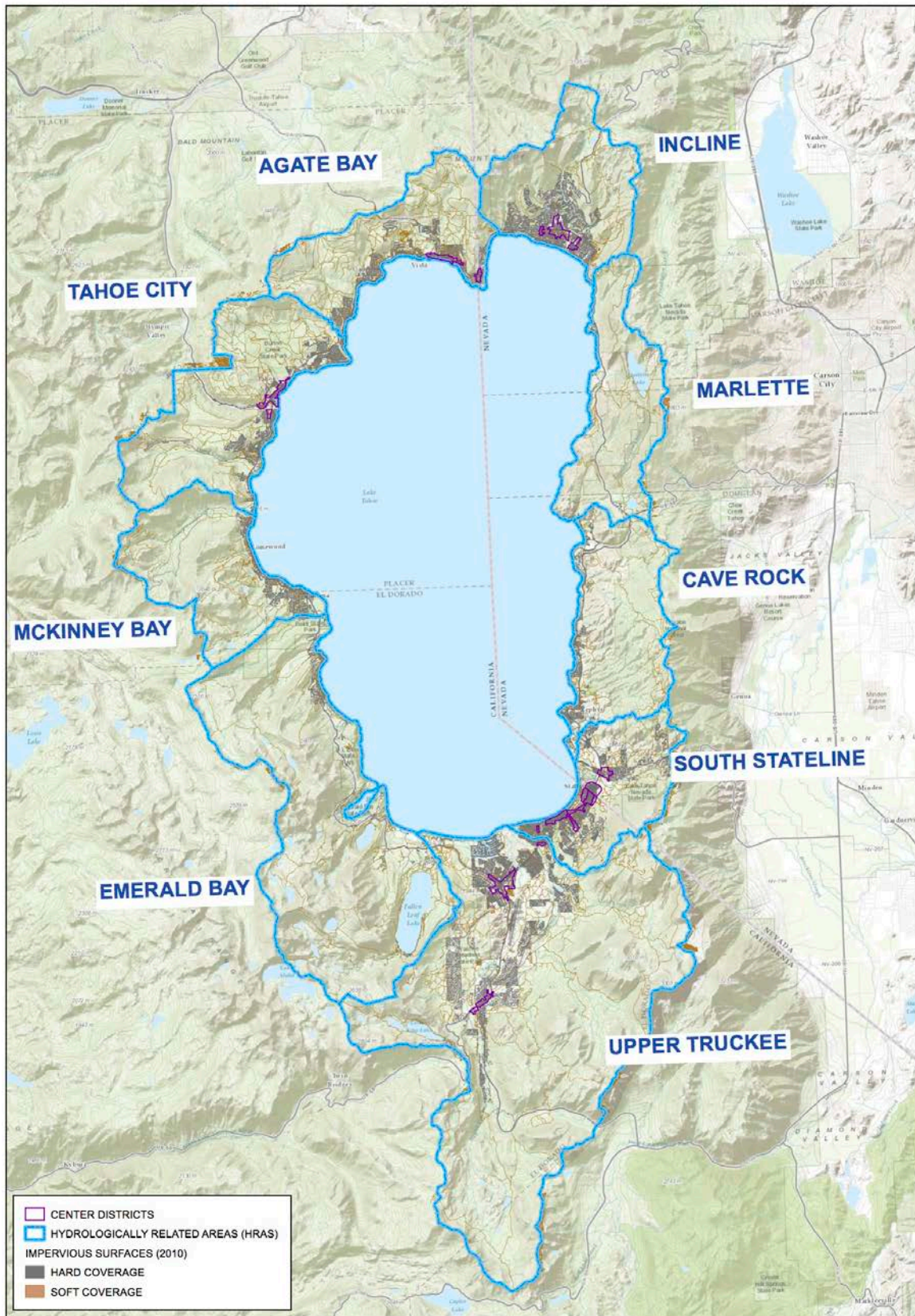
1. The sending site is sensitive land defined as lands with Individual Parcel Evaluation System (IPES) scores at or below 725, or for lands without IPES scores, those lands identified as Land Capability Districts 1a, 1b, 1c, 2, or 3. *Intent: incentivize sensitive lands restoration.*
2. The receiving site is non-sensitive land defined as lands with IPES scores above 725, or for lands without IPES scores, those lands identified as Land Capability Districts 4, 5, 6, or 7. *Intent: direct transferred coverage to high capability lands.*
3. The receiving site is further than 300 feet from the highwater mark of Lake Tahoe, or on the landward side of State Highways in the Tahoe City or Kings Beach Town Centers.¹ *Intent: prevent the use of provision on land within 300 feet of the highwater mark of Lake Tahoe.*

The proposal would permit the transfer of existing hard/soft land coverage across HRA boundaries only if the land coverage is permanently retired and restored on sensitive lands and sent to eligible non-sensitive receiving areas further than 300 feet from the highwater mark of Lake Tahoe, or on the landward side of State Highways in the Tahoe City or Kings Beach Town Centers.

Since land coverage would be transferred from sensitive lands, the land coverage transfer ratios would be 1:1 pursuant to Code Section 30.4.3.A. This means that the transfer of one square foot of land coverage to a receiving parcel shall require the retirement of one square foot of land coverage on the sensitive (e.g., low land capability) portion of a sending parcel.

¹ Pursuant Ch. 90, the definition of High Water Elevation is the established upper elevation limit of the surface of a body of water. The High Water Line elevation is 6,229.1 Feet, Lake Tahoe Datum.

Figure 1. HRA Boundaries with Impervious Surfaces (2010) and Town Centers



Project proponents that would transfer land coverage across HRA boundaries would still need to comply with land capability limitations and all other ordinances regulating land coverage (pursuant Code Chapter 30). The land coverage transferred from a sending area (including a portion of a parcel or parcels) shall be permanently retired as set forth in Code Section 30.4. The amount of land coverage that can be transferred to the receiving site is determined by comparing the base allowable land coverage of the parcel to the maximum land coverage allowed for the parcel as defined by Code Section 30.4.2. Exhibit A describes the methods used for calculating the area of possible land coverage transfer for each HRA.

1.2 Working Group Recommendation for Use of the Excess Coverage Mitigation Fee

Starting in August 2014, the Coverage Working Group identified ten characteristics of an ideal ECM program and brainstormed possible options for further examination. In late 2014, the Working Group reviewed and refined six alternatives for further study by TRPA staff – each alternative would modify how the ECM fee is spent and updated. In early 2015, the Coverage Working Group selected an alternative that would expand the eligible uses of the ECM funding to include SEZ restoration and enhancement, and water quality improvement projects in addition to allowing for existing coverage removal and the retirement of development potential in environmentally sensitive lands (also referred to as sensitive land acquisition). Under the Proposed Action, Memoranda of Understanding (MOUs) between the TRPA and state land banks would be amended to address the recommended ECM program modifications which include:

1. Continue the direct distribution of ECM funds to the land banks.
2. At a minimum, half of the ECM funds shall be dedicated to existing coverage acquisition and restoration. The land banks can dedicate the remaining portion of the ECM funds to Environmental Improvement Projects (EIP) or non-EIP projects proposed by the CTC or NDSL and approved by the Executive Director. All of these projects must result in Soil Conservation and Water Quality threshold gains.
3. Replace the ratio requirement to mitigate one square foot of excess coverage with one square foot of restored or retired coverage in the MOUs between TRPA and the Tahoe Area land banks (NDSL and CTC) with amended language. The language in the MOUs between TRPA and the land banks (NDSL and CTC) should be amended to clearly give preference to the use of ECM Program funds for the acquisition and restoration of existing coverage on SEZs and other environmentally sensitive lands. In addition, reporting from land banks on the use of the ECM funds should include the costs per acre by land capability type and costs for restoration to help track estimates of the land bank's cost to acquire and restore land coverage under the ECM Program. *Intent: Implement projects that have the greatest environmental benefit to the primary Soil Conservation and Water Quality thresholds affected by excess coverage, maintain a clear nexus to coverage restoration, and promote coverage removal in sensitive areas.*

4. The ECM funds should be eligible for the use of acquiring fee title or conservation easement on properties located on Land Capability 1a, 1b, and 1c (at a minimum) to retire potential coverage. Intent: incentivize environmentally sensitive land acquisition.
5. Prohibit ECM fees from being used to fund projects that are gaining TMDL credit or are required mitigation through other programs. ECM fees may be used to fund stormwater projects, but they must be in addition to what jurisdictions are doing to meet TMDL requirements. Intent: ensure ECM fees do not fund projects that are already required.
6. The land banks shall provide sufficient reporting on how the funding was spent and on how funded projects result in Soil Conservation and Water Quality threshold gains, using the existing EIP performance measures and reporting (where appropriate). Intent: ensure accountability and maintain a clear nexus to coverage restoration. These include:
 - a. Square footage and land capability of land coverage restored,
 - b. Acres of land acquired including environmentally sensitive land acreage,
 - c. Acres of SEZs restored (includes restoring SEZs that are degraded but do not have coverage),
 - d. Estimated pollutant and stormwater load reduction from stormwater projects, and
 - e. Soil Conservation and Water Quality threshold gains.

The recommendations provided above in Section 1.2 require amendments to the existing Memoranda of Understanding (MOU) between CTC and TRPA and between NDSL and TRPA. Proposed amendments to the MOU have been prepared to capture the Working Group recommendations and are included in Attachment C of the TRPA Staff Report.

1.3 Working Group Recommendation for Updating the Excess Coverage Mitigation Fee

The coverage working group also supports moving forward with the index approach for updating the ECM fee annually. The coverage working group recommends an ECM fee adjustment tool that uses the Annual Percentage Growth Rate (APGR) method and the best available information for the Tahoe Region. The intent of the ECM fee should remain in the Code language (*the ECM fee should be an estimate of the land bank's cost to acquire and restore land under this program*). Under the Proposed Action, Code of Ordinances Subsection 30.6.1.C.2 would be amended to address the following recommendations.

1. The working group approves of annual ECM fee updates. The APGR index calculation shall be calculated regularly, but no less than every 4 years.

2. The ECM fee adjustments shall be limited to increases.

2. PURPOSE AND NEED FOR THE PROJECT

At their annual priority setting workshop in 2013, the TRPA Governing Board requested that TRPA staff complete a detailed review of coverage transfers across HRA zones, including presented information from the CTC and NDSL. Attachment 5 of the Regional Plan lists this topic as a priority project. This project originated as an issue from the Regional Plan Update process and the Bi-State Consultation.

In early 2014, TRPA staff convened a Coverage Working Group (with approval of the RPIC of the TRPA Governing Board) to consider possible changes to regulations governing coverage transfers across HRAs and measures to enhance the effectiveness of excess coverage mitigation. The changes are proposed to accelerate transfers of land coverage out of environmentally sensitive lands, increase sensitive land restoration and acquisition, improve the implementation and effectiveness of the ECM program, and increase Soil Conservation and Water Quality thresholds gains.

3. BASELINE (EXISTING) CONDITION

Absent any action on the Proposed Action, TRPA would maintain the status quo associated with transfers of land coverage in the Lake Tahoe Region. Maintaining baseline conditions, there would be no Regional Plan or Code of Ordinance amendments to remove restrictions on land coverage transfers across HRA boundaries, nor changes to how the ECM program fees are calculated and spent.

Under the existing regulatory environment, it is assumed that land coverage needed to facilitate private development in constrained HRAs (e.g., Agate Bay NV and Emerald Bay CA) may continue to be difficult to obtain from the state land banks, limiting (re)development opportunities to those projects that can obtain transfers from private sellers located within the applicable HRA. Based on the provisions of existing Code Section 30.4.3.B, a typical land coverage transfer for a single family home would be facilitated by transferring either banked hard/soft land coverage or base (e.g., potential) land coverage from a sending parcel as environmentally sensitive or more environmentally sensitive than the receiving parcel. Since most single family residential development occurs on high capability land, the transferred land coverage usually comes from a sending site also located on high capability land. As such, under the baseline condition, it is assumed that land coverage transfers would continue within HRA boundaries but with little to no restoration of existing hard/soft land coverage on sensitive lands.

This assumption is supported by the trends reported by the Nevada Land Bank. For analysis purposes, it is assumed that land coverage transfers may continue to occur under the baseline condition using maximum allowable land coverage limits. However, based

on past trends, it is unlikely that these land coverage transfers would result in the restoration of existing hard/soft land coverage located on sensitive lands. Therefore, for the purposes of this assessment, it is assumed that the baseline regulatory condition would not accelerate transfers of land coverage out of environmentally sensitive lands.

Under existing baseline regulatory conditions, it is also assumed that the ECM Program would continue to operate with existing deficiencies described below. The ECM fee schedule has not been updated since 2007 due to difficulties with implementation, related to the requirement to conduct annual appraisals of coverage costs in each HRA. Yet the ECM fee should be updated regularly to more accurately reflect the land bank's cost to implement the program.

The main purpose of the ECM Program is to support Soil Conservation and Water Quality threshold gains particularly through the removal of existing land coverage in over-covered low capability lands; yet the past fund expenditures have not been focused for this purpose. Instead, the current MOUs require that the land banks mitigate one square foot of excess land coverage with one square foot of restored or retired land coverage, but do not specify which land capability districts the coverage reduction should occur in, nor do they differentiate between potential and existing land coverage. Consequently, the cost of land acquisition rather than the sensitivity of land available for restoration may be the deciding factor for fulfilling the excess coverage mitigation program requirements.

4. ENVIRONMENTAL IMPACTS OF THE PROPOSED ACTION

This section addresses environmental impacts of the proposed amendments to the TRPA Code of Ordinances and goals and policies and compares them to the baseline regulatory condition. Potential impacts of the proposed Code amendments would result from the transfer of land coverage across HRA boundaries, facilitating land coverage transfers above and beyond what would likely occur under continued implementation of the existing Code of Ordinances. Amendments to the ECM program would modify the way ECM rates are calculated and allow greater flexibility for the expenditure of ECM fees to purchase and restore existing land coverage on sensitive lands. The Code amendments are anticipated to increase the rate of retirement of land coverage on sensitive lands by: 1) allowing the transfer of land coverage across HRA boundaries where hard/soft land coverage from sensitive lands is restored and permanently retired; and 2) replacing an unattainable ratio requirement for coverage retirement with a more feasible and flexible approach, requiring preference for existing land coverage restoration on sensitive lands.

Under the Proposed Action, the amount of newly constructed land coverage would depend on the design and location of individual projects, which would be subject to existing regulations that ensure the maximum allowable land coverage is not exceeded at the project scale. Future projects would also include the removal of existing land coverage as a result of the continuation or modification of certain programs and

provisions, such as existing and proposed coverage transfer requirements and excess coverage mitigation program amendments, and the Environmental Improvement Program. The proposed amendments do not increase the total amount of land coverage that can be approved within the Lake Tahoe Region, but both provide greater flexibility to land owners and land banks with the resulting benefit of increased retirement of existing land coverage on sensitive lands.

The 2012 Regional Plan Update Draft Environmental Impact Statement (DEIS) analyzed the impacts of the 1987 HRA system and found that each HRA contains multiple watersheds and intervening zones and that Lake Tahoe is ultimately the receiving water affected by land coverage transfers within HRAs (TRPA, April 2012). Consequently, the DEIS concluded that allowing land coverage transfers across HRA boundaries would not change the receiving water currently affected by land coverage transfers. The 2012 Regional Plan Update includes a provision that allows excess land coverage to be mitigated by reducing offsite land coverage in different HRAs, provided that the restoration is completed on more sensitive land than the project area (see Code Section 30.6.1.B.2).

The Regional Plan Update DEIS also concluded that limiting land coverage transfers to within HRAs results in a fragmented market with more limited and variable supplies of land coverage available for transfers to any one site than would occur without HRA restrictions. The limited and variable supply of land coverage available for transfers results in substantial variation in the actual cost to acquire coverage between HRAs, and in many cases higher costs to acquire land coverage than would be expected if sellers of land coverage had to compete with each other region-wide. In summary, the DEIS concluded that these existing restrictions reduce land coverage restoration, particularly on sensitive lands, and curb soil and water quality threshold gains (TRPA, April 2012).

A discussion of the potential impacts of the Proposed Action is provided below along with a copy of the Initial Environmental Checklist (Section 5).

Possible Land Coverage Transfers

Using estimated development levels (possible land coverage transfers) associated with the proposed Code amendments (Code Section 30.4), the following analysis has been prepared to disclose the probable implications of the Proposed Action. The estimated environmental effects documented below are based on methods and assumptions described in Exhibits A and B and GIS analysis developed through consultation with TRPA staff.

Exhibit A describes the methods used for calculating the area of possible land coverage transfer for each HRA. In summary, each HRA boundary was queried to identify vacant privately held parcels located on high capability land and within TRPA Regional Land Uses that allow development (e.g. mixed use, residential, resort recreation, tourist), at least 300 feet from the highwater mark of Lake Tahoe. For each parcel, GIS was used to calculate the base allowable land coverage (BAC) and then used to compare the BAC

with the maximum land coverage allowed on each parcel pursuant Code Section 30.4. A parcel would be eligible for a land coverage transfer under the proposed Code amendment if the BAC is less than the maximum land coverage allowed by existing Code Section 30.4.

Tables 1 and 2 summarize the quantity of land coverage transfers that could occur using the proposed Code amendment within each HRA²³. Calculations were performed using both the original 1974 Bailey GIS layer which includes an updated SEZ overlay and the revised land capability GIS data based on the NRCS 2007 Soil Survey land capability GIS datasets.⁴ The land coverage transfer calculations were conducted using GIS tools and the criteria outlined in the Code amendment (e.g., land coverage transfers may occur on high capability lands located further than 300 feet from the highwater mark of Lake Tahoe or on the landward side of State Highways in the Tahoe City or Kings Beach Town Centers). For parcels that meet the location and high capability criteria, there is a Lake Tahoe Region total of approximately 43 to 46 acres of land coverage transfer that could cross HRA boundaries using the provisions of the proposed Code Section 30.4 amendment. As stated above, the Code amendment would provide more flexibility to transfer land coverage – specifically, the ability to transfer existing hard/soft land coverage removed from sensitive lands across HRA boundaries to non-sensitive lands. If transferred within the HRA boundary, the calculated land coverage transfers could occur today under the existing Code provisions. Over half of the calculated land coverage transfer amount is attributed to the Upper Truckee HRA where the greatest amount of land coverage is banked and available for purchase from the state land banks. As such, it is unlikely that project proponents or developers would only utilize the proposed Code Section 30.4 amendment in the Upper Truckee HRA, given the requirement to acquire and restore land coverage on sensitive lands and its substantially greater cost related to

² Vacant parcels were used for the GIS analysis since an assumption was made that redeveloped parcels may be over-covered or would have existing onsite land coverage available for banking and transfer which would be less expensive for a property owner than acquiring and restoring existing soft or hard land coverage on a sensitive parcel. In addition, from a technical perspective, it would be difficult to pinpoint all parcels within an HRA that could allow redevelopment (the GIS analysis would require accurate data of existing land coverage and location of the coverage to determine its land capability classification). Finally, possible land coverage transfer amounts would be smaller in a redevelopment scenario compared to a vacant lot development. The conclusions documented in the analysis that follows indicate a less than significant increase in pollutant loads for transfers to vacant receiving parcels. Water quality and soil impacts for land coverage transfers to parcels with existing development would result in even smaller load increases, and likely an overall load reduction because of the requirement to apply BMPs to existing land coverage on the redeveloped parcels and the retirement of coverage on sensitive lands.

³ Although they are similar, the calculated values for land coverage transfers across HRA boundaries is slightly higher under the Bailey-Sinclair analysis (Table 1) than it is using the 2007 Soil Survey (Table 2) because the Bailey-Sinclair data includes a greater area of sensitive land and less high capability land. The larger area of sensitive land results in a lower base allowable land coverage (BAC) value for most parcels using the Bailey-Sinclair data. When the BAC is compared to the maximum land coverage allowed under the Code (which does not change based on the land capability data set used), the result is a greater amount of possible land coverage transfer under the Bailey-Sinclair analysis.

⁴ This method is akin to the method used for the 2012 Regional Plan Update Draft Environmental Impact Statement analysis (see 3.7 Geology, Soils, Land Capability, and Coverage).

acquiring property with building infrastructure in comparison to purchasing land coverage from the land bank or potential land coverage without building infrastructure from private sellers.

Table 1. Estimated Possible Land Coverage Transfers for Vacant Parcels by HRA (Bailey Sinclair Land Capability GIS Data)

HRA Name	HRA Area (acres)	Existing Land Coverage (acres)	Estimated Land Coverage Transfer Amount (acres / % change)
Agate Bay NV	904	see below	0.1/0.006
Agate Bay CA	13,507	903.0*	5.2/0.006
Cave Rock	15,108	446.6	0.0/0.0
Emerald Bay	39,362	447.3	0.2/0.0004
Incline	14,279	1,101.6	5.9/0.005
Marlette	13,646	163.4	0.0/0.0
McKinney Bay	15,049	414.6	2.5/0.006
South Stateline NV	7,143	see below	0.3/0.005
South Stateline CA	4,058	1,258.4*	6.5/0.005
Tahoe City	19,954	866.2	2.1/0.002
Upper Truckee	65,449	2,334.8	23.6/0.01
Total	208,459	7,935.8	46.4

Source: Attachment A – Existing Coverage Data Summary (TRPA 2012) and HBA 2015

Note: * Acreage estimates are not broken out by state. Total provided for CA portion of the HRA is the total for the entire HRA.

Table 2. Estimated Possible Land Coverage Transfers for Vacant Parcels by HRA (Revised land capability GIS data based on the 2007 NRCS Soil Survey Data)

HRA Name	HRA Area (acres)	Existing Land Coverage (acres)	Estimated Land Coverage Transfer Amount (acres / % change)
Agate Bay NV	904	903.0	0.1/0.005
Agate Bay CA	13,507	*	4.8/0.005
Cave Rock	15,108	446.6	0.0/0.0
Emerald Bay	39,362	447.3	0.7/0.002
Incline	14,279	1,101.6	3.8/0.003
Marlette	13,646	163.4	0.0/0.0
McKinney Bay	15,049	414.6	1.3/0.003
South Stateline NV	7,143	1,258.4	0.1/0.004
South Stateline CA	4,058	*	5.2/0.004
Tahoe City	19,954	866.2	2.3/0.003
Upper Truckee	65,449	2,334.8	24.8/0.01
Total	208,459	7,935.8	43.1

Source: Attachment A – Existing Coverage Data Summary (TRPA 2012) and HBA 2015

Note: * Acreage estimates are not broken out by state. Total provided for Nevada portion of the HRA is the total for the entire HRA.

Potential Change in Pollutant Loading

The sections below summarize the methodologies used to estimate changes in pollutant loading from the possible land coverage transfers in each HRA. Results from the analyses are presented after the discussion on analysis methodologies. To simplify the discussion of results, pollutant loads are presented and discussed for fine sediment particles (FSP) in this section, which is the primary pollutant of concern for lake clarity. The results and findings presented for FSP also apply to total phosphorus and total nitrogen. A technical summary of the methodologies and detailed results (including modeling results for total nitrogen and total phosphorous) are provided in Exhibit B.

Receiving Parcel Methodology - The possible land coverage transfer amounts provided in Tables 1 and 2 were used to develop simulations in the Pollutant Load Reduction Model (PLRM) to estimate the change in stormwater pollutant loads for receiving parcels in each HRA. The analysis makes a simplifying and conservative assumption that all transferred land coverage within an HRA would be placed on vacant parcels with BMPs implemented to TRPA standards to detain and infiltrate stormwater runoff. Because BMPs are not 100 percent effective at controlling and infiltrating stormwater runoff, each receiving parcel would create a resultant pollutant load increase.

The estimate of possible load increases for receiving parcels uses the following conservative assumptions:

- Each receiving parcel is vacant and has no existing land coverage in place. Therefore, the analysis assumes there is no existing land coverage on a receiving parcel that would be mitigated with new BMPs from redevelopment. This is a conservative assumption because the application of the proposed Code Section 30.4 amendment for residential redevelopment would provide a small water quality benefit within each HRA. This conclusion was demonstrated in *Master Response #5: Effects of Concentrated Development* as part of the TRPA Regional Plan Update DEIS (TRPA, April 2012). In summary, redevelopment generates a water quality benefit because eligible parcels would be required to implement BMPs to the entire area of the parcel as part of the action for transferring coverage. Because many developed parcels do not meet water quality requirements in the existing condition, the increased amount of BMP implementation would produce a pollutant load reduction while accounting for the transfer coverage.
- All stormwater runoff (exceeding the capacity of BMPs) that flows from the receiving parcels would be directly discharged to Lake Tahoe. In reality, some portion of the receiving parcels would likely be disconnected from Lake Tahoe. In many cases, when a BMP's capacity is exceeded, the stormwater runoff

discharged from the parcel would collect and infiltrate in drainage depressions and vacant lands prior to reaching Lake Tahoe.

Sending Parcel Methodology - The locations of sending parcels that would transfer land coverage under the proposed amendments will be driven by private market forces and opportunities. Consequently, there are too many uncertainties and assumptions required to identify and analyze the water quality benefits associated with removal and restoration of coverage for specific sending parcels. To provide a representative but conservative estimate of the water quality benefit from the proposed action, the following approach was used.

1. The urban area within the City of South Lake Tahoe, CA was used as the boundary for the analysis based on the assumption that sensitive lands within the City are among the strongest candidates to be sending parcels. This assumption is supported by the results of the *Coverage Demand Analysis* developed as part of the TRPA Regional Plan Update DEIS (TRPA, April 2012). In addition, materials developed for the Coverage Working Group (http://www.trpa.org/wp-content/uploads/Coverage_WG_Memo_with-Attachments.pdf) document that there are approximately seven times more acres of covered SEZ in California than Nevada, providing greater opportunity for restoration of SEZ in California than in Nevada.
2. Existing impervious area on sensitive lands, as well as the associated urban land use (single family residential, multi-family residential, and commercial), was calculated with a GIS intersection of the 2015 Lake Tahoe TMDL Land Use Layer and the 1974 Bailey GIS layer.
3. A conceptual PLRM model was developed to estimate the load reduction associated with the removal of one acre of coverage using the generalized results of the GIS analysis, which produced an estimate of 230 lbs/year of fine sediment particles (FSP).
4. In many cases, stormwater runoff discharged from existing land coverage collects and infiltrates in drainage depressions and vacant lands prior to reaching Lake Tahoe. GIS analysis was performed to estimate how much of the total land coverage removed and restored from sending parcels in the City of Lake Tahoe would likely be in this condition. This assumption was used to modify (lower) the load reduction benefit to 136 lbs/year of FSP per acre of land coverage removed from sensitive lands.
5. The total acreage of possible land coverage transfers presented in Tables 1 and 2 was used to estimate the water quality benefit from coverage removal from sending parcels. The Upper Truckee and South Stateline HRAs cover roughly the same amount of area within the City. The analysis assumes that half the sending parcels would be located in the Upper Truckee HRA and the other half would be located in the South Stateline HRA. The total acreage of land coverage estimated to be removed from sensitive lands in the Upper Truckee and Stateline HRAs was multiplied by the value of 136 lb/year of FSP (per acre of coverage removed) to estimate the load reduction benefit.

Results and Discussion - The results of the PLRM analysis using the methodologies and assumptions described above are presented in Tables 3 and 4. Table 3 presents results using the 1974 Bailey GIS layer. Table 4 presents results using the NRCS 2007 Soil Survey land capability GIS layer. The results are summarized for each HRA as follows: 1) FSP load increases for receiving parcels; 2) FSP load reductions for sending parcels; and 3) net change in FSP loading.

The total change in FSP pollutant loading when summed for all HRAs is estimated to provide an overall load reduction. This benefit results because all receiving parcels would be required to implement and maintain BMPs for the transferred land coverage and all sending parcels would be required to permanently remove existing land coverage and implement BMPs to restore soil function. It is also assumed that a high proportion of the sending parcels do not currently have BMPs in place for existing land coverage that will be removed and restored. The average levels of BMP implementation by land use input into the model are: 18% BMP implementation for SFR; 6% BMP implementation for MFR; and 11% BMP implementation for CICU.

As shown in Tables 3 and 4, a minor load increase is predicted in the following HRAs: Agate Bay, Emerald Bay, Incline, McKinney Bay, and Tahoe City. The load increases are considered less than significant, including for nearshore conditions, for the following reasons:

- The load estimate methods and assumptions are highly conservative and represent worst-case scenarios for changes in pollutant loading. For example, the Upper Truckee HRA would likely contain very few parcels that receive transferred land coverage, which is supported by the results of the *Coverage Demand Analysis (Attachment F)* developed as part of the *TRPA Regional Plan Update DEIS (TRPA, April 2012)*. But the pollutant loading analysis assumes that all vacant parcels with the potential to receive transferred coverage in the Upper Truckee HRA implement the Code amendment to the maximum extent possible.
- The technical approach made a simplifying assumption that all sending parcels would be located in the Upper Truckee and South Stateline HRAs. It is possible that some sending parcels may be located in other HRAs, such as the California side of the Agate Bay HRA. If sending parcels are located in other HRAs, the pollutant load estimates predicted for those HRAs would decrease.
- The load increases are roughly one tenth of one percent of the calculated jurisdictional Lake Tahoe TMDL baseline loads:
 - The Washoe County baseline load is 208,300 lb/year of FSP (NTCD, 2013). The predicted load increase in the Incline HRA is estimated to be 102 lb/year of FSP. Expressed as a percentage, the load increase in the Incline HRA represents a 0.05% increase in Washoe County's Lake Tahoe TMDL baseline load.
 - The Placer County baseline load is 516,000 lb/year of FSP (2NDNATURE and NHC, 2011). The sum of load increases in the Agate Bay HRA (coverage transfers are essentially all in California – see Tables 1 and 2), Tahoe City HRA, McKinney Bay HRA, and Emerald Bay HRA is estimated to be 597 lb/year of FSP. Expressed as a percentage, the load

increase represents a 0.12% increase in Placer County’s Lake Tahoe TMDL baseline load.

Table 3. PLRM Modeling Results for Land Coverage Transfers – HRA Watershed Totals (Bailey Sinclair Data)

HRA Name	Change in Fine Sediment Particle (FSP) Loading (lb/yr)		
	Receiving Parcels	Sending Parcels	Net Difference
Agate Bay	351	0	351
Cave Rock	0	0	0
Emerald Bay	4	0	4
Incline	102	0	102
Marlette	0	0	0
McKinney Bay	64	0	64
South Stateline	188	-3,155	-2,967
Tahoe City	178	0	178
Upper Truckee	1,691	-3,155	-1,464
Total	2,578	-6,310	-3,732

Source: NHC, 2015

Table Notes:

- Positive values are load increases and negative values are load reductions.
- Over half of the total load increase predicted for receiving parcels is attributed to potential land coverage transfers to the Upper Truckee HRA. However, it is unlikely that the proposed Code Section 30.4 amendment would be used to transfer land coverage to the Upper Truckee HRA because the cost to acquire and restore land coverage on sensitive lands is substantially greater than the cost to purchase available land coverage from the land bank, or purchase potential land coverage from private sellers. As such, actual load increases attributed to land coverage transfers into the Upper Truckee HRA from proposed Code Section 30.4 amendment would likely be closer to 0.

Table 4. PLRM Modeling Results for Land Coverage Transfers – HRA Watershed Totals (2007 Soil Survey Data)

HRA Name	Change in Fine Sediment Particle (FSP) Loading (lb/yr)		
	Receiving Parcels	Sending Parcels	Net Difference
Agate Bay	378	0	378
Cave Rock	0	0	0
Emerald Bay	12	0	12
Incline	86	0	86
Marlette	0	0	0
McKinney Bay	32	0	32
South Stateline	152	-2,931	-2,779
Tahoe City	286	0	286
Upper Truckee	2,155	-2,931	-776
Total	3,101	-5,862	-2,761

Source: NHC, 2015

Table Notes:

- See notes provided above for Table 3.

The following analysis provides additional observations and interpretations of the PLRM results presented in Tables 3 and 4.

- The majority of the possible load increase associated with vacant receiving parcels is shown in the Upper Truckee HRA. As mentioned previously, there is a low likelihood that the proposed Code amendment would facilitate land coverage transfers to the Upper Truckee HRA because other land coverage sources are available and at lower cost relative to acquisition and restoration of land coverage on sensitive lands.
- The analysis uses a simplifying assumption that all sending parcels will be from the Upper Truckee HRA and South Stateline HRA, as these two HRAs are the strongest candidates to transfer out large amounts of coverage in sensitive lands. The individual results by HRA should be interpreted on a relative basis, recognizing the challenges associated with predicting actual locations for sending parcels among HRAs. The following summarizes the likely water quality outcomes from the proposed Code amendment:
 - Pollutant load reductions in the South Stateline and Upper Truckee HRAs.
 - Less than significant (very minor compared to baseline loads) pollutant load increases in the following HRAs: Agate Bay, Emerald Bay, Incline, McKinney Bay, and Tahoe City.
 - A net pollutant load reduction for the Lake Tahoe Watershed.

Estimated Demand for Land Coverage Transfers Across HRA Boundaries Based on Land Bank Coverage Availability and Cost

Tables 1 and 2 document the possible amount of land coverage that could be transferred onto vacant receiving parcels in each HRA under the proposed Code amendment. Since the proposed amendment requires the retirement of existing soft/hard land coverage from sensitive lands for transfer across an HRA boundary, it is likely that this provision would be used only when other less expensive sources (e.g., land banks or private parties) of land coverage are unavailable.

According to discussions with NDSL representatives, the Nevada Land Bank tends to charge less per square foot for potential land coverage than existing (banked) land coverage. However, NDSL reports that many land coverage transactions are not driven by price, they are driven by land coverage availability and the project need. Because private parties may establish their own sales price, it is not always useful to merely focus on a land bank's price for land coverage as the sole determining factor of whether there will be an increase in transfers across HRAs. A review of estimated land bank prices for land coverage shows greater cost for sensitive land coverage compared to high capability land coverage, and an even greater cost for banked land coverage on sensitive lands. Tables 5 and 6 document land bank land coverage availability as of 2014 and an estimate price range for NDSL land coverage sales based on their transactions with land coverage purchasers.

Several of the Nevada HRAs have little demand for land coverage transfers, specifically Cave Rock and Marlette. Neither of these HRAs contain vacant parcels that meet the criteria for land coverage transfers under the proposed Code amendment. The smallest and most challenging Nevada HRA is Agate Bay. Given the criteria related to the receiving sites under the proposed Code amendment, it is unlikely that any transfers from other HRAs could occur here, simply based on the topography and land capability ratings associated with parcels in the Nevada portion of Agate Bay. Incline has a substantial supply of land coverage available from the land bank and Incline Village General Improvement District (IVGID), reducing the need for transfers from other HRAs. The Nevada portion of the South Stateline HRA may see an increase in land coverage transfers under the new provisions for transfers between HRA boundaries because of a limited supply of land coverage available from the land bank.

Table 5. Inventory of Banked Land Coverage - Nevada Division of State Lands

Land Coverage Type	HRA, Land Capability Class (if provided)	Amount of Banked Coverage (sq. ft.)	Amount of Banked Coverage (sq. ft.)	Price Range
The Nevada Land Bank (NDSL)			IVGID Inventory (NDSL)	
Potential Coverage	Incline, 1a	42,633	5,136	\$30-40
	Incline, 1b	10,000		\$30-40
	Incline, 4	7,026	13,961*	\$20-27
	Incline, 6	13,257		\$20-27
Soft Coverage	Incline, 1b	17,860		\$30-40
	Incline, 6	6,000		\$20-27
	South Stateline, 4	5,959		\$15-25.50
	South Stateline, 1a	6,800		
	Cave Rock, 1a	12,989		\$35-50
Hard Coverage	South Stateline, 1b	311		\$15-25.50
	Agate Bay, 1a	108 (600 reserved)		\$22-32
SEZ Restoration Credit	South Stateline	3,063		\$15-25.50

Source: NDSL 2014

Tables Notes:

* Value listed for class 4 is for classes 4 and 6 combined.

Based on a sample of land coverage transactions that occurred between 2006 and 2010 and within the South Stateline and Upper Truckee HRAs (performed by CTC), the average cost for low capability land coverage (approximately \$32/sf) in California is substantially greater than the cost for high capability land coverage (approximately \$6/sf). Table 6 demonstrates a substantial amount of banked land coverage in each of the California HRAs, with the exception of Emerald Bay. As such, it is anticipated that land coverage needed for transfers in those HRAs would be purchased from the land bank or from private sellers at prices similar to those offered by the land bank. At present, the cost to acquire and restore land coverage on sensitive lands would be more expensive than banked land coverage available within the majority of California HRAs. Within the Emerald Bay HRA, it is more likely that land coverage transfers may need coverage from private sellers or from transfers across HRA boundaries. However, the demand is low given the small amount of possible land coverage transfers derived in the analysis focusing on vacant parcels (see Tables 1 and 2). Consequently, while land coverage transfers may increase in the Emerald Bay HRA, the increase would likely be very small given the criteria required for selection of receiving parcels in the proposed Code amendment.

Table 6. Inventory of Banked Land Coverage – California Tahoe Conservancy

Land Coverage Type	HRA	Amount of Banked Coverage (sq. ft.)
Potential Coverage	South Stateline	697,106
	Upper Truckee	1,401,648
	Emerald Bay	1,200
	McKinney Bay	35,255
	Tahoe City	610,651
	Agate Bay	555,632
Soft Coverage	Upper Truckee	46,033
	Agate Bay	4,387

Source: CTC 2014

Land Coverage/Water Quality Impacts

HRA Transfer Amendment

The proposed Regional Plan and Code coverage transfer amendments would remove restrictions on the transfer of land coverage across HRA boundaries. Under the existing Code, land coverage transfers are limited to those that can be sourced from within the same HRA as the receiving site. Potential impacts from policy changes related to land coverage transfers were analyzed on a basin wide basis in Appendix H of the TRPA Regional Plan Update DEIS (TRPA, April 2012). Table 17 of DEIS Appendix H (page H-13) indicates a high likelihood for three HRAs (Marlette, Cave Rock and Agate Bay, NV) to be receiving areas under the Proposed Code Section 30.4 amendment. The GIS calculations documented in Tables 1 and 2 of this IEC demonstrate a low likelihood that these HRAs would be receiving sites for land coverage transfers based on a lack of vacant parcels that meet the criteria for transfer (e.g., high capability lands within TRPA Regional Land Uses and 300 feet from highwater mark of Lake Tahoe).

Those HRAs where land coverage would be transferred from outside sources may see an increase in pollutant loads as documented in Tables 3 and 4. The increases are calculated using the maximum land coverage transfers allowed by the Code Section 30.4 amendment and a worst case assumption for the load estimate. Even under the worst case assumptions, each of the projected load increases is a minor increase (e.g., equal to or less than 1 percent) when compared to the baseline loads attributed to the respective jurisdictions where the HRAs are located and would be offset by load reductions that would be realized at sending sites. The pollutant load increases and reductions each ultimately affect the Lake Tahoe watershed, so a reduction in one location would offset an increase in another as documented in Tables 3 and 4. As such, the impact to land coverage and its associated water quality effects is considered to be less than significant. The reduction in pollutant loads calculated using the TMDL PLRM modeling tools shows a net environmental benefit associated with the proposed Code Section 30.4 amendment.

Code Section 30.6 ECM Program Amendment and MOU Modifications

The proposed Code Section 30.6 amendment (modifications to subsection 30.6.1.C.2) would revise the method used for calculating the Mitigation Fee Land Coverage Cost Factor. The new method would use an Annual Percentage Growth Rate (APGR) calculation based on the best available residential sales information for the Tahoe Region and would be updated annually and calculated regularly, at least every 4 years. Under the existing Code, the Mitigation Fee Land Coverage Cost Factor is based on a certified real estate appraiser's estimate, but the cost factor has not been updated since 2007 due to the high cost and lack of resources available for an annual appraisal of coverage costs in each HRA and implementation difficulties. TRPA requested a peer review of the proposed APGR method from the University of Nevada, Reno Center for Regional Studies. A copy of the peer review letter is provided in Attachment E of the TRPA Staff Summary and indicates support for the proposed change. A key Working Group goal of the change is to ensure that the collected fees reflect the state land bank's cost to acquire and restore land coverage under the ECM program. The proposed Code and MOU amendments target sensitive lands restoration and primary Soil Conservation and Water Quality threshold gains and improve the effectiveness of the Excess Coverage Mitigation Program.

5. TRPA INITIAL ENVIRONMENTAL CHECKLIST

The following analysis documents the issue areas where no environmental impacts are expected, and issue areas where impacts are considered less than significant based upon the requirement to implement existing regulations or mitigation programs.

	Yes	No	No, with Mitigation	Data Insufficient	Comments
1. Land					
Will the proposal result in:					
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?		X			The proposed Code Section 30.4 amendment would expand the number of sending parcels (sources) that may be used for land coverage transfers, permitting parcels located outside of the receiving parcels HRA. However, the amendment would not increase land coverage limits currently defined by existing land capability or IPES rules.
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?		X			
c. Unstable soil conditions during or after completion of the proposal?		X			
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet deep?		X			
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?		X			
f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?		X			
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?		X			
2. Air Quality					
Will the proposal result in:					
a. Substantial air pollutant emissions?		X			
b. Deterioration of ambient (existing) air quality?		X			
c. The creation of objectionable odors?		X			
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or		X			

	Yes	No	No, with Mitigation	Data Insufficient	Comments
regionally?					
e. Increased use of diesel fuel?		X			

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?		X			
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?		X			The proposed Code Section 30.4 amendment would allow land coverage to be transferred from one HRA to another, potentially changing absorption rates and drainage patterns should one HRA become a high receiving area. However, analysis included in Section 4 of this IEC documents the unlikelihood that any HRA will see a substantial increase in transfers from outside HRAs. Predicted load increases that may occur from land coverage transfers across HRA boundaries would be small compared to existing jurisdictional baselines and load reductions required under the Lake Tahoe TMDL. As is documented in Tables 3 and 4, load reductions from required land coverage restoration at sending sites would more than offset load increases at receiving sites and would further achievement of soil and water quality thresholds.
c. Alterations to the course or flow of 100-year flood waters?		X			
d. Change in the amount of surface water in any water body?		X			
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?		X			
f. Alteration of the direction or rate of flow of groundwater?		X			
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?		X			
h. Substantial reduction in the amount of water otherwise available for public water supplies?		X			
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?		X			
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?		X			
k. Is the project located within 600 feet of a drinking water source?		X			

4. Vegetation

Will the proposal result in:

	Yes	No	No, with Mitigation	Data Insufficient	Comments
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?		X			
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?		X			
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?		X			
d. Change in the diversity or distribution of species, or number of any species of plants(including trees, shrubs, grass, crops, microflora and aquatic plants)?		X			
e. Reduction of the numbers of any unique, rare or endangered species of plants?		X			
f. Removal of streambank and/or backshore vegetation, including woody vegetation such as willows?		X			
g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?		X			
h. A change in the natural functioning of an old growth ecosystem?		X			
5. Wildlife					
Will the proposal result in:					
a. Change in the diversity or distribution of species, or numbers of any species of animals(birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?		X			
b. Reduction of the number of any unique, rare or endangered species of animals?		X			
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?		X			
d. Deterioration of existing fish or wildlife habitat quantity or quality?		X			
6. Noise					
Will the proposal result in:					
a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?		X			

	Yes	No	No, with Mitigation	Data Insufficient	Comments
b. Exposure of people to severe noise levels?		X			
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?		X			
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?		X			
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?		X			
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?		X			
7. Light and Glare					
Will the proposal:					
a. Include new or modified sources of exterior lighting?		X			
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?		X			
c. Cause light from exterior sources to be cast off -site or onto public lands?		X			
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?		X			
8. Land Use					
Will the proposal:					
a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, Area Plan or Master Plan?		X			
b. Expand or intensify an existing non-conforming use?		X			
9. Natural Resources					
Will the proposal result in:					
a. A substantial increase in the rate of use of any natural resources?		X			
b. Substantial depletion of any non-renewable natural resource?		X			
10. Risk of Upset					
Will the proposal:					
a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?		X			
b. Involve possible interference with an emergency evacuation plan?		X			

	Yes	No	No, with Mitigation	Data Insufficient	Comments
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11. Population

Will the proposal:

a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?		X			
b. Include or result in the temporary or permanent displacement of residents?		X			

12. Housing

Will the proposal:

a. Affect existing housing, or create a demand for additional housing?
To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?		X			
(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?		X			
b. Will the proposal result in the loss of housing for lower-income and very-low-income households?		X			

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new daily vehicle trip ends (DVTE)?		X			
b. Changes to existing parking facilities, or demand for new parking?		X			
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?		X			
d. Alterations to present patterns of circulation or movement of people and/or goods?		X			
e. Alterations to waterborne, rail or air traffic?		X			
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?		X			

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?		X			
b. Police protection?		X			
c. Schools?		X			
d. Parks or other recreational facilities?		X			
e. Maintenance of public facilities, including roads?		X			
f. Other governmental services?		X			

	Yes	No	No, with Mitigation	Data Insufficient	Comments
15. Energy					
Will the proposal result in:					
a. Use of substantial amounts of fuel or energy?		X			
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?		X			
16. Utilities					
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:					
a. Power or natural gas?		X			
b. Communication systems?		X			
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?		X			
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?		X			
e. Storm water drainage?		X			
f. Solid waste and disposal?		X			
17. Human Health					
Will the proposal result in:					
a. Creation of any health hazard or potential health hazard (excluding mental health)?		X			
b. Exposure of people to potential health hazards?		X			
18. Scenic Resources/Community Design					
Will the proposal:					
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?		X			
b. Be visible from any public recreation area or TRPA designated bicycle trail?		X			
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?		X			
d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?		X			
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?		X			
19. Recreation					
Does the proposal:					
a. Create additional demand for recreation facilities?		X			
b. Create additional recreation capacity?		X			
c. Have the potential to create		X			

	Yes	No	No, with Mitigation	Data Insufficient	Comments
conflicts between recreation uses, either existing or proposed?					
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?		X			
20. Archaeological/Historical					
a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?		X			
b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?		X			
c. Is the property associated with any historically significant events and/or sites or persons?		X			
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?		X			
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?		X			
21. Findings of Significance.					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?		X			The Proposed Action would benefit Lake Tahoe Basin Watershed water quality by reducing overall fine sediment pollutant loads. Load reductions and the resultant water quality improvements would benefit fish and wildlife habitat.
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)		X			The Proposed Action would provide a Code mechanism to achieve fine sediment load reductions associated with land coverage transfers across HRA boundaries and greater acquisition and restoration of sensitive lands under the ECM Program. The implementation of the proposed Code amendments would further the attainment of Soil and Water Quality Thresholds over the long term from required restoration and retirement of land coverage on sensitive parcels within the Lake Tahoe Region.
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate		X			The Proposed Action would permit the transfer of land coverage from one HRA to another. On an individual project basis, the beneficial impacts of transferring sensitive land coverage

	Yes	No	No, with Mitigation	Data Insufficient	Comments
resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)					that is restored and retired to a high capability site in another HRA may be difficult to measure. However, as documented in Tables 3 and 4 and the supporting analysis, the restoration of land coverage on sensitive parcels required for the transfer to high capability parcels in other HRAs will result in an overall reduction in fine sediment (and total nitrogen and phosphorous) as measured for the cumulative long term condition. The result is a net environmental benefit for soils and water quality threshold attainment.
d. Does the project have environmental impacts which will cause substantial adverse effects on human beings, either directly or indirectly?		X			

6. AGENCIES AND PERSONS CONSULTED

The following agency staff and stakeholders participated as members of the Coverage Working Group.

- Kevin Prior, California Tahoe Conservancy
- Dan Siegel, California Attorney Generals Office
- Charles Donohue, NV Division of State Lands
- Elyse Randles, NV Division of State Lands
- Steve Buelna, Placer County
- Eva Krause, Washoe County
- Lewis Feldman, Feldman McLaughlin Thiel LLP
- Kara Thiel, Feldman McLaughlin Thiel LLP
- Shannon Eckmeyer, League to Save Lake Tahoe
- Eoin Doherty, Environmental Incentives

The following agency staff and stakeholders participated in working group meetings and commented on the proposed action and the potential environmental impacts of the proposed Regional Plan amendments.

- Joanne Marchetta, TRPA
- John Marshall, TRPA
- John Hester, TRPA
- Adam Lewandowski, TRPA
- Brandy McMahon, TRPA
- Jennifer Cannon, TRPA
- Shay Navarro, TRPA
- Paul Nielsen, TRPA
- Lucia Maloney, TRPA
- Kim Hern, TRPA
- Bob Larson
- Jason Kuchnicki
- Clem Shute
- Steve Teshara
- Laurel Ames
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Exhibit A
Method for Calculating Area of Possible Land
Coverage Transfer

COVERAGE TRANSFERS ACROSS HRA BOUNDARIES
CODE AMENDMENTS MODELING METHOD

The purpose of this analysis is to identify potential changes to land coverage (Soil Conservation) and model possible impacts to water quality from the proposed amendments and provide an estimate of the possible land coverage transfers that could be received in comparison to the environmental benefits anticipated with the sending site restoration that would be needed for these transfers. Overall, the goal is to better comprehend the probable implications of the proposed code amendments. The proposed changes to coverage transfer provisions could promote increased coverage transfers, especially transfers from SEZs and other sensitive lands, and transfers into non-sensitive lands. This could result in decreased development in sensitive lands.

Proposed Recommendation Application:

Projects that would transfer coverage across HRA boundaries would still be required to comply with land capability limitations and all other ordinances regulating coverage (see Code Chapter 30). Coverage transfer ratios would be 1:1 when coverage is transferred from sensitive lands pursuant Code Section 30.4.3.A. This means that the transfer of one square foot of land coverage to a receiving parcel shall require the retirement of one square foot of land coverage on the sending parcel. The land coverage transferred from a sending area (including a portion of a parcel or parcels) defined as a sensitive land shall be permanently retired as set forth in Code Section 30.4. With restoration and retirement of the sending sites, this proposal would permit transfer of hard and soft coverage from sensitive lands for use in high capability lands further than 300 feet from the highwater mark of Lake Tahoe, or on the landward side of State Highways in the Tahoe City or Kings Beach Town Centers.

Using GIS Analysis, Identify Potential Receiving Sites:

The purpose of this analysis is to identify potential receiving sites that could use the proposed transferred coverage provisions. As proposed, the receiving sites are required to be classified as non-sensitive or verified as being located within high land capability areas. Transferred coverage is the coverage above the base allowable coverage up to the maximum land coverage (see Code Sections 30.4.1 and 30.4.2). The receiving sites are more likely to be in areas that permit residential, commercial, and tourist land development. This analysis assumes that the receiving parcels would be vacant since they would have a greater demand for off-site coverage transfers. Redevelopment projects could have the option to use existing on-site coverage for a transfer and likely would be seeking a smaller amount of coverage in comparison to a project located on vacant land. Hence the vacant parcels not containing existing coverage, on high capability lands, in areas eligible for development were assessed for transferred coverage potential. High capability lands were identified based on the original 1974 Bailey map which includes an updated SEZ overlay, as well as a revised land capability map based on the 2007 NRCS Soil Survey data, to provide a range of potential Region-wide land capability estimates that would account for some variation in land capability that exists on the ground.⁵

⁵ This method is akin to the method used for the 2012 Regional Plan Update Draft Environmental Impact Statement analysis (see 3.7 Geology, Soils, Land Capability, and Coverage).

Generally Individual Parcel Evaluation System (IPES) information supports the identification of vacant single-family parcels with high capability land. However the available information does not assess non single-family parcels, outline sub-areas within parcels that are high capability, and provide individual parcel level assessments needed to determine the base allowable coverage particularly for parcels greater than 1/3 acre.⁶ Consequently, the above-referenced land capability maps were determined to be a more reliable, accurate data source for identifying high-capability land areas. Several exemptions and partial exemptions provided in Code Section 30.4.6 related to the American with Disability Compliance, Pervious Decks, Public Trails, and Non-Permanent Structures, for example, are not included in the land coverage calculation.

Receiving Area Analysis Outline:

1. Developable land selection pursuant Land Use and Land Capability: Using GIS, select parcels in Residential, Resort Mixed-Use, and Tourist Regional Land Uses. Remove parcels within the within 300 ft. of the High Water Line, excluding those areas landward of State Highways in Tahoe City and the Kings Beach Town Centers.
2. Non-developed land selection: Select vacant parcels not including substantial soft or hard coverage.
3. High Capability Land Selection: Then identify the parcel areas within high land capability areas (classes 4-7) pursuant Bailey Sinclair and Land Capability 2007.
4. Determine the acreage of coverage that can be transferred, as follows:
 - A. Outside of Centers in Residential Facilities: The percent base allowable determined by Table 30.4.1 which allows 20% for land capability (lc) 4, 25% in lc 5, 30% in lc 6 and 7 should be calculated and this amount should be subtracted from the maximum allowable determined by Code Table 30.4.2-1 to obtain the amount of potential transferred coverage.
 - B. In Centers: The following needs to be calculated to determine the amount of coverage that can be transferred to high capability parcels located within Centers. The percent base allowable determined by Table 30.4.1 which allows 20% for land capability (lc) 4, 25% in lc 5, 30% in lc 6 and 7 should be calculated and this amount should be subtracted from the max allowable. The percent max allowable is 50% for the areas within 300 ft. of the High Water Line (HWL) of Lake Tahoe, excluding those areas landward of State Highways in Tahoe City and the Kings Beach Town Centers and 70% for the other areas including those areas landward of State Highways in Tahoe City

⁶ To complement the Bailey system, the Individual Parcel Evaluation System (IPES) provides a methodology for the evaluation of vacant single-family residential parcels, assigning each parcel with a numerical score and ranking based on suitability of development according to Code Ch. 53. IPES was created through a consensus process and applies to all new single-family residential development from May 27, 1987, onward. The ability to develop on what would be the equivalent of Land Capability Districts 1-3, or sensitive lands, is based on the determination that the local jurisdiction has met numerous other environmental criteria (e.g., the retirement of a specified percentage of sensitive parcels, installation of water quality improvements) that collectively provide enough environmental improvements to offset any impacts. IPES further differs from the Bailey System in that it examines a host of site-specific soil and parcel development criteria and can result in allowable coverage ranging from 1 to 30 percent. Although, at the individual parcel level, allowable coverage under IPES may differ from the Bailey System, the two systems are intended to be equivalent when considered in the aggregate and therefore to meet coverage threshold standard criteria (this approach is the same as was used for the 2012 Regional Plan Update Draft Environmental Impact Statement analysis).

and the Kings Beach Town Centers. See Code Sections 30.4.2.B.1 (Facilities within Centers).

- C. Outside of Centers, not Residential: With the exception of single-family dwellings on vacant lands, all land coverage shall be regulated pursuant to Ch. 30 (reference in Code Section 30.2.1). In other words, maximum coverage allowances will be documented in Ch. 30 and if there is no codified provision in Ch. 30, then the base allowable coverage allowance will be the default allowable area of coverage.
- D. Commercial Facilities in Community Plans: Identify the Community Plan areas applicable to Code Sections 30.4.2.B.2. Maximum coverage is 70% of the project area in lc 4-7 (further than 300 ft. of HWL) and for parcels with legally existing development as of July 1, 1987, the maximum coverage is 50% of the project area in lc 4-7.
- E. Tourist Accommodation Facilities, Multi-Residential Facilities with five or more units, Public Service Facilities, and Recreation Facilities within Community Plans: Identify the Community Plan areas applicable to Code Section 30.4.2.B.3 and then calculate maximum coverage as 50% of the project area in lc 4-7.

Consider the results of the GIS analysis described above along with land and land coverage value information provided in the Coverage Demand Analysis and from land banks to determine the likelihood for coverage transfers to individual HRAs.

- Land Values (2012 RPU EIS): HRAs with higher land values would be more likely to receive coverage from HRAs with lower land values because coverage is a commodity associated with individual parcels of land. It would be more economically feasible to purchase land and transfer its coverage where land values are lower. The values for land value were derived from US Census data and current MLS real estate listings. Land value rankings for each HRA were created by obtaining the average and median values, determining the deviation between the average and median, and then setting an interval around the median equal to that deviation. Anything higher than the established interval was ranked “High,” anything within the interval was ranked “Average,” and anything below the interval was ranked “Low.”
- Existing Market Price of Coverage: The existing market price of land coverage in each HRA is affected by the demand for coverage in the HRA and the supply of coverage in that HRA available for transfer. A high market price for coverage would indicate that the HRA has a high demand for transferred land coverage and/or a limited supply of land coverage available for transfer, which would make that HRA more likely to receive coverage transferred from other HRAs. The existing market price of land coverage was based on data provided by the California Tahoe Conservancy and Nevada Division of State Lands regarding coverage costs. Market price rankings were created by obtaining the average and median values, determining the deviation between the average and median, and then setting an interval around the median equal to that deviation. Market prices

higher than the established interval were ranked “High,” prices within the interval were ranked “Average,” and prices below the interval were ranked “Low.”

- **Inventory:** If the potential land coverage supply is high in the HRA, there will be few if any transfers with the proposed amendments since potential coverage would have lower costs in comparison to the costs associated with removing coverage. A large inventory of land coverage for sale indicates that the supply of coverage available for transfer is greater than the demand for coverage in the HRA, in which case the HRA would likely transfer more coverage to other HRAs than it would receive. Conversely, a low inventory of available land coverage indicates that demand for coverage has kept up with the supply of available coverage and transfers of coverage into that HRA would be more likely. The estimate of land coverage inventory was based on land bank inventories of coverage from 2014. Coverage inventory rankings were created by obtaining the average and median values, determining the deviation between the average and median, and then setting an interval around the median equal to that deviation. HRAs with inventories higher than the established interval were ranked “High,” inventories within the interval were ranked “Average,” and inventories below the interval were ranked “Low.”

Data Source: RPU EIS Coverage Demand Analysis (RPU EIS, Vol. 1 beginning at page H-11). See Attachment F: http://www.trpa.org/wp-content/uploads/RevAttachments_ALL_7-7-14.pdf

Exhibit B

Methods and Results for PLRM Simulations

Coverage Transfers across Hydrologically Related Areas

Exhibit B – Analysis of Potential Change in Pollutant Loading

10 September 2015

Prepared by NHC

Scope of Analysis

This document presents the technical methodologies used to estimate changes in pollutant loading from possible HRA land coverage transfers under the proposed Code Section 30.4 amendment, which is described in detail in the Initial Environmental Checklist for the Proposed Action. Detailed results from the analyses are presented after the discussion on analysis methodologies. The scope of the analysis is limited to assessing changes in potential pollutant loads to Lake Tahoe for coverage transfers to eligible vacant receiving parcels.

The scope of the analysis did not estimate potential changes in pollutant loading associated with redevelopment of existing coverage that may be triggered by the proposed Code Section 30.4 amendment. A redevelopment analysis was not conducted because *Master Response #5: Effects of Concentrated Development* within the *TRPA Regional Plan Update DEIS* (TRPA, April 2012) demonstrated that coverage transfers would provide a small water quality benefit when associated with redevelopment. The basis of this conclusion, which can be reviewed in detail in the cited reference, is that parcels with existing coverage would be required to implement BMPs to the entire area of the parcel as part of the action for transferring coverage. Because many developed parcels that would be eligible for coverage transfers do not meet water quality requirements in the existing condition, the net increase in BMP implementation on receiving parcels initiated through coverage transfers will result in an overall pollutant load reduction.

The analysis below is divided into two main components to assess the net change in pollutant loads by HRA for coverage transfers to eligible vacant parcels:

1. Receiving Parcel Analysis: estimates the change in pollutant loading for vacant parcels eligible to receive transferred coverage.
2. Sending Parcel Analysis: estimates the change in pollutant loading for parcels on sensitive lands that remove and restore existing coverage impacts as part of a coverage transfer.

After the presentation of the analyses for receiving and sending parcels, the results are combined by HRA to estimate the net change in pollutant loading.

Receiving Parcel Analysis

The Pollutant Load Reduction Model (PLRM), Version 2.1, was used to estimate the possible change in stormwater pollutant loads for receiving parcels in each HRA. This section presents the model outputs for average annual stormwater runoff (acre-feet/year) and pollutant loading (lb/year) for fine sediment particles (FSP), total phosphorous (TP), and total nitrogen (TN). The methodology described below documents the PLRM input parameters and assumptions.

Methodology to Develop PLRM Inputs

The GIS analysis used to develop the possible coverage transfer amounts presented in the Initial Environmental Checklist (see Tables 1 and 2 in the *Potential Land Coverage Transfer* section), provides the basis for developing PLRM inputs for the simulations. The GIS analysis identified vacant parcels with the potential to receive coverage, as well as the current TRPA land use designation, for each of the nine HRAs. The acreage of possible coverage transfers to vacant receiving parcels were partitioned into two general land use types derived from TRPA designations of land use: residential and commercial. Any parcel not explicitly designated as a residential land use in the TRPA land use classification system was classified as commercial. Tables B1 and B2 present the amounts of possible coverage transfers to vacant parcels for the residential and commercial land use designations for the Bailey-Sinclair and 2007 Soil Survey delineations, respectively.

Table B1. Bailey-Sinclair possible coverage transfer amounts with general land use designation.

HRA Name	Residential Area (ac)	Commercial Area (ac)
Agate Bay	3.0	2.3
Cave Rock	0.0	0.0
Emerald Bay	0.2	0.0
Incline	4.6	1.3
Marlette	0.0	0.0
McKinney Bay	2.5	0.0
South Stateline	2.6	4.1
Tahoe City	1.2	1.0
Upper Truckee	8.4	15.2
Total	22.5	23.9

Table B2. 2007 Soil Survey possible coverage transfer amounts with general land use designation.

HRA Name	Residential Area (ac)	Commercial Area (ac)
Agate Bay	2.3	2.6
Cave Rock	0.0	0.0
Emerald Bay	0.7	0.0
Incline	2.4	1.4
Marlette	0.0	0.0
McKinney Bay	1.3	0.0
South Stateline	1.9	3.4
Tahoe City	0.4	1.9
Upper Truckee	4.0	20.7
Total	13.0	30.0

There are three Lake Tahoe TMDL land uses in the PLRM associated with urban parcel development: single family residential (SFR), multi-family residential (MFR), and commercial (CICU). However, the TRPA residential land use designations for vacant parcels are too general

to distinguish between the SFR and MFR land use categories. The analysis assumes that the residential coverage transfers would be split evenly between the SFR and MFR land uses. Tables B3 and B4 tabulate the coverage modeled for each PLRM urban land use for the Bailey-Sinclair and 2007 Soil Survey methods, respectively. All coverage was modeled in PLRM to drain to BMPs implemented to TRPA standards: detain and infiltrate 1-inch or runoff generated by the impervious area tributary to the BMPs. Pervious areas for each land use were back-calculated from the impervious areas using PLRM defaults of 30% impervious coverage on SFR parcels, 40% impervious coverage on MFR parcels, and 50% impervious coverage on CICU parcels. Defining pervious areas is necessary for the PLRM simulations, but the results of the analysis are not sensitive to this input since all impervious area is routed directly to BMPs.

Table B3. PLRM coverage inputs by land use and HRA for the Bailey-Sinclair delineation.

HRA Name	SFR (ac)	MFR (ac)	CICU (ac)
Agate Bay	1.5	1.5	2.3
Cave Rock	0.0	0.0	0.0
Emerald Bay	0.1	0.1	0.0
Incline	2.3	2.3	1.3
Marlette	0.0	0.0	0.0
McKinney Bay	1.3	1.3	0.0
South Stateline	1.3	1.3	4.1
Tahoe City	0.6	0.6	1.0
Upper Truckee	4.2	4.2	15.2
Total	11.2	11.2	23.9

Table B4. PLRM coverage inputs by land use and HRA for the 2007 Soil Survey delineation.

HRA Name	SFR (ac)	MFR (ac)	CICU (ac)
Agate Bay	1.1	1.1	2.6
Cave Rock	0.0	0.0	0.0
Emerald Bay	0.4	0.4	0.0
Incline	1.2	1.2	1.4
Marlette	0.0	0.0	0.0
McKinney Bay	0.6	0.6	0.0
South Stateline	1.0	1.0	3.4
Tahoe City	0.2	0.2	1.9
Upper Truckee	2.0	2.0	20.7
Total	6.5	6.5	30.0

The 2007 Soil Survey GIS layer, which contains the soil types used in PLRM, was intersected with the Lake Tahoe TMDL Land Use Layer (NHC, 2015) to identify urban areas. By visual estimation, the two prominent soil types were selected from within each urban area to represent the soil characteristics of the HRA. The fraction of each soil type area was also approximated, with the total area summing to 100%. The soils shapefile classifies each soil type with an ID number, and the corresponding soil description is given in PLRM. Table B5 lists the PLRM

inputs for soils and the corresponding percentage of area used in each HRA. Defining soils in PLRM is necessary to estimate infiltration parameters for pervious areas, but the results of the analysis are not sensitive to this input since all impervious area is routed directly to BMPs.

Table B5. Soil types for each HRA.

HRA Name	Soil Type 1 ID	Percent Type 1	Soil Type 2 ID	Percent Type 2
Agate Bay	7161	70	7222	30
Cave Rock	n/a	n/a	n/a	n/a
Emerald Bay	7484	50	7485	50
Incline	7141	70	7142	30
Marlette	n/a	n/a	n/a	n/a
McKinney Bay	7524	60	7173	40
South Stateline	7444	60	7421	40
Tahoe City	7172	50	7182	50
Upper Truckee	7444	70	7431	30

PLRM precipitation inputs for each HRA were determined by intersecting the PLRM meteorological grid layer with the Lake Tahoe TMDL Land Use Layer (NHC, 2015) to identify urban areas. As a conservative assumption, the grid cell within the core of an urban area that generated the maximum average annual precipitation was selected to represent the HRA. This approach is conservative because the higher precipitation values will generate more runoff, which will exceed BMP capacities more often in the long-term continuous PLRM simulation. Table B6 displays the PLRM meteorological grid cells selected by HRA and the corresponding average annual precipitation.

Table B6. PLRM meteorological precipitation cell selected for each HRA.

HRA Name	Meteorological Grid Cell Number	Typical Maximum Precipitation (in)
Agate Bay	445	38
Cave Rock	n/a	n/a
Emerald Bay	304	36
Incline	819	33
Marlette	n/a	n/a
McKinney Bay	147	39
South Stateline	949	34
Tahoe City	125	43
Upper Truckee	672	30

PLRM Projects were constructed for the seven HRAs of interest. Note that the GIS analysis for the Marlette and Cave Rock HRAs did not indicate the potential for coverage transfers to receiving parcels, so these HRAs were not modeled. Each PLRM Project contained two Scenarios—one for the Bailey-Sinclair delineation and one for the 2007 Soil Survey delineation. Every scenario used a catchment slope of 5%, and 100% of the impervious area was routed to BMPs. The SFR, MFR, and CICU land uses within each HRA were modeled as individual catchments. This allowed for easier quality assurance of the model inputs, without influencing the final results.

Summary of Results for Receiving Parcels

Tables B7 and B8 provide the estimated change (increase) in stormwater runoff and pollutant loading for each HRA for the Bailey-Sinclair and 2007 Soil Survey delineations, respectively. The tables list the results by HRA, by summing estimated SFR, MFR, and CICU pollutant loads. The tables also sum the total pollutant loads from all HRAs. Because BMPs are not 100 percent effective at controlling and infiltrating stormwater runoff, the receiving sites would create a resultant pollutant load increase.

The estimate of potential load increases for receiving parcels uses the following conservative (e.g., worst case) assumptions:

- Each receiving parcel is vacant and no existing land coverage on a receiving parcel would be mitigated with new BMPs from site redevelopment.
- All stormwater runoff exceeding the capacity of BMPs on the receiving parcels would be directly discharged to Lake Tahoe. In reality, some portion of the receiving parcels would likely be disconnected from Lake Tahoe. Meaning that in some cases when a BMP's capacity is exceeded, the stormwater runoff discharged from the parcel would collect and infiltrate in drainage depressions and vacant lands prior to reaching Lake Tahoe.

Table B7. Receiving parcels – estimated runoff and pollutant load increases (Bailey-Sinclair).

HRA Name	Volume (ac-ft/yr)	FSP (lb/yr)	TP (lb/yr)	TN (lb/yr)
Agate Bay	1.8	354	2.7	11.3
Cave Rock	0.0	0	0.0	0.0
Emerald Bay	0.0	4	0.1	0.3
Incline	0.8	98	1.1	4.7
Marlette	0.0	0	0.0	0.0
McKinney Bay	1.0	73	1.5	6.7
South Stateline	0.9	186	1.2	4.9
Tahoe City	0.9	178	1.3	5.5
Upper Truckee	7.1	1,691	10.1	42.1
Total	12.5	2,578	18.0	74.0

Table B8: Receiving parcels: estimated runoff and pollutant load increases (2007 Soil Survey).

HRA Name	Volume (ac-ft/yr)	FSP (lb/yr)	TP (lb/yr)	TN (lb/yr)
Agate Bay	1.8	378	2.5	10.5
Cave Rock	0.0	0	0.0	0.0
Emerald Bay	0.2	11	0.2	1.0
Incline	0.6	86	0.7	3.1
Marlette	0.0	0	0.0	0.0
McKinney Bay	0.6	40	0.8	3.7
South Stateline	0.6	152	0.9	3.9
Tahoe City	1.0	287	1.5	6.0
Upper Truckee	7.4	2,155	10.9	44.5
Total:	12.2	3,101	15.0	73.0

Sending Parcel Analysis

The locations of sending parcels that transfer coverage will be driven by private market forces and opportunities. Consequently, it is not possible to identify and analyze the water quality benefits associated with removal and restoration of coverage for specific sending parcels. To provide a representative estimate of the water quality benefit from this action, the approach described below was used.

Methodology to Develop PLRM Inputs

- 1) The urban area within the City of South Lake Tahoe was used as the boundary for the analysis based on the assumption that sensitive lands within the City are among the strongest candidates to be sending parcels. This assumption is supported by the results of the *Coverage Demand Analysis (Attachment F)* developed as part of the *TRPA Regional Plan Update DEIS (TRPA, April 2012)*.
- 2) Existing impervious area on sensitive lands, as well as the associated TMDL urban land use (SFR, MFR, and CICU), was calculated by a GIS intersection of the 2015 Lake Tahoe TMDL Land Use Layer and the 1974 Bailey GIS layer. The GIS analysis yielded an average ratio of coverage by urban land use on sensitive lands as: 27% SFR, 14% MFR; and 59% CICU. These ratios were used as PLRM inputs describing the distribution of urban land uses that may potentially be restored.
- 3) A conceptual PLRM model was developed to estimate the load reduction associated with the removal of one acre of coverage. The average level of BMP implementation in the City by urban land use was also input into the conceptual PLRM model, which was calculated from TRPA BMP data. The average levels of BMP implementation by land use input into the model are: 18% BMP implementation for SFR; 6% BMP implementation for MFR; and 11% BMP implementation for CICU. PLRM meteorological grid cell #846 was used in the analysis, which has an average annual precipitation of roughly 21 inches per year. Note that this level of precipitation is lower than the precipitation amounts used for the receiving parcel analysis. This approach was taken to provide a conservative estimate of the benefits of coverage removal from sending parcels. The above assumptions yielded the following stormwater runoff and pollutant load reductions from removal of one acre of coverage:
 - i) 0.6 acre-feet/year of stormwater runoff
 - ii) 230 lb/year of FSP
 - iii) 1 lb/year of TP
 - iv) 4 lb/year of TN
- 4) In many cases, stormwater runoff discharged from existing land coverage collects and infiltrates in drainage depressions and vacant lands prior to reaching Lake Tahoe. This concept is referred to as a *disconnected* drainage catchment. GIS analysis was performed to estimate how much of the total land coverage removed and restored from sending parcels in the City of Lake Tahoe would likely be within disconnected drainage catchments. The GIS analysis used the best available catchment connectivity data presented in the City's Lake Tahoe TMDL Baseline Loading Report (NHC, 2011). In the City's report, urban drainage catchments were identified as either draining directly to Lake Tahoe or draining indirectly to Lake Tahoe (disconnected). The GIS analysis estimated that 41% of the City's urban area is within disconnected drainage catchments.

Meaning that approximately 41% of the total coverage removed and restored from sending parcels would likely be in drainage areas that are disconnected from Lake Tahoe. This assumption was used to modify (lower) the load reduction benefit of coverage removal from sensitive lands as follows:

- i) The load reduction benefit was reduced by 41% assuming that coverage removal in disconnected drainage catchments would not result in any water quality benefit to Lake Tahoe.
 - (1) This is a conservative assumption as some amount of stormwater runoff from disconnected drainages would reach Lake Tahoe.
 - (2) Note that the scope of this analysis is limited to assessing the benefits of coverage removal as it relates to changes in pollutant loading to Lake Tahoe. Coverage removal/restoration on sensitive lands in disconnected drainages may not achieve notable pollutant load reductions. But this action will contribute to achievement of soil conservation objectives and other environmental gains, which are not quantified by this analysis.
 - ii) The 41% adjustment yielded the following stormwater runoff and pollutant load reductions from removal of one acre of coverage (unit area estimates):
 - (1) 0.4 acre-feet/year of stormwater runoff
 - (2) 136 lb/year of FSP
 - (3) 0.6 lb/year of TP
 - (4) 2.4 lb/year of TN
- 5) The total acreage of potential coverage transfers presented in Tables B1 and B2 were used to estimate the water quality benefit from coverage removal from sending parcels. The following assumptions were applied.
- i) The Upper Truckee and South Stateline HRAs cover roughly the same amount of area within the City.
 - ii) The analysis assumes that half the sending parcels would be located in the Upper Truckee HRA and the other half would be located in the South Stateline HRA.
 - iii) The total acreage of coverage estimated to be removed from sensitive lands in the Upper Truckee and Stateline HRAs was multiplied by the unit area estimates for coverage removal to estimate the overall load reduction benefit.

Summary of Results for Sending Parcels

Tables B9 and B10 provide the estimated change (decrease) in stormwater runoff and pollutant loading for the Bailey-Sinclair and 2007 Soil Survey delineations, respectively. The tables list all nine HRAs to be consistent with the presentation of results for receiving parcels, but as explained above the assumptions of the analysis constrained the removal/restoration of coverage to the Upper Truckee and South Stateline HRAs. The values shown in Tables B9 and B10 are presented as negative numbers, to denote the estimated reductions in stormwater runoff and pollutant loading.

Table B9. Sending parcels: estimated runoff and pollutant load reductions (Bailey-Sinclair).

HRA Name	Volume (ac-ft/yr)	FSP (lb/yr)	TP (lb/yr)	TN (lb/yr)
Agate Bay	0.0	0	0.0	0.0
Cave Rock	0.0	0	0.0	0.0
Emerald Bay	0.0	0	0.0	0.0
Incline	0.0	0	0.0	0.0
Marlette	0.0	0	0.0	0.0
McKinney Bay	0.0	0	0.0	0.0
South Stateline	-9.3	-3,155	-13.9	-55.7
Tahoe City	0	0	0.0	0.0
Upper Truckee	-9.3	-3,155	-13.9	-55.7
Total	-18.6	-6,310	-27.8	-111.4

Table B10: Sending parcels: estimated runoff and pollutant load reductions (2007 Soil Survey).

HRA Name	Volume (ac-ft/yr)	FSP (lb/yr)	TP (lb/yr)	TN (lb/yr)
Agate Bay	0.0	0	0.0	0.0
Cave Rock	0.0	0	0.0	0.0
Emerald Bay	0.0	0	0.0	0.0
Incline	0.0	0	0.0	0.0
Marlette	0.0	0	0.0	0.0
McKinney Bay	0.0	0	0.0	0.0
South Stateline	-8.6	-2,924	-12.9	-51.6
Tahoe City	0	0	0.0	0.0
Upper Truckee	-8.6	-2,924	-12.9	-51.6
Total:	-17.2	-5,848	-25.8	-103.2

Summary of Results and Discussion

The results of the PLRM analysis comparing changes in pollutant loading for receiving parcels and sending parcels for each HRA are summed in the following tables as: 1) load increases for receiving parcels; 2) load reductions for sending parcels; and 3) net change in loading. Positive values are load increases and negative values are load reductions. The summary results are only presented for the Bailey-Sinclair delineation because the 2007 Soil Survey delineation provides very similar results and therefore very similar findings. Table B11 presents the change in stormwater runoff by HRA. Table B12 presents the change in FSP loading by HRA. Table B13 presents the change in TP loading by HRA. Table B14 presents the change in TN loading by HRA.

Table B11: Stormwater runoff modeling results for coverage transfers (Bailey Sinclair Data)

HRA Name	Change in Stormwater Runoff (ac-ft/yr)		
	Receiving Parcels	Sending Parcels	Net Difference
Agate Bay	1.8	0.0	1.8
Cave Rock	0.0	0.0	0.0
Emerald Bay	0.0	0.0	0.0
Incline	0.8	0.0	0.8
Marlette	0.0	0.0	0.0
McKinney Bay	1.0	0.0	1.0
South Stateline	0.9	-9.3	-8.4
Tahoe City	0.9	0.0	0.9
Upper Truckee	7.1	-9.3	-2.2
Total	12.5	-18.6	-6.1

Table B12: FSP modeling results for coverage transfers (Bailey Sinclair Data)

HRA Name	Change in Fine Sediment Particle (FSP) Loading (lb/yr)		
	Receiving Parcels	Sending Parcels	Net Difference
Agate Bay	351	0	351
Cave Rock	0	0	0
Emerald Bay	4	0	4
Incline	102	0	102
Marlette	0	0	0
McKinney Bay	64	0	64
South Stateline	188	-3,155	-2,967
Tahoe City	178	0	178
Upper Truckee	1,691	-3,155	-1,464
Total	2,578	-6,310	-3,732

Table B13: TP modeling results for coverage transfers (Bailey Sinclair Data)

HRA Name	Change in Total Phosphorus (TP) Loading (lb/yr)		
	Receiving Parcels	Sending Parcels	Net Difference
Agate Bay	2.7	0.0	2.7
Cave Rock	0.0	0.0	0.0
Emerald Bay	0.1	0.0	0.1
Incline	1.1	0.0	1.1
Marlette	0.0	0.0	0.0
McKinney Bay	1.5	0.0	1.5
South Stateline	1.2	-13.9	-12.7
Tahoe City	1.3	0.0	1.3
Upper Truckee	10.1	-13.9	-3.8
Total	18.0	-27.8	-9.8

Table B14: TN modeling results for coverage transfers (Bailey Sinclair Data)

HRA Name	Change in Total Nitrogen (TN) Loading (lb/yr)		
	Receiving Parcels	Sending Parcels	Net Difference
Agate Bay	11.3	0.0	11.3
Cave Rock	0.0	0.0	0.0
Emerald Bay	0.3	0.0	0.3
Incline	4.7	0.0	4.7
Marlette	0.0	0.0	0.0
McKinney Bay	6.7	0.0	6.7
South Stateline	4.9	-55.7	-50.8
Tahoe City	5.5	0.0	5.5
Upper Truckee	42.1	-55.7	-13.6
Total	74.0	-111.4	-37.4

The total change in stormwater runoff and pollutant loading when summed for all HRAs is estimated to provide an overall reduction. This benefit results because all receiving parcels would be required to implement and maintain BMPs for the transferred land coverage and all sending parcels would be required to permanently remove existing land coverage and restore soil function. It is also assumed that a high proportion of the sending parcels do not currently have BMPs in place for existing land coverage that will be removed and restored.

A minor load increase is predicted in the following HRAs: Agate Bay, Emerald Bay, Incline, McKinney Bay, and Tahoe City. The load increases in individual HRAs are considered less than significant, including for nearshore conditions, for the following reasons:

- The load estimate methods and assumptions are highly conservative and represent worst-case scenarios for changes in pollutant loading. For example, the Upper Truckee HRA would likely contain very few parcels that receive transferred land coverage, which is supported by the results of the *Coverage Demand Analysis (Attachment F)* developed as

part of the *TRPA Regional Plan Update DEIS (TRPA, April 2012)*. But the pollutant loading analysis assumes that all vacant parcels with the potential to receive transferred coverage in the Upper Truckee HRA implement the Code amendment to the maximum extent possible.

- The technical approach made a simplifying assumption that all sending parcels would be located in the Upper Truckee and South Stateline HRAs. It is possible that some sending parcels may be located in other HRAs, such as the California side of the Agate Bay HRA. If sending parcels are located in other HRAs, the pollutant load estimates predicted for those HRAs would decrease.
- The load increases are considered minor because they range from one tenth of one percent to two tenths of one percent of the calculated jurisdictional Lake Tahoe TMDL baseline loads. For example:
 - The Washoe County baseline load is 208,300 lb/year of FSP (NTCD, 2013). The predicted load increase in the Incline HRA is estimated to be 98 lb/year of FSP. Expressed as a percentage, the load increase in the Incline HRA represents a 0.05% increase in Washoe County’s Lake Tahoe TMDL baseline load. Table B15 compares predicted load increases to the Washoe County baseline load for FSP, TP, and TN.

Table B15: Magnitude of Load Increase for Incline Village HRA (Bailey Sinclair Data)

Pollutant of Concern	Incline Village HRA Maximum Increase in Loading (lb/year)	Washoe County Baseline Load (lb/year)	Percent Increase in Loading Relative to Baseline (%)
FSP - Fine Sediment Particles	98	208,300	0.05%
TP - Total Phosphorus	1.1	1,000	0.11%
TN - Total Nitrogen	4.7	4,240	0.11%

- The Placer County baseline load is 516,000 lb/year of FSP (2NDNATURE and NHC, 2011). The sum of load increases in the Agate Bay HRA (coverage transfers are essentially all in California), Tahoe City HRA, McKinney Bay HRA, and Emerald Bay HRA is estimated to be 609 lb/year of FSP. Expressed as a percentage, the load increase represents a 0.12% increase in Placer County’s Lake Tahoe TMDL baseline load. Table B16 compares predicted load increases to the Placer County baseline load for FSP, TP, and TN.

Table B16: Magnitude of Load Increase for Placer County (Bailey Sinclair Data)

Pollutant of Concern	Agate Bay, Tahoe City, McKinney Bay, and Emerald Bay HRAs Maximum Increase in Loading (lb/year)	Placer County Baseline Load (lb/year)	Percent Increase in Loading Relative to Baseline (%)
FSP - Fine Sediment Particles	609	516,000	0.12%
TP - Total Phosphorus	5.6	2,450	0.23%
TN - Total Nitrogen	23.8	10,220	0.23%

- Redevelopment of parcels with existing land coverage that may be possible under the proposed Code Section 30.4 amendment would result in a net load reduction. Therefore, the scope of the technical analyses did not evaluate redevelopment scenarios but instead focused on development of vacant parcels. For redevelopment parcels, a net load reduction would be achieved because parcels with existing land coverage would be required to implement BMPs to the entire developed area of the parcel as part of the action for transferring coverage. Because many developed parcels eligible for land coverage transfers do not meet water quality requirements in the existing condition, the net increase in BMP implementation on receiving parcels combined with the restoration of existing land coverage on sending parcels would result in a pollutant load reduction.

References

2NDNATURE and NHC. 2011. Placer County Stormwater TMDL Strategy. Final Technical Report. July 12, 2011.

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NHC 2011. City of South Lake Tahoe TMDL Baseline Pollutant Load Estimate. South Lake Tahoe, CA. September 2011.

NHC 2015. Tahoe Basin Land Use Layer Update. Description of Deliverable and Summary of Technical Approach. Submitted to NDEP. February 2015.

NTCD. 2013. Nevada Tahoe TMDL Implementing Agencies Stormwater Load Reduction Plans. Baseline and Existing Conditions, Final Technical Documents. December 31, 2013.

Attachment G:

Compliance Measures and Threshold Indicators Checklist

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - IN PLACE				
1	BMP requirements, new development: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	Y	The proposed Regional Plan, Code Ch. 30 and MOU amendments (land coverage) will not change existing BMP requirements in Chapter 60 of the TRPA Code of Ordinances. The proposed coverage transfer across Hydrologically Related Area (HRA) provisions would incentivize transfers of coverage to high capability lands and consequently, increase compliance with contemporary regulatory requirements for stormwater BMPs.
2	BMP implementation program -- existing streets and highways: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Trans, Fish	Y	
3	BMP implementation program -- existing urban development: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	Y	
4	BMP implementation program -- existing urban drainage systems: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Trans, Fish	Y	
5	Capital Improvements Program for Erosion and Runoff Control	WQ, Soils/SEZ, Trans, Fish	Y	The proposed amendments will not change existing BMP requirements in Chapter 60 of the TRPA Code of Ordinances.
6	Excess land coverage mitigation program: <i>Code of Ordinances</i> Chapter 30	WQ, Soils/SEZ	Y	The proposed Code Ch. 30 amendments to the Excess Coverage Program will not change excess coverage mitigation requirements, but will modify the ECM Fee structure to improve the feasibility of implementation and better fulfill the ECM fee intent to reflect the land bank's cost to acquire and restore land coverage. In addition, the proposed TRPA/Land Bank MOU amendments support the implementation of projects with the greatest environmental benefit to the Soil Conservation and Water Quality thresholds and retain a clear nexus to land coverage restoration. The reporting enhancements improves accountability and record keeping.
7	Effluent (Discharge) limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N	The effluent (discharge) limitations in Chapter 60 of the TRPA Code of Ordinances are not being modified.
8	Limitations on new subdivisions: (See the Goals and Policies: Land Use Element)	WQ, Soils/SEZ, Rec, Scenic	N	All new subdivisions will continue to be limited by the provisions in Chapter 39, Subdivision, of the TRPA Code of Ordinances.

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
9	Land use planning and controls: See the Goals and Policies: Land Use Element and Code of Ordinances Chapters 11, 12, 13, 14, and 21	WQ, Soils/SEZ, Trans, Scenic	N	The proposed amendments will not impact or change existing requirements in Chapters 11, 12, 13, 14, and 21 of the TRPA Code of Ordinances.
10	Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and Code of Ordinances Chapter 53	WQ, Soils/SEZ	N	The proposed amendments will not alter existing Growth Management regulations, Chapters 50 through 53, of the TRPA Code of Ordinances. Thus, TRPA's Growth Management provisions will remain in effect and unchanged.
11	Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30	WQ, Soils/SEZ, Scenic	Y	The proposed amendments modify land coverage limitations in Chapter 30 of the TRPA Code of Ordinances and other applicable sections of the Code and Regional Plan. The proposed land coverage transfer across HRA provisions adds flexibility for coverage transfers. However, to use this proposed provision an applicant would have to remove and retire development from Sensitive Lands for transfer only to Non-Sensitive Lands eligible for a transfer, pursuant existing Ch. 30 Code provisions. The proposed Code provisions will accelerate Soil Conservation and Water Quality Threshold attainment.
12	Transfer of development: Goals and Policies: Land Use Element and Implementation Element	WQ, Soils/SEZ	Y	The proposed amendments will support LU-3.5 and LU-3.8 which discourages development in and around environmentally-sensitive land and encourages sensitive land and development right acquisition programs that prioritize the retirement of development and the restoration of sensitive land.
13	Restrictions on SEZ encroachment and vegetation alteration: <i>Code of Ordinances Chapters 30 and 61</i>	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	N	The proposed amendments will not alter existing restrictions on SEZ encroachment and vegetation alteration. The proposed amendments support the restoration and coverage retirement within SEZ and other sensitive lands (Regional Plan Policy SEZ-1.8).

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
14	SEZ restoration program: Environmental Improvement Program.	WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic	Y	The proposed amendments will benefit the SEZ restoration program in the EIP through policies and provisions that require the protection and restoration of SEZs. In addition, the MOU amendments provide greater flexibility for the use of ECM fees to support EIP implementation and attainment of Soil Conservation and Water Quality Thresholds.
15	SEZ setbacks: <i>Code of Ordinances</i> Chapter 53	WQ, Soils/SEZ, Veg, Wildlife, Fish	N	SEZ setback requirements in the TRPA Code of Ordinances, Chapter 53, Individual Parcel Evaluation System, Section 53.9, will not be altered by the proposed amendments.
16	Fertilizer reporting requirements: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish, Rec	N	The amendments will not modify the Resource Management and Protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. Thus, fertilizer reporting and water quality mitigation requirements will stay in effect.
17	Water quality mitigation: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
18	Restrictions on rate and/or amount of additional development	WQ, Soils/SEZ, Wildlife, Scenic	N	The amendments do not change the RPU's restrictions on the rate and amount of additional development.
19	Improved BMP implementation/enforcement program	WQ, Soils/SEZ	Y	See response to Compliance Measures 1 through 4.
20	Increased funding for EIP projects for erosion and runoff control	WQ, Soils/SEZ	Y	The proposed amendments to the MOUs will facilitate funding for EIP projects targeted for Soil Conservation or Water Quality threshold attainment.
21	Artificial wetlands/runoff treatment program	WQ, Soils/SEZ	N	The proposed amendments include no changes to the artificial wetlands/runoff treatment program.
22	Transfer of development from SEZs	WQ, Soils/SEZ, Scenic	Y	The proposed amendments provide incentives (through the ability to transfer coverage across HRAs) for applicants to hasten the transfer of development rights (existing land coverage) from sensitive lands, including SEZs to high capability lands where redevelopment is better suited and will have beneficial or reduced water quality impacts.
23	Improved mass transportation	WQ, Trans, Noise	N	The proposed amendments will not modify the adopted Mobility 2035: Lake Tahoe Regional Transportation Plan.

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
24	Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13	WQ, Soils/SEZ, Scenic	Y	The amendments encourage environmental redevelopment of the built environment through coverage transfer across HRA provisions. This helps to implement the Goals and Policies in the Land Use Element of the Regional Plan. Also see response to Compliance Measure 12.
25	Combustion heater rules, stationary source controls, and related rules: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	No changes are being proposed that would impact these Compliance Measures. The existing TRPA Code of Ordinance provisions will remain in effect.
26	Elimination of accidental sewage releases: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N	
27	Reduction of sewer line exfiltration: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N	
28	Effluent limitations	WQ, Soils/SEZ	N	
29	Regulation of wastewater disposal at sites not connected to sewers: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N	
30	Prohibition on solid waste disposal: Goals and Policies: Land Use Element	WQ, Soils/SEZ	N	
31	Mandatory garbage pick-up: Goals and Policies: Public Service Element	WQ, Soils/SEZ, Wildlife	N	
32	Hazardous material/wastes programs: Goals and Policies: Land Use Element and Code of Ordinances Chapter 60	WQ, Soils/SEZ	N	

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
33	BMP implementation program, Snow and ice control practices: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, AQ	N	The amendments will not change BMP requirements. See response to Compliance Measures 1 through 4.
34	Reporting requirements, highway abrasives and deicers: Goals and Policies:, Land Use Element and Code of Ordinances Chapter 60	WQ, Soils/SEZ, Fish	N	
35	BMP implementation program--roads, trails, skidding, logging practices: <i>Code of Ordinances</i> Chapter 60, Chapter 61	WQ, Soils/SEZ, Fish	N	
36	BMP implementation program--outdoor recreation: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish, Rec	N	
37	BMP implementation program--livestock confinement and grazing: <i>Code of Ordinances</i> Chapter 21, Chapter 60, Chapter 64	WQ, Soils/SEZ, Veg, Wildlife, Fish	N	
38	BMP implementation program--pesticides	WQ, Soils/SEZ	N	
39	Land use planning and controls --timber harvesting: <i>Code of Ordinances</i> Chapter 21	WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic	N	The proposed amendments will not change timber harvesting and outdoor recreation provisions.
40	Land use planning and controls - outdoor recreation: <i>Code of Ordinances</i> Chapter 21	WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic	N	
41	Land use planning and controls--ORV use: Goals and Policies: Recreation Element	WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic	N	Regional Plan Policy R-1.5 states that "Off-road vehicle (ORV) use is prohibited in the Lake Tahoe Region except on specified roads, trails, or designated areas where the impacts can be mitigated." The amendments do not include the expansion of ORV use.
42	Control of encroachment and coverage in sensitive areas	WQ, Soils/SEZ, Wildlife, Rec, Scenic	N	No changes are being proposed that would impact this compliance measure. The existing TRPA Code of Ordinance provisions will remain in effect.

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments	
43	Control on shorezone encroachment and vegetation alteration: <i>Code of Ordinances</i> Chapter 83	WQ, Soils/SEZ, Scenic	N	TRPA will continue to be responsible for enforcing and implementing Shorezone regulations, Chapters 80 through 85, of the TRPA Code of Ordinances, as well as other code provisions applicable to projects within the Shorezone. No changes are being proposed that would modify existing code provisions related to the Shorezone or impact these compliance measures.	
44	BMP implementation program--shorezone areas: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N		
45	BMP implementation program--dredging and construction in Lake Tahoe: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N		
46	Restrictions and conditions on filling and dredging: <i>Code of Ordinances</i> Chapter 84	WQ, Soils/SEZ, Fish	N		
47	Protection of stream deltas	WQ, Soils/SEZ, Wildlife, Fish, Scenic	N		
48	Marina master plans: <i>Code of Ordinances</i> Chapter 14	WQ, AQ/Trans, Fish, Scenic	N		
49	Additional pump-out facilities: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ	N		
50	Controls on anti-fouling coatings: <i>Code of Ordinances</i> Chapter 60	WQ, Soils/SEZ, Fish	N		
51	Modifications to list of exempt activities	WQ, Soils/SEZ	N		The amendments will not alter the list of exempt activities.

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - SUPPLEMENTAL				
52	More stringent SEZ encroachment rules	WQ, Soils/SEZ, Wildlife, Fish	N	The amendments do not include any provisions that would impact Compliance Measures 52 though 61.
53	More stringent coverage transfer requirements	WQ, Soils/SEZ	N	
54	Modifications to IPES	WQ, Soils/SEZ	N	
55	Increased idling restrictions	WQ, Soils/SEZ, AQ	N	
56	Control of upwind pollutants	WQ, Soils/SEZ, AQ	N	
57	Additional controls on combustion heaters	WQ, Soils/SEZ, AQ	N	
58	Improved exfiltration control program	WQ, Soils/SEZ	N	
59	Improved infiltration control program	WQ, Soils/SEZ	N	
60	Water conservation/flow reduction program	WQ, Soils/SEZ, Fish	N	
61	Additional land use controls	WQ, Soils/SEZ, Wildlife	N	
AIR QUALITY/TRANSPORTATION - IN PLACE				
62	Fixed Route Transit - South Shore: STAGE	Trans, Rec	N	The amendments do not include any provisions that would impact the adopted Mobility 2035: Lake Tahoe Regional Transportation Plan, and Lake Tahoe Region Bicycle and Pedestrian Plan.
63	Fixed Route Transit - North Shore: TART	Trans, Rec	N	
64	Demand Responsive Transit - South Shore: Bus Plus, STAGE	Trans	N	
65	Seasonal Trolley Services - North and South Shores: South Shore TMA and Truckee-North Tahoe TMA	Trans, Rec	N	
66	Social Service Transportation	Trans	N	
67	Shuttle programs	Trans	N	
68	Ski shuttle services	Trans, Rec	N	

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
69	Intercity bus services	Trans	N	
70	Passenger Transit Facilities: South Y Transit Center	Trans	N	
71	Bikeways, Bike Trails	Trans, Noise, Rec, Scenic	Y	
72	Pedestrian facilities	Trans, Rec,	Y	
73	Wood heater controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	The amendments do not include any provisions that would impact Code Chapter 65 or Compliance Measures 73 to 75.
74	Gas heater controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	
75	Stationary source controls: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	
76	U.S. Postal Service Mail Delivery	Trans	N	The amendments do not include any provisions that would impact U.S. Postal Service Delivery.
77	Indirect source review/air quality mitigation: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	The amendments do not include any provisions that would impact Code Chapter 65 or Compliance Measures 77 and 78.
78	Idling Restrictions: <i>Code of Ordinances</i> Chapter 65	WQ, AQ	N	
79	Vehicle Emission Limitations(State/Federal)	WQ, AQ	N	The amendments do not include any provisions related to vehicle emission limitations established by the State/Federal Government.
80	Open Burning Controls: <i>Code of Ordinances</i> Chapters 61 and Chapter 65	WQ, AQ, Scenic	N	The amendments do not include any provisions that would change open burning controls.
81	BMP and Revegetation Practices	WQ, AQ, Wildlife, Fish	Y	See response to Compliance Measures 1 through 4.
82	Employer-based Trip Reduction Programs: <i>Code of Ordinances</i> Chapter 65	Trans	N	The amendments do not include any provisions that would impact Code Chapter 65 or Compliance Measures 82 and 83.
83	Vehicle rental programs: <i>Code of Ordinances</i> Chapter 65	Trans	N	

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
84	Parking Standards	Trans	N	The amendments do not include any provisions that would impact parking, air quality, and transportation measures.
85	Parking Management Areas	Trans	N	
86	Parking Fees	Trans	N	
87	Parking Facilities	Trans	N	
88	Traffic Management Program - Tahoe City	Trans	N	
89	US 50 Traffic Signal Synchronization - South Shore	Trans	N	
90	General Aviation, The Lake Tahoe Airport	Trans, Noise	N	
91	Waterborne excursions	WQ, Trans, Rec	N	
92	Waterborne transit services	WQ, Trans, Scenic	N	
93	Air Quality Studies and Monitoring	WQ, AQ	N	
94	Alternate Fueled Vehicle - Public/Private Fleets and Infrastructure Improvements	Trans	N	
95	Demand Responsive Transit - North Shore	Trans	N	
96	Tahoe Area Regional Transit Maintenance Facility	Trans	N	
97	Heavenly Ski Resort Gondola	Trans	N	

AIR QUALITY/TRANSPORTATION - SUPPLEMENTAL

98	Demand Responsive Transit - North Shore	Trans	N	The amendments do not include any provisions that would impact the adopted Mobility 2035: Lake Tahoe Regional Transportation Plan, and Lake Tahoe Region Bicycle and Pedestrian Plan.
99	Coordinated Transit System - South Shore	Trans	N	
100	Transit Passenger Facilities	Trans	N	
101	South Shore Transit Maintenance Facility - South Shore	Trans	N	
102	Transit Service - Fallen Leaf Lake	WQ, Trans	N	
103	Transit Institutional Improvements	Trans	N	
104	Transit Capital and Operations Funding Acquisition	Trans	N	
105	Transit/Fixed Guideway Easements - South Shore	Trans	N	
106	Visitor Capture Program	Trans	N	

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
107	Pedestrian and Bicycle Facilities--South Shore	Trans, Rec	N	
108	Pedestrian and Bicycle Facilities--North Shore	Trans, Rec	N	
109	Parking Inventories and Studies Standards	Trans	N	
110	Parking Management Areas	Trans	N	
111	Parking Fees	Trans	N	
112	Establishment of Parking Task Force	Trans	N	
113	Construct parking facilities	Trans	N	
114	Intersection improvements--South Shore	Trans, Scenic	N	
115	Intersection improvements--North Shore	Trans, Scenic	N	
116	Roadway Improvements - South Shore	Trans, Scenic	N	
117	Roadway Improvements - North Shore	Trans, Scenic	N	
118	Loop Road - South Shore	Trans, Scenic	N	
119	Montreal Road Extension	Trans	N	
120	Kingsbury Connector	Trans	N	
121	Commercial Air Service: Part 132 commercial air service	Trans	N	
122	Commercial Air Service: commercial air service that does not require Part 132 certifications	Trans	N	
123	Expansion of waterborne excursion service	WQ, Trans	N	
124	Re-instate the oxygenated fuel program	WQ, AQ	N	
125	Management Programs	Trans	N	
126	Around the Lake Transit	Trans	N	
VEGETATION - IN PLACE				
127	Vegetation Protection During Construction: <i>Code of Ordinances</i> Chapter 33	WQ, AQ, Veg, Scenic	N	The amendments will not alter the provisions of Chapter 33 in the TRPA Code of Ordinances.
128	Tree Removal: <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Scenic	N	The amendments will not alter the provisions of Chapter 61 in the TRPA Code of Ordinances.

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
129	Prescribed Burning: <i>Code of Ordinances</i> Chapter 61	WQ, AQ, Veg, Wildlife, Scenic	N	
130	Remedial Vegetation Management: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife	N	
131	Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Scenic	N	
132	Revegetation: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife, Scenic	N	
133	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	WQ, Veg	N	The amendments will not alter the Remedial Action Plans.
134	Handbook of Best Management Practices	WQ, Soils/SEZ, Veg, Fish	N	The Handbook of Best Management Practices will continue to be used to design and construct BMPs.
135	Shorezone protection	WQ, Soils/SEZ, Veg	N	See response to Compliance Measures 43 through 50.
136	Project Review	WQ, Veg	N	The amendments will not impact project review and compliance inspections.
137	Compliance inspections	Veg	N	See response to Compliance Measures 43 through 50.
138	Development Standards in the Backshore	WQ, Soils/SEZ, Veg, Wildlife, Scenic	N	
139	Land Coverage Standards: <i>Code of Ordinances</i> Chapter 30	WQ, Veg, Wildlife, Fish, Scenic	Y	See response to Compliance Measure 11. The proposed amendment will result in a benefit to water quality and soil thresholds.
140	Grass Lake, Research Natural Area	WQ, Veg, Wildlife, Fish, Scenic	N	N/A

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
141	Conservation Element, Vegetation Subelement: Goals and Policies	Veg, Wildlife, Fish	N	The amendments are consistent with the Conservation Element and Vegetation Subelement Goals and Policies in the Regional Plan.
142	Late Successional Old Growth (LSOG): <i>Code of Ordinances</i> Chapter 61	Veg, Wildlife, Fish	N	See response to Compliance Measures 14, 16 and 17.
143	Stream Environment Zone Vegetation: <i>Code of Ordinances</i> Chapter 61	WQ, Veg, Wildlife, Fish	N	
144	Tahoe Yellow Cress Conservation Strategy	Veg	N	The amendments will not impact efforts to conserve the Tahoe Yellow Cress.
145	Control and/or Eliminate Noxious Weeds	Veg, Wildlife	N	The amendments will not impact efforts to control noxious (invasive) weeds.
146	Freel Peak Cushion Plant Community Protection	Veg	N	N/A
VEGETATION - SUPPLEMENTAL				
147	Deepwater Plant Protection	WQ, Veg	N	The amendments will not impact efforts to protect deepwater plants.
WILDLIFE - IN PLACE				
148	Wildlife Resources: <i>Code of Ordinances</i> Chapter 62	Wildlife, Noise	N	See response to Compliance Measures 16 and 17.
149	Stream Restoration Program	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	N	The amendments do not include any changes to the Stream Restoration Program.
150	BMP and revegetation practices	WQ, Veg, Wildlife, Fish, Scenic	N	The amendments do not include any changes to existing BMP and revegetation requirements.
151	OHV limitations	WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec	N	The amendments do not include any changes to OHV limitations.
152	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	Wildlife	N	The amendments do not include any changes to requirements for Remedial Action Plans.
153	Project Review	Wildlife	N	The amendments will not impact project review and compliance inspections.

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
FISHERIES - IN PLACE				
156	Fish Resources: <i>Code of Ordinances</i> Chapter 63	WQ, Fish	N	See response to Compliance Measures 16 and 17.
157	Tree Removal: <i>Code of Ordinances</i> Chapter 61	Wildlife, Fish	N	The amendments do not change tree removal provisions of Chapter 61.
158	Shorezone BMPs	WQ, Fish	N	See response to Compliance Measures 43 through 50.
159	Filling and Dredging: <i>Code of Ordinances</i> Chapter 84	WQ, Fish	N	
160	Location standards for structures in the shorezone: <i>Code of Ordinances</i> Chapter 84	WQ, Fish	N	
161	Restrictions on SEZ encroachment and vegetation alteration	WQ, Soils/SEZ, Fish	N	See response to Compliance Measures 16 and 17.
162	SEZ Restoration Program	WQ, Soils/SEZ, Fish	N	See response to Compliance Measure 14.
163	Stream restoration program	WQ, Soils/SEZ, Fish	N	See response to Compliance Measures 16 and 17.
164	Riparian restoration	WQ, Soils/SEZ, Fish	N	
165	Livestock: <i>Code of Ordinances</i> Chapter 64	WQ, Soils/SEZ, Fish	N	
166	BMP and revegetation practices	WQ, Fish	Y	See response to Compliance Measures 1 through 4.
167	Fish habitat study	Fish	N	See response to Compliance Measures 16 and 17.
168	Remedial Action Plans: <i>Code of Ordinances</i> Chapter 5	Fish	N	The amendments will not alter the Remedial Action Plans.
169	Mitigation Fee Requirements: <i>Code of Ordinances</i> Chapter 86	Fish	N	The mitigation fee requirements in Chapter 86 of the TRPA Code of Ordinances are not being modified with the amendments.
170	Compliance inspection	Fish	N	The amendments do not modify existing compliance or inspection programs or provisions.
171	Public Education Program	Wildlife, Fish	N	N/A

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
NOISE - IN PLACE				
172	Airport noise enforcement program	Wildlife, Fish	N	The amendments do not modify existing enforcement programs.
173	Boat noise enforcement program	Wildlife, Fish, Rec	N	
174	Motor vehicle/motorcycle noise enforcement program: <i>Code of Ordinances</i> Chapters 5 and 23	Wildlife, Fish	N	
175	ORV restrictions	AQ, Wildlife, Noise, Rec	N	The amendments do not modify existing ORV or snowmobile conditions.
176	Snowmobile Restrictions	WQ, Wildlife, Noise, Rec	N	
177	Land use planning and controls	Wildlife, Noise	N	See response to Compliance Measure 9.
178	Vehicle trip reduction programs	Trans, Noise	N	The amendments do not impact vehicle trip reduction programs.
179	Transportation corridor design criteria	Trans, Noise	N	N/A
180	Airport Master Plan South Lake Tahoe	Trans, Noise	N	N/A
181	Loudspeaker restrictions	Wildlife, Noise	N	The amendments do not modify loudspeaker restrictions.
182	Project Review	Noise	N	See response to Compliance Measures 136 and 137.
183	Complaint system: <i>Code of Ordinances</i> Chapters 5 and 68	Noise	N	Existing compliant systems are not being modified.
184	Transportation corridor compliance program	Trans, Noise	N	None of these compliance measures will be modified, including programs to control noise levels in the EIP.
185	Exemptions to noise limitations	Noise	N	
186	TRPA's Environmental Improvement Program (EIP)	Noise	N	
187	Personal watercraft noise controls	Wildlife, Noise	N	
NOISE - SUPPLEMENTAL				
188	Create an interagency noise enforcement MOU for the Tahoe Region.	Noise	N	N/A

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
RECREATION - IN PLACE				
189	Allocation of Development: <i>Code of Ordinances</i> Chapter 50	Rec	N	See response to Compliance Measure 10.
190	Master Plan Guidelines: <i>Code of Ordinances</i> Chapter 14	Rec, Scenic	N	N/A
191	Permissible recreation uses in the shorezone and lake zone: <i>Code of Ordinances</i> Chapter 81	WQ, Noise, Rec	N	See response to Compliance Measures 43 through 50.
192	Public Outdoor recreation facilities in sensitive lands	WQ, Rec, Scenic	N	The amendments do not alter provisions regarding public outdoor recreation in sensitive lands.
193	Hiking and riding facilities	Rec	N	The amendments do not alter hiking and riding facility provisions.
194	Scenic quality of recreation facilities	Rec, Scenic	N	N/A
195	Density standards	Rec	N	The amendments do not modify density standard limits.
196	Bonus incentive program	Rec	N	The amendments do not alter existing bonus incentive programs.
197	Required Findings: <i>Code of Ordinances</i> Chapter 4	Rec	N	All applicable TRPA Code Of Ordinance findings will continue to have to be met with the future approval of projects using amended provisions.
198	Lake Tahoe Recreation Sign Guidelines	Rec, Scenic	N	N/A
199	Annual user surveys	Rec	N	N/A

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
RECREATION - SUPPLEMENTAL				
200	Regional recreational plan	Rec	N	The amendments do not impact the regional recreation plan and associated Goals and Policies.
201	Establish fairshare resource capacity estimates	Rec	N	N/A
202	Reserve additional resource capacity	Rec	N	
203	Economic Modeling	Rec	N	
SCENIC - IN PLACE				
204	Project Review and Exempt Activities: <i>Code of Ordinances</i> Chapter 2	Scenic	N	See response to Compliance Measures 136 and 137.
205	Land Coverage Limitations: <i>Code of Ordinances</i> Chapter 30	WQ, Scenic	N	See response to Compliance Measure 11. Proposed amendments will benefit water quality and soils but will not change regulations concerning scenic quality.
206	Height Standards: <i>Code of Ordinances</i> Chapter 37	Scenic	N	The amendments do not propose any changes to height standards.
207	Driveway and Parking Standards: <i>Code of Ordinances</i> Chapter 38	Trans, Scenic	N	The amendments do not propose any changes to driveway and parking standards.
208	Signs: <i>Code of Ordinances</i> Chapter 38	Scenic	N	The amendments do not propose any changes to sign standards.
209	Historic Resources: <i>Code of Ordinances</i> Chapter 67	Scenic	N	See response to Compliance Measures 16 and 17.
210	Design Standards: <i>Code of Ordinances</i> Chapter 36	Scenic	N	The amendments do not propose any changes to design standards.
211	Shorezone Tolerance Districts and Development Standards: <i>Code of Ordinances</i> Chapter 83	Scenic	N	See response to Compliance Measures 43 through 50.
212	Development Standards Lakeward of Highwater: <i>Code of Ordinances</i> Chapter 84	WQ, Scenic	N	
213	Grading Standards: <i>Code of Ordinances</i> Chapter 33	WQ, Scenic	N	Grading and vegetation protection during construction shall continue to meet the provisions of the TRPA Code of Ordinances,

Compliance Measures Affected by the Coverage Transfers Across HRA Provision Updates and Excess Coverage Mitigation Program Updates

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
214	Vegetation Protection During Construction: Code of Ordinances Chapter 33	AQ, Veg, Scenic	N	Chapter 33, Grading and Construction.
215	Revegetation: Code of Ordinances Chapter 61	Scenic	N	See response to Compliance Measures 16 and 17.
216	Design Review Guidelines	Scenic	N	N/A
217	Scenic Quality Improvement Program(SQIP)	Scenic	N	The amendments do not propose any changes to scenic quality improvement programs or standards.
218	Project Review Information Packet	Scenic	N	
219	Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public	Trans, Scenic	N	
220	Nevada-side Utility Line Undergrounding Program	Scenic	N	N/A
SCENIC - SUPPLEMENTAL				
221	Real Time Monitoring Program	Scenic	N	No changes to the real time monitoring program are being proposed.
222	Integrate project identified in SQIP	Scenic	N	The amendments do not address SQIP project implementation.

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
1	Air Quality	AQ-1	Carbon Monoxide	Highest 1-hour Carbon Monoxide Concentration	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Rapid Improvement	Highest annual 1-hour concentration CO	ppm	Threshold indicator Used	2011 Threshold Evaluation
2	Air Quality	AQ-1	Carbon Monoxide	Highest 8-hour Carbon Monoxide Concentration	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Rapid Improvement	Highest annual 8-hour concentration CO	ppm	Threshold indicator Used	2011 Threshold Evaluation
3	Air Quality	AQ-2	Ozone	Highest 1-hour Ozone Concentration	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Ozone Concentration - highest 1-hour	ppm	Threshold indicator Used	2011 Threshold Evaluation
4	Air Quality	AQ-2	Ozone	Highest 8-hour Ozone Concentration	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Ozone Concentration - highest 8-hour	ppm	Threshold indicator Used	2011 Threshold Evaluation
5	Air Quality	AQ-3	Visibility	Annual Average PM ₁₀	Insufficient data to determine interim target	Unknown	Unknown	Annual Average Concentration of PM ₁₀	micrograms/cubic meter (ug/m ³)	Threshold indicator Used	2011 Threshold Evaluation
6	Air Quality	AQ-3	Visibility	Highest 24 hour PM ₁₀ Concentrations	59 ug/m ³ by 2016	Somewhat Worse Than Target	Moderate Improvement	Highest 24 hour PM ₁₀ concentration	microgram/cubic meter (ug/m ³)	Threshold indicator Used	2011 Threshold Evaluation
7	Air Quality	AQ-4	Visibility	Regional Visibility 50th percentile	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	extinction coefficient - visibility	Mm ⁻¹	Threshold indicator Used	2011 Threshold Evaluation
8	Air Quality	AQ-4	Visibility	Regional Visibility 90th Percentile	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	extinction coefficient - visibility	Mm ⁻¹	Threshold indicator Used	2011 Threshold Evaluation
9	Air Quality	AQ-4	Visibility	Sub-Regional Visibility 50th percentile	Insufficient data to determine interim target	Unknown	Unknown	extinction coefficient - visibility	Mm ⁻¹	Threshold indicator Used	2011 Threshold Evaluation
10	Air Quality	AQ-4	Visibility	Sub-Regional Visibility 90th Percentile	Insufficient data to determine interim target	Unknown	Unknown	extinction coefficient - visibility	Mm ⁻¹	Threshold indicator Used	2011 Threshold Evaluation
11	Air Quality	AQ-5	Carbon Monoxide	Winter Traffic Volume	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	Volume of vehicle traffic measured on presidents weekend (Saturday) between 4pm and midnight	Number of Vehicles	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
12	Air Quality	AQ-7	Visibility	VMT	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	VMT Estimated from Peak Traffic Volumes in 2nd weekend in August	Vehicle Mile Traveled	Ratio of current year VMT estimate to Traffic Volume was used as a constant to backcast historic annual VMT values	2011 Threshold Evaluation
13	Air Quality	AQ-8	Nitrate Deposition	Reduce external and In-Basin NOx emissions	N/A-Indicator already in attainment with standard	Implemented	N/A	Modeled NOx Emissions in Tons	Tons	Threshold indicator Used	2011 Threshold Evaluation
14	Air Quality	Not Addressed	Odor	Diesel Engine Emission Fumes	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of Evaluation Criteria Satisfied	Threshold indicator Used	2011 Threshold Evaluation
15	Air Quality	Not Addressed	Ozone	3-year Average of 4th Highest Concentration	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	3-year average of the 4th highest Ozone Concentration	ppm	Threshold indicator Used	2011 Threshold Evaluation
16	Air Quality	Not Addressed	Ozone	Oxides of Nitrogen Emissions	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	Average tons of NOx per day	Average tons/day	Threshold indicator Used	2011 Threshold Evaluation
17	Air Quality	Not Addressed	Visibility	3-year Average of the 98th percentile 24-hour PM _{2.5} Concentration	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	3-year average of the 98th percentile 24-hour PM _{2.5} concentration	microgram/cubic meter (ug/m ³)	Threshold indicator Used	2011 Threshold Evaluation
18	Air Quality	Not Addressed	Visibility	Highest 24-hour PM _{2.5} Concentration	Non established	Not yet evaluated	Not yet evaluated	24-hour PM _{2.5} Concentration	micrograms/cubic meter (ug/m ³)	Threshold, State or Federal indicator used	Not yet evaluated
19	Air Quality	Not Addressed	Visibility	Annual Average PM _{2.5}	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Little or No Change	Annual Average Concentration of PM _{2.5}	microgram/cubic meter (ug/m ³)	Threshold indicator Used	2011 Threshold Evaluation
Impact of Project on Air Quality Indicators/Targets/Other Factors (Y/N)			N	Comments	The HRA and ECM Regional Plan, Code and MOU amendments (Proposed Action) make no changes to regulations that affect air quality. As such, the Proposed Action will have no change on Air Quality Threshold Standards and Indicators.						
20	Fisheries	F-1	Lake Habitat	Littoral Substrate	N/A-Indicator already in attainment with standard	At or Better Than Target	Unknown	Acres of "prime" habitat (rocky substrates in littoral zone)	Acres	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
21	Fisheries	F-2	Stream Habitat	Stream Habitat Quality	Insufficient data to determine interim target	Unknown	Unknown	Miles of stream in "excellent" condition class	Miles	Benthic Macroinvertebrate O/E, Fish passage ratings	2011 Threshold Evaluation
22	Fisheries	F-2	Stream Habitat	Stream Habitat Quality	Insufficient data to determine interim target	Unknown	Unknown	Miles of stream in "good" condition class	Miles	Benthic Macroinvertebrate O/E, Fish passage ratings	2011 Threshold Evaluation
23	Fisheries	F-2	Stream Habitat	Stream Habitat Quality	Insufficient data to determine interim target	Unknown	Unknown	Miles of stream in "marginal" condition class	Miles	Benthic Macroinvertebrate O/E, Fish passage ratings	2011 Threshold Evaluation
24	Fisheries	F-3	Instream Flows	Stream Flow protection	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
25	Fisheries	F-3	Instream Flows	Water Diversions	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
26	Fisheries	F-4	Lahontan Cutthroat Trout	Reintroduction	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
Impact of Project on Fisheries Indicators/Targets/Other Factors (Y/N)			Y	Comments	The Proposed Action makes no changes to regulations that directly affect fisheries. However, proposed amendments that promote the restoration of disturbed SEZs and other sensitive lands, reduction of existing soft and hard coverage within sensitive lands, and implementation of BMPs associated with land transfers across HRA boundaries will result in a reduction of fine sediment loads entering Lake Tahoe and an indirect benefit to Fisheries Threshold Standards and Indicators.						
27	Noise	N-1	Single Event Noise	Aircraft 8am to 8pm	Trend expected to flatten then remain stable	Somewhat Worse Than Target	Moderate Decline	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
28	Noise	N-1	Single Event Noise	Aircraft 8pm to 8am	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
29	Noise	N-2	Single Event Noise	Motor Vehicles Greater Than 6,000 GVW	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
30	Noise	N-2	Single Event Noise	Motor Vehicles Less Than 6,000 GVW	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
31	Noise	N-2	Single Event Noise	Motorcycles	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
32	Noise	N-2	Single Event Noise	Off-Road Vehicles	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
33	Noise	N-2	Single Event Noise	Snowmobiles	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
34	Noise	N-2	Single Event Noise	Watercraft - Pass by	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
35	Noise	N-2	Single Event Noise	Watercraft - Shoreline	Insufficient data to determine interim target	Somewhat Worse Than Target	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
36	Noise	N-2	Single Event Noise	Watercraft - Stationary	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
37	Noise	N-3	Cumulative Noise Events	Commercial Areas	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
38	Noise	N-3	Cumulative Noise Events	Critical Wildlife Habitat Areas	Insufficient data to determine interim target	Considerably Worse Than Target	Unknown	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
39	Noise	N-3	Cumulative Noise Events	High Density Residential Areas	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
40	Noise	N-3	Cumulative Noise Events	Hotel/Motel Areas	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
41	Noise	N-3	Cumulative Noise Events	Industrial Areas	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
42	Noise	N-3	Cumulative Noise Events	Low Density Residential Areas	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
43	Noise	N-3	Cumulative Noise Events	Rural Outdoor Recreation Areas	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
44	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highway 50	N/A-Indicator already in attainment with standard	At or Better Than Target	Rapid Improvement	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
45	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 207	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
46	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 267	Unable to be determined due to lack of trend	Considerably Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
47	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 28	CNEL 62 dBA	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
48	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 431	CNEL 56 dBA	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
49	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 89	CNEL 59 dBA	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
50	Noise	N-3	Cumulative Noise Events	Transportation Corridors - South Lake Tahoe Airport	Insufficient data to determine interim target	Somewhat Worse Than Target	Unknown	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
51	Noise	N-3	Cumulative Noise Events	Urban Outdoor Recreation	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
52	Noise	N-3	Cumulative Noise Events	Wilderness and Roadless Areas	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
Impact of Project on Noise Indicators/Targets/Other Factors (Y/N)			N	Comments	The Proposed Action makes no changes to regulations that affect noise. As such, the Proposed Action will have no change on Noise Threshold Standards and Indicators.						
53	Recreation	R-1	High Quality Recreation Experience	High Quality Recreation Experience	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
54	Recreation	R-2	Fair Share	Fair Share	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Threshold indicator Used	2011 Threshold Evaluation
Impact of Project on Recreation Indicators/Targets/Other Factors (Y/N)			N	Comments	The Proposed Action makes no changes to regulations that affect recreation. As such, the Proposed Action will have no change on Recreation Threshold Standards and Indicators.						
55	Scenic Resources	SR-1	Roadway and Shoreline Units	Roadway Travel Units	Increase the number of units meeting the minimum score by at least two by 2016	At or Better Than Target	Moderate Improvement	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
56	Scenic Resources	SR-1	Roadway and Shoreline Units	Shoreline Travel Units	increase the number of units meeting the minimum score by at least one by 2016	At or Better Than Target	Little or No Change	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
57	Scenic Resources	SR-2	Roadway and Shoreline Units	Roadway Scenic Resources	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
58	Scenic Resources	SR-2	Roadway and Shoreline Units	Shoreline Scenic Resources	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
59	Scenic Resources	SR-3	Other Areas	Other Areas (Recreation Sites and Bike Trails)	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
60	Scenic Resources	SR-4	Built Environment	Built Environment	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
Impact of Project on Scenic Resources Indicators/Targets/Other Factors (Y/N)			Y	Comments	The Proposed Action makes no changes to regulations that affect scenic resources. As such, the Proposed Action will have no direct change on Scenic Threshold Standards and Indicators. However, the Proposed Action may benefit the Scenic Threshold Standards through the removal of an increased amount of soft/hard land coverage and associated sensitive lands restoration. The coverage transfer across HRA provisions would incentivize transfers of coverage to high capability lands and consequently, increase compliance with building design and scenic requirements.						
61	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients – Class 1a (1%)	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
62	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 1b (1%)	Insufficient data to determine interim target	Considerably Worse Than Target	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation

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ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
63	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 1c (1%)	N/A-Indicator already in attainment with standard	At or Better Than Target	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
64	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 2 (1%)	Insufficient data to determine interim target	Somewhat Worse Than Target	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
65	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 3	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
66	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 4	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
67	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 5	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
68	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 6	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
69	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 7	N/A-Indicator already in attainment with standard	At or Better Than Target	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
70	Soil Conservation	SC-2	Stream Environment Zone	Stream Restoration, 1,100 acres restored	88 acres of SEZ restoration by 2016	Considerably Worse Than Target	Moderate Improvement	Acres (and percent) of SEZ Restored	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation

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Impact of Project on Soil Conservation Indicators/Targets/Other Factors (Y/N)			Y	Comments	<p>The proposed ECM program amendments will require the land banks to dedicate at least half of the ECM funds to coverage restoration and require that the remaining funds be used on Environmental Improvement Projects (EIP) or other approved projects, only if these projects result in Soil Conservation and/or Water Quality Threshold gains. In addition, the proposed MOU amendments mandate clear preference for the acquisition and restoration of existing coverage on sensitive lands. Consequently these proposed amendments are anticipated to result in increased Soil Conservation threshold gain particularly in reducing impervious surface coverage in sensitive lands and increasing the amount of Stream Environment Zone (SEZ) restoration.</p> <p>The proposed coverage transfer across HRA amendments do not change land coverage limitations and maximum coverage allowances outlined in Code Chapter 30. However, this proposed provision would provide modest flexibility in the ability to transfer coverage across HRA boundaries only if the transferred coverage is existing hard or soft coverage permanently retired and restored on sensitive lands and sent to eligible high capability lands located further than 300 feet from the highwater mark of Lake Tahoe. Consequently these proposed amendments are anticipated to result in accelerated Soil Conservation threshold gains related to reductions of impervious surface coverage in sensitive lands and increased SEZ restoration.</p> <p>Potential impacts from policy changes related to land coverage transfers were analyzed on a basin wide basis in Appendix H of the TRPA Regional Plan Update DEIS (Ascent Environmental, April 2012). Table 17 of DEIS Appendix H (page H-13) indicates a high likelihood for three HRAs (Marlette, Cave Rock and Agate Bay, NV) to be receiving areas. However, the GIS analysis focusing on vacant eligible receiving parcels (see Tables 1 and 2 of the IEC) demonstrate a low likelihood that these HRAs would be receiving sites for land coverage transfers based on a lack of vacant parcels that meet the criteria for transfer (e.g., high capability lands within TRPA Regional Land Uses and 300 feet from highwater mark of Lake Tahoe).</p> <p>Those HRAs where land coverage would be transferred from outside sources may see an increase in pollutant loads as documented in Tables 3 and 4. The increases are calculated using the maximum land coverage transfers allowed by the Code Section 30.4 amendment and a worst case assumption for the modeled load estimate. Even under the worst case assumptions, each of the projected load increases is a minor increase (e.g., equal to or less than 1 percent) when compared to the baseline loads attributed to the respective jurisdictions where the HRAs are located and would be offset by load reductions that would be realized at land coverage sending sites. The pollutant load increases and reductions each ultimately affect the Lake Tahoe watershed, so a load reduction in one location would offset an increase in another as documented in Tables 3 and 4. As such, the impact to Soil Conservation Thresholds associated with non-sensitive impervious cover is considered to be less than significant. The reduction in pollutant loads calculated using the TMDL PLRM modeling tools shows a net environmental benefit related to soil conservation and water quality. In addition, pursuant Code Section 30.4.3.A, coverage transfer ratios would remain 1:1 when coverage is transferred from sensitive lands; subsequently greater coverage reductions are anticipated for sensitive lands with the proposed amendments. This is important since the most recent Threshold Evaluation Report analysis (in 2011) on the estimated percent of impervious cover showed that land capability classes 1b (SEZ) and 2 (other sensitive lands) exceed the land capability limits by approximately 670 acres (for land capability class 1b) and 43 acres (for land capability class 2). The accelerated retirement of existing soft and hard land coverage on sensitive sending sites would improve the effectiveness of Regional Plan policies and increase Soil Conservation Threshold gains.</p>						
71	Vegetation Preservation	V-1	Common Vegetation	Appropriate Management Practices	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	N/A	Evaluation Criteria and Evidence	2011 Threshold Evaluation
72	Vegetation Preservation	V-1	Common Vegetation	Land Capability to Support Native Vegetation	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	N/A	Evaluation Criteria and Evidence	2011 Threshold Evaluation
73	Vegetation Preservation	V-1	Common Vegetation	Protect and Expand Riparian Vegetation	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	N/A	Evaluation Criteria and Evidence	2011 Threshold Evaluation
74	Vegetation Preservation	V-1	Common Vegetation	Vegetation Pattern - Juxtaposition	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	N/A	Evaluation Criteria and Evidence	2011 Threshold Evaluation
75	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Deciduous Riparian Hardwoods	Increase total acreage by 2016	Considerably Worse Than Target	Unknown	Acres (and percent cover) of Riparian Deciduous Hardwoods	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
76	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Meadows and Wetlands	Increase total acreage by 2016	Somewhat Worse Than Target	Unknown	Acres (and percent cover) of vegetation types meeting meadow and wetland classification type	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
77	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Shrub	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Acres (and percent cover) of vegetation types meeting shrub classification	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
78	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Small Diameter Red Fir	Insufficient data to determine interim target	Considerably Worse Than Target	Unknown	Acres (and percent cover) of vegetation types meeting small diameter (<10.9"dbh) red fir classification	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
79	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Small Diameter Yellow Pine	Insufficient data to determine interim target	Considerably Worse Than Target	Unknown	Acres (and percent cover) of vegetation types meeting small diameter (<10.9"dbh) Jeffrey pine classification	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
80	Vegetation Preservation	V-1	Common Vegetation	Vegetation Community Richness	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Number of different vegetation associated as defined in resolution 82-11	Number (#)	Threshold indicator Used	2011 Threshold Evaluation
81	Vegetation Preservation	V-2	Uncommon Plant Communities	Deep-water plants of Lake Tahoe	Insufficient data to determine interim target	Unknown	Unknown	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/Absence	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
82	Vegetation Preservation	V-2	Uncommon Plant Communities	Freel Peak Cushion Plant community	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
83	Vegetation Preservation	V-2	Uncommon Plant Communities	Grass Lake (sphagnum bog)	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

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84	Vegetation Preservation	V-2	Uncommon Plant Communities	Hell Hole	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
85	Vegetation Preservation	V-2	Uncommon Plant Communities	Osgood swamp	Insufficient data to determine interim target	Somewhat Worse Than Target	Moderate Decline	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
86	Vegetation Preservation	V-2	Uncommon Plant Communities	Pope Marsh	Unable to be determined due to lack of trend	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
87	Vegetation Preservation	V-2	Uncommon Plant Communities	Taylor Creek Marsh	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
88	Vegetation Preservation	V-2	Uncommon Plant Communities	Upper Truckee Marsh	Insufficient data to determine interim target	Somewhat Worse Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
89	Vegetation Preservation	V-3	Sensitive Plants	Galena Rock Cress - <i>Arabis rigidissima</i> v. <i>demote</i>	Insufficient data to determine interim target	Unknown	Unknown	Number of occupied sites	Number	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
90	Vegetation Preservation	V-3	Sensitive Plants	Cup Lake Drabe - <i>Draba asterophora</i> v. <i>macrocarpa</i>	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Little or No Change	Number of occupied sites	Number	Threshold indicator Used	2011 Threshold Evaluation
91	Vegetation Preservation	V-3	Sensitive Plants	Long-petaled Lewisia - <i>Lewisia pygmaea longipetala</i>	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Little or No Change	Number of occupied sites	Number	Threshold indicator Used	2011 Threshold Evaluation
92	Vegetation Preservation	V-3	Sensitive Plants	Tahoe Draba - <i>Draba asterophora</i> v. <i>asterophora</i>	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Little or No Change	Number of occupied sites	Number	Threshold indicator Used	2011 Threshold Evaluation
93	Vegetation Preservation	V-3	Sensitive Plants	Tahoe Yellow Cress - <i>Rorippa subumbellata</i>	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Moderate	Number of occupied sites	Number	Threshold indicator Used	2011 Threshold Evaluation

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94	Vegetation Preservation	V-4	Late Seral/Old Growth	Late Seral/Old Growth - Montane	Increase in percent cover of large diameter dominated stands by 2016	Considerably Worse Than Target	Unknown	Acres (and percent cover) of stands dominated by conifer trees > 24" dbh (relative abundance)	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
95	Vegetation Preservation	V-4	Late Seral/Old Growth	Late Seral/Old Growth - Sub Alpine	Increase in percent cover of large diameter dominated stands by 2016	Considerably Worse Than Target	Unknown	Acres (and percent cover) of stands dominated by conifer trees > 24" dbh (relative abundance)	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
96	Vegetation Preservation	V-4	Late Seral/Old Growth	Late Seral/Old Growth - Upper Montane	Increase in percent cover of large diameter dominated stands by 2016	Considerably Worse Than Target	Unknown	Acres (and percent cover) of stands dominated by conifer trees > 24" dbh (relative abundance)	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
Impact of Project on Vegetation Preservation Indicators/Targets/Other Factors (Y/N)			Y	Comments	The Proposed Action makes no changes to regulations that affect vegetation resources. As such, the Proposed Action will have no direct change on Vegetation Threshold Standards and Indicators. However, the Proposed Action may benefit the Vegetation Threshold Standards through the removal of an increased amount of soft/hard land coverage and associated sensitive lands restoration.						
97	Water Quality	WQ-1	Littoral Lake Tahoe	Turbidity At Non-Stream Mouths (<1 NTU)	Insufficient data to determine interim target	Unknown	Unknown	Average turbidity measures at nearshore areas other than stream mouths	NTU	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
98	Water Quality	WQ-1	Littoral Lake Tahoe	Turbidity At Stream Mouths (<3 NTU)	Insufficient data to determine interim target	Unknown	Unknown	Average turbidity measures at nearshore at than stream mouths	NTU	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
99	Water Quality	Not Addressed	Littoral Lake Tahoe	Attached Algae		Not yet evaluated	Not yet evaluated				2011 Threshold Evaluation
100	Water Quality	Not Addressed	Littoral Lake Tahoe	Aquatic Invasive Species		Not yet evaluated	Not yet evaluated				2011 Threshold Evaluation
101	Water Quality	WQ-2	Pelagic Lake Tahoe	Annual Average Secchi Disk	23.8m or 78ft by 2016	Somewhat Worse Than Target	Moderate Decline	Annual Average Secchi Depth	meter and feet	Threshold indicator Used	2011 Threshold Evaluation
102	Water Quality	WQ-3	Pelagic Lake Tahoe	Primary Productivity	Predicted to be approximately 221 gC/m ² /yr in 2016	Considerably Worse Than Target	Rapid Decline	annual phytoplankton primary productivity	gC/m ² /year	Threshold indicator Used	2011 Threshold Evaluation
103	Water Quality	WQ-4	Tributaries	90% Percentile Suspended Sediment Concentrations (60mg/l)	N/A-Indicator already in attainment with standard	Somewhat Worse Than Target	Moderate Improvement	Suspended Sediment Concentration	mg/l and number of standard exceedances	Threshold indicator Used	2011 Threshold Evaluation

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104	Water Quality	WQ-4	Tributaries	State Standard for DIN Concentration	Unable to be determined due to lack of trend	No Target Established	Little or No Change	Proportion of samples meeting State Total Nitrogen Concentration standard.	mg/l; and number and percent of standard exceedances	Threshold indicator Used	2011 Threshold Evaluation
105	Water Quality	WQ-4	Tributaries	State Standard for Dissolve Phosphorus	Unable to be determined due to lack of trend	No Target Established	Little or No Change	Annual Total Phosphorus Concentration	mg/l and number of standard exceedances	Threshold indicator Used	2011 Threshold Evaluation
106	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Grease & Oil	Insufficient data to determine interim target	Unknown	Unknown	concentration of grease and oil	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
107	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Total Iron	Insufficient data to determine interim target	Unknown	Unknown	concentration of total iron	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
108	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Total Nitrogen as N	Insufficient data to determine interim target	Unknown	Unknown	concentration of total nitrogen	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
109	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Total Phosphate as P	Insufficient data to determine interim target	Unknown	Unknown	concentration of total phosphate	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
110	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Turbidity (not to exceed 20 NTU)	Insufficient data to determine interim target	Unknown	Unknown	Turbidity level	NTU	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
111	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Grease & Oil	Insufficient data to determine interim target	Unknown	Unknown	Concentration of grease and oil	Visual Residue	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

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112	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Iron	Insufficient data to determine interim target	Unknown	Unknown	Concentration of total iron	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
113	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Total Nitrogen as N	Insufficient data to determine interim target	Unknown	Unknown	Concentration of total nitrogen	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
114	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Total Phosphate	Insufficient data to determine interim target	Unknown	Unknown	Concentration of total phosphate	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
115	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Turbidity	Insufficient data to determine interim target	Unknown	Unknown	Turbidity level	NTU	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
116	Water Quality	WQ-7	Other Lakes	Boron	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Boron	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
117	Water Quality	WQ-7	Other Lakes	Chloride	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Chloride	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
118	Water Quality	WQ-7	Other Lakes	Chlorophyll-a	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Chlorophyll-a	gC/m ² /year	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
119	Water Quality	WQ-7	Other Lakes	Dissolved Inorganic Nitrogen	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Inorganic Nitrogen	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

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120	Water Quality	WQ-7	Other Lakes	Dissolved Oxygen	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Dissolved Oxygen	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
121	Water Quality	WQ-7	Other Lakes	pH	Insufficient data to determine interim target	Unknown	Unknown	pH level	pH	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
122	Water Quality	WQ-7	Other Lakes	Phytoplankton cell counts	Insufficient data to determine interim target	Unknown	Unknown	Phytoplankton cell count	Number cells	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
123	Water Quality	WQ-7	Other Lakes	Secchi Disk	Insufficient data to determine interim target	Unknown	Unknown	Depth of Secchi Disk	meters or feet	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
124	Water Quality	WQ-7	Other Lakes	Soluble Reactive Iron	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Soluble Reactive Iron	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
125	Water Quality	WQ-7	Other Lakes	Soluble Reactive Phosphorus	Insufficient data to determine interim target	Unknown	Unknown	Concentration of SRP	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
126	Water Quality	WQ-7	Other Lakes	Sulfate	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Sulfate	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
127	Water Quality	WQ-7	Other Lakes	Temperature	Insufficient data to determine interim target	Unknown	Unknown	Water temperature	Celsius	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
128	Water Quality	WQ-7	Other Lakes	Total Dissolved Solids	Insufficient data to determine interim target	Unknown	Unknown	Concentration of TDS	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

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129	Water Quality	WQ-7	Other Lakes	Total Nitrogen	Insufficient data to determine interim target	Unknown	Unknown	Concentration of TN	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
130	Water Quality	WQ-7	Other Lakes	Total Phosphorus	Insufficient data to determine interim target	Unknown	Unknown	Concentration of TP	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
131	Water Quality	WQ-7	Other Lakes	Total Reactive Iron	Insufficient data to determine interim target	Unknown	Unknown	Concentration of TRI	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
132	Water Quality	WQ-7	Other Lakes	Vertical Extinction Coefficient	Insufficient data to determine interim target	Unknown	Unknown	Vertical extinction	per meter vertical extinction coefficient	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
133	Water Quality	Not Addressed	Tributaries	Reduce Dissolved Inorganic Nitrogen Load	at least one stream will attain adopted concentrations by 2016	Considerably Worse Than Target		Annual load of nitrogen (and nitrogen species)	MT/year or kg/year	Flow-weighted loads of N	2011 Threshold Evaluation
134	Water Quality	Not Addressed	Tributaries	Reduce Dissolved Phosphorus Load	3 of 10 monitored streams in compliance by 2016	Considerably Worse Than Target	Moderate Improvement	Annual load of total phosphorus (and phosphorus species)	MT/year or kg/year	Flow-weighted loads of P	2011 Threshold Evaluation
135	Water Quality	Not Addressed	Tributaries	Reduce Suspended Sediment Load	Unable to be determined due to lack of trend	No Target Established	Little or No Change	Annual load of suspended sediment from all monitored tributaries	MT/year or kg/year	Flow-weighted loads of Suspended Sediment	2011 Threshold Evaluation
136	Water Quality	Not Addressed	Tributaries	State Standard for Dissolve Iron Concentration	Insufficient data to determine interim target	Unknown	Unknown	Annual Dissolved Iron Concentration	mg/l and number of standard exceedances	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
137	Water Quality	Not Addressed	Littoral and Pelagic Lake Tahoe	DIN Loading - Atmospheric Source (20% Reduction) 1973 to 1981 levels	Insufficient data to determine interim target	Unknown	Unknown	Metric tons of nutrients loaded via rain and snow deposition ("wet deposition") at Ward Creek site per year from atmospheric sources	g/hectare/year or MT/year	Threshold indicator Used	2011 Threshold Evaluation

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138	Water Quality	Not Addressed	Littoral and Pelagic Lake Tahoe	DIN Loading - Groundwater Source (30% Reduction) 1973 to 1981 level	Insufficient data to determine interim target	Unknown	Unknown	Metric tons of DIN/year	MT/year	Threshold indicator Used	2011 Threshold Evaluation
139	Water Quality	Not Addressed	Littoral and Pelagic Lake Tahoe	DIN Loading - Surface Runoff Source (50% reduction) 1973 to 1981 level	Insufficient data to determine interim target	Unknown	Unknown	Metric tons of DIN/year	MT/year	Threshold indicator Used	2011 Threshold Evaluation
140	Water Quality	Not Addressed	Littoral and Pelagic Lake Tahoe	Reduce DIN Loading by 25% from all sources	Insufficient data to determine interim target	Unknown	Unknown	Annual DIN Load in metric tons/year or kg/year	kg/year	Threshold indicator Used	2011 Threshold Evaluation
141	Water Quality	Not Addressed	Littoral Lake Tahoe	Reduce DIN, DP, iron from all sources to meet the 1967-71 mean values	Insufficient data to determine interim target	Unknown	Unknown	Annual DIN, DP, Iron Load in metric tons/year or kg/year	kg/year	Threshold indicator Used	2011 Threshold Evaluation
Impact of Project on Water Quality Indicators/Targets/Other Factors (Y/N)			Y	Comments	Refer to the analysis above for Soil Conservation. The proposed ECM program amendments are anticipated to result in Water Quality Threshold gains (see above Soil Conservation documentation). The reduction in pollutant loads (fine sediment particles, total phosphorous and total nitrogen) calculated using the TMDL PLRM modeling tools shows a net environmental benefit associated with possible development under the proposed Code Section 30.4 amendment. The accelerated retirement of existing soft and hard land coverage on sensitive sending sites would improve the effectiveness of Regional Plan policies and increase water quality threshold gains.						
142	Wildlife	W-1	Special Interest Species	Disturbance Zones Management Standard	N/A-Indicator already in attainment with standard	Implemented	N/A	Road Density and Recreation disturbance within protected areas	Miles road/acre	Evaluation Criteria and Evidence	2011 Threshold Evaluation
143	Wildlife	W-1	Special Interest Species	Bald Eagle (Nesting, 1 site)	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Number of active nest sites	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
144	Wildlife	W-1	Special Interest Species	Bald Eagle (Winter, maintain 2 sites)	Maintain wintering sites	No Target Established	Moderate Improvement	Winter Bald Eagle Count	Number of individuals observed	Threshold indicator Used	2011 Threshold Evaluation
145	Wildlife	W-1	Special Interest Species	Deer (No Target)	increase in deer counts	No Target Established	Moderate Improvement	Annual NDOW deer counts	Number of individuals observed	Threshold indicator Used	2011 Threshold Evaluation
146	Wildlife	W-1	Special Interest Species	Golden Eagle (4 sites)	at least two active nests by 2016	Insufficient Information	Little or No Change	Number of active nest sites/year	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
147	Wildlife	W-1	Special Interest Species	Northern Goshawk (12 Sites)	4-8 reproductively active territories by 2016	Somewhat Worse Than Target	Little or No Change	Number of active nest sites/year	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
148	Wildlife	W-1	Special Interest Species	Osprey (4 Sites)	N/A-Indicator already in attainment with standard	Considerable Better Than Target	Moderate Improvement	Number of active nest sites/year	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
149	Wildlife	W-1	Special Interest Species	Peregrine (2 Sites)	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	Number of active nest sites/year	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
150	Wildlife	W-1	Special Interest Species	Waterfowl (maintain 18 Sites)	Increase in the percentage of waterfowl relative to detrimental species	Somewhat Worse Than Target	Moderate Improvement	Evidence of nesting waterfowl and disturbance within protected areas	Disturbance rating	Threshold indicator Used	2012 Threshold Evaluation
151	Wildlife	W-2	Habitats of Special Significance	Riparian Habitat Protection	N/A-Indicator already in attainment with standard	Implemented	N/A	Implemented control measures and restoration effort	level of effort	Evaluation Criteria and Evidence	2013 Threshold Evaluation
Impact of Project on Wildlife Indicators/Targets/Other Factors (Y/N)			N	Comments	The Proposed Action makes no changes to regulations that affect wildlife resources. As such, the Proposed Action will have no direct change on Wildlife Threshold Standards and Indicators. However, the Proposed Action may benefit the Wildlife Threshold Standards through the removal of an increased amount of soft/hard land coverage and associated sensitive lands restoration.						

Attachment H:
Coverage Working Group Staff Summary
for the August 20, 2014 Meeting



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MEMORANDUM

Date: August 20, 2014
To: Coverage Working Group
From: TRPA Staff
Subject: Review of Excess Coverage Mitigation Program

Requested Action:

At the August 20 meeting, the working group will be asked to review information on the existing excess coverage mitigation (ECM) program, identify the characteristics of an ideal ECM program, and brainstorm possible alternatives or options to improve the ECM program.

Overview:

At their annual priority setting workshop in 2014, the Governing Board directed staff to address improvements to the ECM program as a second phase to the review of coverage transfers across hydrologic zones. The Regional Plan Implementation Committee (RPIC) endorsed formation of the Coverage Working Group, who met on March 10 and July 8, 2014 to develop recommendations on coverage transfers. The Governing Board requested that this working group also develop recommendations to improve the ECM program.

At the August 20, 2014 Coverage Working Group meeting, the working group will be asked to review information on the existing ECM program; identify the characteristics of an ideal ECM program; and brainstorm possible alternatives to examine further at the fourth working group meeting. At the fourth meeting, the working group will be asked to further refine the alternatives and make a recommendation on any changes to the ECM program. Once the working group develops recommendations, they will be advanced to the Advisory Planning Commission for review and consideration prior to consideration by RPIC and the full TRPA Governing Board. The following section provides background information on the ECM Program to provide a basis for discussions at the August 20th meeting.

Background:

Excess land coverage is essentially existing “grandfathered” coverage that exceeds the amount of allowable coverage in a project area. Excess land coverage is defined as the amount of legally-existing TRPA-verified land coverage existing within a project area that exceeds the base allowable coverage and any approved transfers of coverage¹. TRPA regulations require project applicants to mitigate a portion of the excess coverage at the time that a project area is redeveloped. Certain project types are exempt from excess coverage mitigation requirements including the reconstruction of buildings damaged by fire or other calamity, and minor utility projects². The amount of excess coverage mitigation required is based on the amount of existing excess coverage and the project cost, so a larger project would be required to mitigate more coverage than a smaller project on the same parcel³.

¹ See TRPA Code section 30.4.1 for information on base allowable coverage; Code section 30.4.2 for information on eligible coverage transfers; and Code section 30.6.1.A for details on how excess coverage is calculated.

² See TRPA Code section 30.6.2 for a complete listing of exemptions from excess coverage mitigation requirements.

³ See TRPA Code section 30.6.1.C for details on determining the amount of excess coverage mitigation required.

Excess land coverage can be mitigated through any of the following options or combinations of options (pursuant to Section 30.6.1, provided in Attachment A):

1) Reduce coverage on-site as part of the redevelopment project.

Redevelopment projects that mitigate coverage by reducing it on-site must restore the coverage as part of the project and may reduce coverage in any land capability district on-site.

This approach tends to be used somewhat infrequently. When it is used, it tends to be by larger projects that have a large project area and/or a significant amount of existing coverage.

2) Reduce coverage offsite.

Coverage may be decreased by acquiring land with existing coverage and restoring the coverage. Coverage may be restored in any land capability district if it is within the same Hydrologically Related Area (HRA) as the project. As part of the 2012 Regional Plan Update, the Code was amended to also allow off-site coverage restoration in a different HRA if the restoration occurs on more sensitive land than the project area.

This approach tends to be used very infrequently due to the cost and difficulty in acquiring off-site coverage to mitigate. This approach to coverage mitigation may be used slightly more frequently in the future as a result of recent changes that allow coverage reduction in different HRAs.

3) Pay a land coverage mitigation fee.

Projects may pay an in-lieu fee instead of directly reducing coverage. The fee is based on the square feet of coverage to be mitigated, but includes a minimum fee of \$200⁴. The fee is consistent within California, but varies between HRAs in Nevada. The ECM fees are distributed to Land Banks (California Tahoe Conservancy and Nevada Division of State Lands) to purchase and retire potential coverage and/or restore existing coverage.

Memorandums of Understanding (MOUs) between TRPA and the land banks provide additional detail on the use of the ECM fee (see Attachment B). The MOUs require that the land banks mitigate one square foot of excess coverage with one square foot of restored or retired coverage. The MOUs do not specify which land capability districts the coverage reduction should occur in, nor do they differentiate between potential and existing coverage. The Land Banks can, and in some cases have, put additional criteria on the use of ECM fees in order to increase environmental benefits. As part of the 2012 Regional Plan Update, the Code was amended to allow ECM fees to be used in any HRA so fees could be aggregated for use in high priority restoration projects, and to remove a backlog of mitigation needs in HRAs where no coverage was available.

This approach is used by the majority of projects.

4) Consolidate or adjust parcel lot lines.

Projects may consolidate contiguous parcels as part of a project approval. This approach essentially creates a larger parcel with more allowable coverage. This approach is used very infrequently and only in cases where the project applicant owns or can acquire an adjacent parcel with additional allowable coverage.

⁴ See TRPA Rules of Procedure section 10.8.5.C for a schedule of mitigation fees.

5) Mitigate excess land coverage in a Community Plan or Area Plan

A Community plan or Area Plan can proactively mitigate coverage at a larger scale than individual projects. This approach requires that the Plan mitigate the same amount of coverage as would be required if all of the affected parcels individually mitigated coverage (see Code Section 30.6.1.B.5, provided in Attachment A), or the excess coverage must be within a comprehensive coverage management plan that reduces the total amount of coverage and reduces coverage in Land Capability Districts 1 and 2 as required by TRPA Code section 13.5.3.B.

This approach is used infrequently and can only be implemented at the time a Community Plan or Area Plan is developed rather than at the time a project is proposed.

Contact Information: If you have any questions, please contact Adam Lewandowski, Long Range Planning Manager at 775.589.5233 or alewandowski@trpa.org; or Jennifer Cannon, Associate Planner at 775.589.5297 or jcannon@trpa.org.

Attachments (http://www.trpa.org/wp-content/uploads/Coverage_Working_Group-3_Attachments.pdf):

- A. Excerpt of TRPA Code section 30.6.1 (Implementation of ECM program)
- B. MOUs for the California Land Bank and the Nevada Land Bank

MEMORANDUM

Date: October 21, 2015
To: TRPA Regional Plan Implementation Committee
From: TRPA Staff
Subject: Summary of Upcoming Topics for Regional Plan Implementation
Committee Consideration

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

Background: This report provides a summary of topics anticipated to come before the Regional Plan Implementation Committee (RPIC) within the next three months, based on priorities established by the Governing Board and current staff resources. All topics and dates are subject to change.

November 2015: There are no items scheduled at this time.

December 2015: The following topics are expected to come before RPIC in December 2015.

1. **Technical Code Corrections** – TRPA staff will be asking RPIC to review a compiled list of proposed amendments to the Code of Ordinances intended to correct errors, improve clarity of Code language, and simplify the administration of the Code without altering substantive provisions. Staff plans to bring forward technical code corrections twice a year in order to continually improve the code.
2. **Update on Bonus Unit Conversion Pilot Program** – TRPA staff will be asking RPIC to endorse a strategy for moving forward with the Pilot Program, the Commercial Floor Area/Tourist Bonus Unit Conversion Pilot Program that RPIC directed staff to move forward with in March.

January 2016: There are no items scheduled at this time.

Contact Information: If you have any questions, please contact John Hester, Chief Operating Officer, at 775.589.5219, jhester@trpa.org

