

## **Submitted by Shelly Aldean**

Good afternoon everyone. Following is my report on what took place at the TRPA Governing Board meeting on March 27, 2014.

Staff from both the TRPA and the Tahoe Transportation District provided the Board with a presentation on the implementation of the Regional Transportation Plan which is a blueprint for offering residents and visitors to the Basin efficient travel choices. In the wake of the Regional Plan adoption, the delivery of transportation projects has accelerated significantly. There are currently 33 active transportation system projects in the pipeline the majority of which are transit and bikeway related (e.g. the Stateline to Stateline shared use path) each of which supports the Compact's direction to reduce dependency on the private automobile.

In other business, a resolution was approved amending the 2011 Partial Permitting Program for Shorezone development in a way that was largely consistent with the direction given to staff at last month's meeting with the exception that during this interim period the Agency will not accept applications for new boating facilities or applications for deviation from standards for allowable length of existing privately owned multiple use piers that go ***beyond the pier head line***. This amendment was made at the request of Jim Lawrence from the Nevada Department of Conservation and Natural Resources to provide a little more flexibility for applicants who want to extend their docks and convert them into multi-use facilities thus reducing the overall potential for more pier development around the Lake. The code still prohibits docks from extending beyond the pier head line or beyond a lake bottom elevation of 6,219 feet, whichever is more limiting.

In recent years, due to the increased algal growth in the area of the Lake closest to the shore line, the nearshore has become more of a focal point for those concerned about the overall ecological health of Tahoe. Although traditionally the emphasis has been on mid-lake clarity, in response to the *Nearshore Evaluation and Monitoring Framework Report* produced by the Desert Research Institute and its partners and in response to the directives contained in recent California budget legislation language, the Lahontan Regional Water Quality

Control Board prepared a Nearshore Water Quality Protection Plan which was presented for comment to the Governing Board. The Plan obligates Lahontan to:

1. Establish an integrated nearshore monitoring plan to be used to guide the tracking of environmental change in the nearshore area;
2. Continue to support efforts to reduce pollutant discharges into the nearshore through such programs as the Aquatic Invasive Species Program, stormwater treatment projects and the TMDL;
3. Conduct focused assessments of nearshore areas exhibiting heightened environmental changes (so-called "Hot Spots");
4. Adopt or update water quality standards as needed to protect nearshore water quality; and
5. Adjust policy and management actions as new information from monitoring becomes available.

Lahontan will be aided in this effort by the TRPA, the Nevada Division of Environmental Protection and the U.S. EPA.

TRPA staff then reported on the status of projects implemented in 2013 by the Lake Tahoe AIS Program. Following are some interesting statistics:

1. 3.03 acres at the bottom of Emerald Bay have been treated to eliminate invasive weeds and the area is now virtually weed free. Effective treatments have also taken place at Avalanche Beach, Lakeside Beach, Ski Run Channel and Taylor and Tallac Creeks.
2. 5 acres in Emerald Bay have been covered with bottom barriers to smother local populations of Asian clams and the treatment shows great promise.
3. Nearly 16,000 warm water fish (approximately 2,400 pounds) to date have been removed from the Lake.

In order to reduce the risk of other invasive species establishing themselves in Tahoe, motorized watercraft inspections continued in 2013, with approximately 6,800 inspections being conducted and roughly 4,000 vessels being decontaminated. As aquatic invasive species become established in other bodies of water around the country new partnerships are forming to share information, protocols and resources. We should all be proud of the fact that TRPA and its partners are setting standards for others to follow.

For the 2014 boating season the decontamination fee is being increased, the Homewood inspection station will be closed and the subsidies given to marinas to help offset increased personnel costs will be reduced in order to compensate for an \$85,000 projected shortfall in AIS prevention funding this year. With the sun setting of SNPLMA, a huge challenge lies ahead for the Agency and its partners as it looks for other sources of revenue to maintain a robust prevention and eradication program.

As usual, if you have any questions, please don't hesitate to call.

Note: If anyone is interested, on Monday at 1:30 PM at the North Tahoe Event Center in Kings Beach Placer County is hosting a groundbreaking ceremony to celebrate the launching of its Commercial Core Improvement Project. Perhaps I'll see you there.